COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

DRAFT MINUTES
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP MEETING
The Institute for Advanced Learning and Research
150 Slayton Ave
Danville, Virginia 24540

The workshop meeting of the Commonwealth Transportation Board was held at The Institute for Advanced Learning and Research, 150 Slayton Avenue, Danville, Virginia, 24540, on May 20, 2025. The Chairman, W. Sheppard Miller, presided and called the meeting to order at 9:40 a.m. beginning with the Pledge of Allegiance.

Present: Messrs. Byers, Davis, Fowlkes, Good, Gribbin, Kasprowicz, Lawson, Laird, Smoot, Stant, Ms. Dunlop, Ms. Green, Ms. Sellers, Mr. Brich, ex officio, Commissioner of Highways and Ms. Tiffany Robinson, ex officio, Director of the Department of Rail and Public Transportation.

Absent: Mr. Coleman

Agenda 1. I-95 Commuter Choice FY 26-27 Grants
Todd Horsley, Virginia Department of Rail and Public Transportation
Andrew D'huyvetter, NVTA, Director of Programs and Policies.
Daniel Knickelbein, NVTC, Commuter Choice and Policy Program Manager
Referenced by attachment of Presentation.

Agenda 2. FY 2026 Urban and Arlington/Henrico
Street Maintenance Payments
Angel Deem, Virginia Department of Transportation
Referenced by attachment of Presentation.

Agenda 3. SMART SCALE FY 2026 (Round 6) Consensus Scenario
Brooke Jackson, Office of Intermodal Planning and Investment
Referenced by attachment of Presentation.

Agenda 4. Director's Items
Tiffany Robinson, Virginia Department of Rail and Public Transportation
Referenced by attachment of Presentation.

Agenda 5. Commissioner's Items
Stephen Brich, Virginia Department of Transportation

Agenda 6. Secretary's Items
Shep Miller, Secretary of Transportation

ADJOURNMENT:
The meeting adjourned at 11:22 a.m. on May 20, 2025.
Respectfully Submitted:
Carol Mathis,
Assistant Secretary to the Board

# # #

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COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP AGENDA

The Institute for Advanced Learning and Research
150 Slayton Ave
Danville, Virginia 24540
May 20, 2025
9:30 a.m.

1. I-95 Commuter Choice FY 26-27 Grants
   Todd Horsley, Virginia Department of Rail and Public Transportation
   Andrew D'huyvetter, NVTA, Director of Programs and Policies.
   Daniel Knickelbein, NVTC, Commuter Choice and Policy Program Manager

2. FY 2026 Urban and Arlington/Henrico
   Street Maintenance Payments
   Angel Deem, Virginia Department of Transportation

3. SMART SCALE FY 2026 (Round 6) Consensus Scenario
   Brooke Jackson, Office of Intermodal Planning and Investment

4. Director's Items
   Tiffany Robinson, Virginia Department of Rail and Public Transportation

5. Commissioner's Items
   Stephen Brich, Virginia Department of Transportation

6. Secretary's Items
   Shep Miller, Secretary of Transportation

# # #

I-395/95 Commuter Choice Program Recommendations (FY26-27)

DRPT/NVTC Presentation to CTB

Todd Horsley

Director of Northern Virginia Transit Programs

May 20, 2025

DRPT

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



Annual Transit Investments from Express Lanes Toll Revenues

I-66 Outside the Beltway

- Annual funding program managed by DRPT through MOA between VDOT & DRPT
  - Annual Transit Investment from Express Mobility Partners (EMP)

I-66 Commuter Choice

- Biannual funding program managed by NVTC through MOA between CTB, VDOT, DRPT & NVTC
  - Toll revenues collected by VDOT from I-66 Inside the Beltway with annual payment to NVTC

I-395/95 Commuter Choice

- Biannual funding program managed by NVTC & PRTC through MOA between CTB, VDOT, DRPT, NVTC & PRTC
  - Annual Transit Investment from Transurban



I-395/I-95 Annual Transit Investment Governance

- Amended and Restated Memorandum of Agreement Regarding the Annual Transit Investment (ATI) from the I-395 HOT Lanes (January 18, 2022)
  - Replaced original MOA dated December 20, 2017
  - Parties to MOA include the CTB, VDOT, DRPT, NVTC and PRTC
  - Provides for transfer of ATI funds from VDOT to DRPT to NVTC
  - "NVTC and PRTC will select and administer ATI-Funded Projects, which must be approved by the CTB"

- Agreement Between NVTC and PRTC for Distribution and Allocation of I-395 Annual Transit Investment Funds (January 25, 2019)
  - "NVTC shall serve on behalf of the Commissions as the recipient of all ATI funds disbursed to them"
  - "…the Commissions shall establish a process to be used for the selection of capital and operating projects to be funded, in whole or in part, with the ATI funds…"



I-395/95 Commuter Choice Program Improvement Goals

- Maximize person throughput in the Corridor
- Implement multimodal improvements
  - *Improve mobility along the Corridor*
  - *Support new, diverse travel choices*
- Enhance transportation safety and travel reliability

I-395/I-95 ATI Project Criteria

"To be approved by the CTB, each proposed ATI-Funded Project must meet each of the following four criteria (the "Project Criteria")…"

a) Must reasonably relate to or benefit the toll-paying users of the I-95/I-395 Project

b) Must have the capacity to attain one or more of the Improvement Goals

c) Must be one of the following types of multimodal transportation improvements serving the Corridor (which term, for the avoidance of doubt, includes adjacent and nearby routes)
   - Eight types of multimodal transportation improvements identified in the MOA
   - Limitations on operating costs

d) Must demonstrate that the ATI-Funded Projects will be in compliance with all applicable laws, rules, and regulations and have received or will receive all required regulatory approvals



Commonwealth Roles

The CTB, VDOT and DRPT all have roles related to ensuring ATI funds are properly budgeted

- VDOT
  - ✓ Transfer ATI funds it receives to DRPT
- DRPT
  - ✓ Provide technical assistance to NVTC and PRTC during selection of ATI-funded projects
  - ✓ Provide CTB with analysis of whether proposed ATI-funded projects meet requirements of MOA; includes coordination of legal review by OAG
  - ✓ Joint presentation to CTB with NVTC
  - ✓ Transfer ATI funds received from VDOT to NVTC
- CTB
  - ✓ Approval of ATI-funded projects in DRPT's Six Year Improvement Program

I-395/I-95 Annual Transit Investment Budgeting

- ATI revenues are specified in Exhibit A to the "Amended and Restated Memorandum of Agreement Regarding the Annual Transit Investment (ATI) from the I-395 HOT Lanes (January 18, 2022)" and are included in DRPT's FY 26 SYIP
  - $35,225,687 = FY26-27 ATI revenues available for NVTC's biannual program
    - $17,395,401 (FY 26 ATI) + $17,830,286 (FY 27 ATI)

- Disbursement of I-395/95 ATI funds are reflected in DRPT's FY 26 Budget under "Public Transportation Programs (Capital Assistance, Program Type 60901)"

- I-395/95 ATI revenues are disbursed annually to NVTC from DRPT's I-395 Fund (04315)

I-395/95 Commuter Choice Draft FY 2026-2027 Program of Projects













Commonwealth Transportation Board (CTB)

May 20, 2025

About the Program

I-395/95 Commuter Choice is a partnership between NVTC, the Potomac and Rappahannock Transportation Commission (PRTC) and the Commonwealth of Virginia, administered by NVTC. Roles and responsibilities for each agency are outlined in a Memorandum of Agreement (MOA).

The Program uses a portion of toll revenues collected in the I-395/95 corridor to competitively fund public transit and other transportation improvements along the corridor.







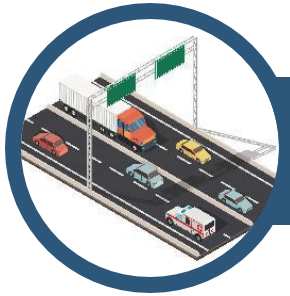




Maximize person throughput


Support new, diverse travel options


Improve mobility


Enhance safety and reliability

NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION Commuter Choice

Roles and Responsibilities

I-395 Commuter Choice



MOA Outlines Role of Each Agency

- **CTB** approves projects identified by NVTC via DRPT SYIP
- Receives annual Commuter Choice report

- **VDOT** transfers toll revenue to DRPT
- **DRPT** transfers toll revenue to NVTC, reviews projects for eligibility in coordination with OAG and forwards selected projects to CTB for inclusion in SYIP

- **NVTC** and **PRTC** approve final Program of Projects for transmittal to CTB
- **NVTC** administers the Program on behalf of both Commissions including:
  - Selecting multimodal improvements
  - Monitoring effectiveness of projects
  - Developing annual program report for CTB

- **Local jurisdictions and transit operators** apply for funding and implement projects

NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION Commuter Choice

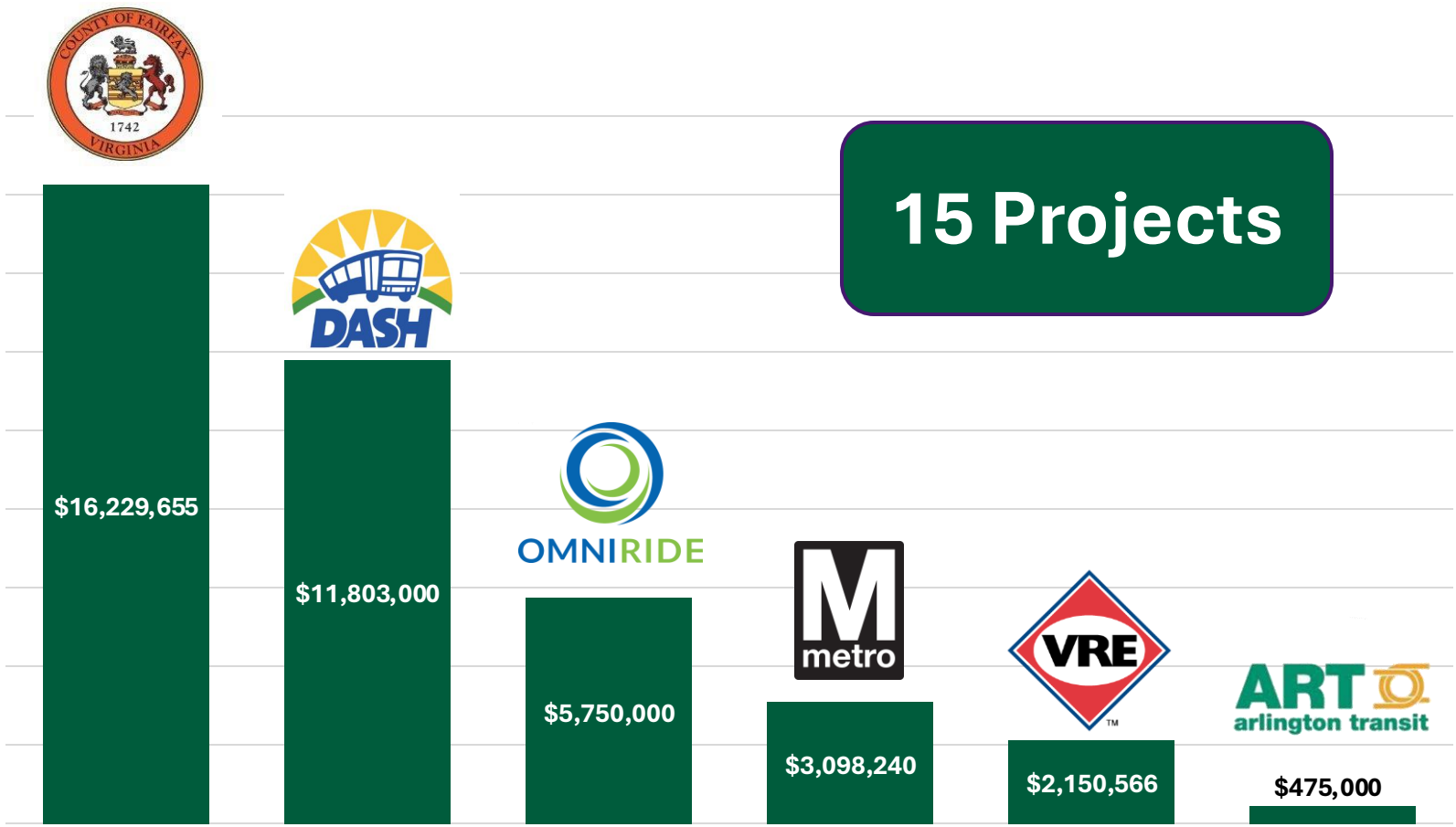
Program Development Process

- Call for Projects closed in December
- Initial project eligibility review with DRPT in January
  - One application deemed ineligible for Commuter Choice funding
- Scores finalized in February
- Public comment period held in March and April
- Public hearing held on April 24
- Final project eligibility concurrence received from OAG in May
- NVTC and PRTC Commissions briefed on May 1
- *NVTC and PRTC Commissions approve transmittal of final Program of Projects to CTB on June 5*
- *CTB approval of new FY 26-30 SYIP on June 25*



NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION Commuter Choice

Draft I-395/95 Commuter Choice FY 26-27 Program of Projects: By the Numbers



15 Projects

3,800
people moved each weekday

22 million
fewer annual vehicle miles traveled

$2.4 million
annual reduced fuel costs

6,200
metric tons of GHG reduced annually

53,000
hours of travel time savings annually

NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Commuter Choice

Draft FY 2026-2027 Program of Projects *(Slide 1 of 2)*

Applicant	Title	Proposed Award	Score (100 Points)
Fairfax County	**Richmond Highway Bus Rapid Transit Implementation: Fort Belvoir to Huntington Station** *Second funding installment supporting construction of a seven-mile, nine-station BRT line along U.S. 1.*	$10,000,000*	N/A
OmniRide	**Dale City to Rosslyn-Ballston Enhanced Bus Service (*Continuation*)** *Continues two additional morning and evening trips from Dale City to the Rosslyn-Ballston corridor.*	$555,400	78
WMATA	**New Bus Service from Van Dorn Street Station to Downtown D.C. (Route A29)** *Adds a new peak-period service (Route A29) running between Van Dorn Street, Mark Center, Southern Towers, and Shirlington to Metro Center in Downtown Washington.*	$2,357,200	78
OmniRide	**Staffordboro Commuter Lot to the Pentagon Enhanced Bus Service (*Continuation*)** *Continues enhanced commuter express service between Stafford County and the Pentagon.*	$1,972,700	77
DASH	**Line 35 (Van Dorn Metro to the Pentagon) Enhanced Bus Service (*Continuation*)** *Continues 10-minute all-day weekday service and 15-minute all day weekend service between Alexandria's West End and the Pentagon via the I-395 Express Lanes.*	$7,414,500	76
DASH	**Line 36 (Mark Center to Potomac Yard) Enhanced Bus Service (*Continuation*)** *Continues 15-minute all-day service between the Mark Center, Shirlington and the Potomac Yard area.*	$4,388,500	71
OmniRide	**Route 1 Local Enhanced Bus Service (*Continuation*)** *Continues enhanced peak-period local bus service along U.S. 1 in Prince William County.*	$677,700	69
OmniRide	**Prince William Metro Express Enhanced Bus Service (*Continuation*)** *Continues enhanced peak-period service between Woodbridge and the Franconia-Springfield Station.*	$607,000	69

*This is the second $10,000,000 award for the Richmond Highway BRT project that was originally awarded a $20,000,000 in the prior I-395/95 funding round to be split across two funding cycles

NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION Commuter Choice

Draft FY 2026-2027 Program of Projects *(Slide 2 of 2)*

Applicant	Title	Proposed Award	Score (100 Points)
OmniRide	**Staffordboro Commuter Lot to Downtown D.C. Enhanced Bus Service (*Continuation*)** *Continues enhanced commuter express service between Stafford County and Downtown Washington.*	$1,937,200	66
Arlington County	**Route 87 (Shirlington to the Pentagon) Enhanced Bus Service** *Provides enhanced service on ART Route 87, operating between Shirlington and the Pentagon Metro Station on weekdays.*	$475,000	63
WMATA	**Enhanced Bus Service from Landmark and Seminary Valley to the Pentagon (Route A25)** *Provides enhanced service on WMATA Route A25, running from Landmark Transit Center in Alexandria to the Pentagon.*	$741,040	62
Fairfax County	**Route 396 (Backlick North Park and Ride to the Pentagon) Enhanced Bus Service (*Continuation*)** *Continues peak-period express bus service between Springfield and the Pentagon.*	$1,958,651	59
Virginia Railway Express (VRE)	**Leeland Road Station Improvement Project** *Supports engineering/design activities to lengthen the existing Leeland Road VRE station platform by approximately 300 feet to provide simultaneous boarding at all doors of an eight-car train.*	$2,150,566	53
Fairfax County	**Route 321/322 (Greater Springfield Circulator) Enhanced Bus Service** *Provides enhanced service on Fairfax Connector Route 321/322, which operates in a loop and provides connections to the Franconia Springfield VRE and WMATA Stations and Van Dorn Street.*	$2,128,807	45
Fairfax County	**Route 371 (Lorton Park and Ride to Franconia-Springfield) Enhanced Bus Service (*Continuation*)** *Continues enhanced service between the Lorton Park & Ride Lot, the Lorton VRE Station, and the Franconia-Springfield Metro Station.*	$2,142,197	45
	Proposed Total Funding	$39,506,461	

NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION Commuter Choice

Public Comment

- Online public comment period ran from March 12 – April 11
- 458 submissions received via an online survey (English and Spanish) and email
- Video greetings from NVTC Program Advisory Committee Chair Dalia Palchik
- Paid ads on Facebook and Instagram
- Public hearing held on April 24







Key Upcoming Dates

Today	Commonwealth Transportation Board (CTB) briefing on Draft Program of Projects
June 5	NVTC and PRTC action to transmit Program of Projects to CTB for inclusion in DRPT Six Year Improvement Program (SYIP)
June 25	CTB action on DRPT SYIP
July 1	Commuter Choice funding available to projects included in FY 26-27 Program of Projects



NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION Commuter Choice

Questions?



POTOMAC & RAPPAHANNOCK TRANSPORTATION COMMISSION

NVTC
NORTHERN VIRGINIA TRANSPORTATION COMMISSION

APPENDIX: Commuter Choice Impacts and Scoring Criteria













Commuter Choice Impacts

Since 2017, Commuter Choice's $178 million dollar investment in transit and other transportation projects has improved travel and overall quality of life for Northern Virginians.

135M
fewer vehicle miles traveled

71%
greenhouse gas emission reduction relative to single-occupancy vehicle trips



200
automobile crashes avoided

1.3M
hours of travel time savings

7M
Commuter Choice-supported trips on the I-66 and I-395/95 corridors

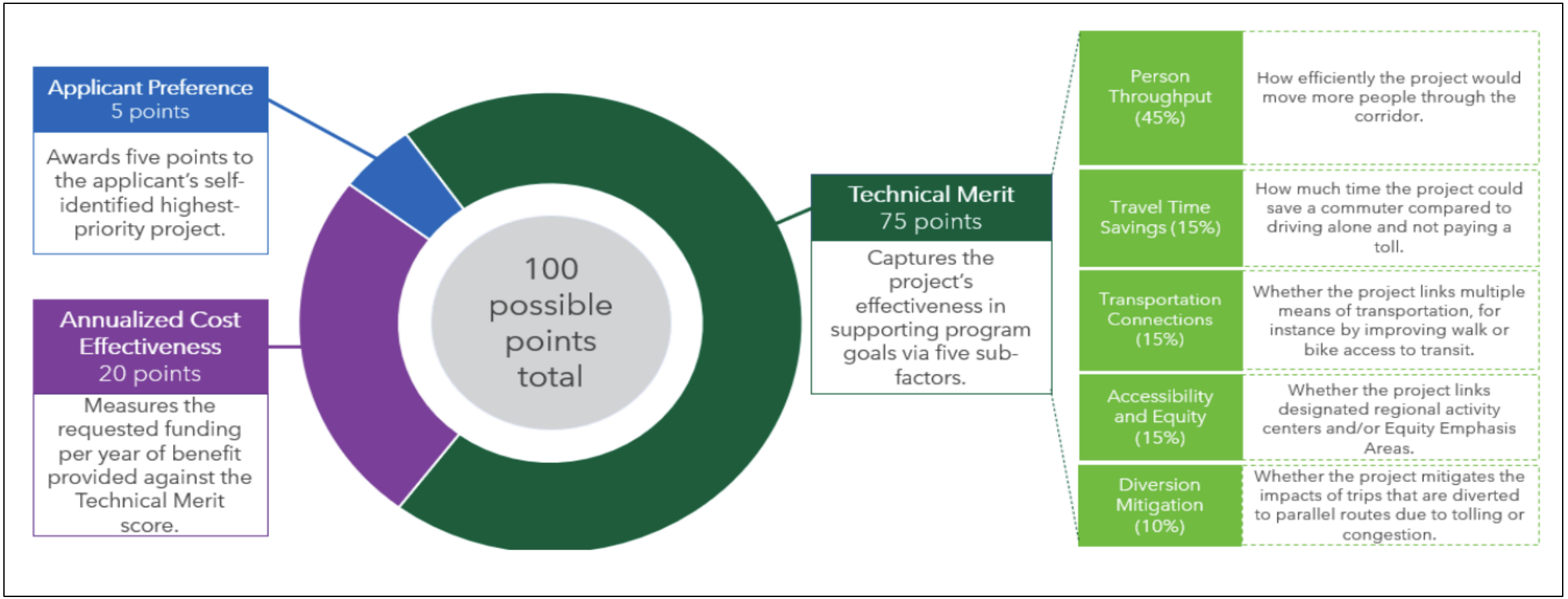
$46M
in regional economic benefit from reduced travel delay

$19M
in fuel cost savings for commuters

- **45** buses to operate expanded services
- **31** bus service improvements
- **14** new express bus routes
- **7** commuter incentive programs
- **5** bikeshare expansion projects
- **4** rail station enhancements
- **3** park-and-ride lots
- **1** bus rapid transit line

NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION
Commuter Choice

Application Scoring



Source: Commuter Choice Handbook, Chapter 4

APPENDIX: I-395/95 Commuter Choice FY 2026-2027 Project Profiles











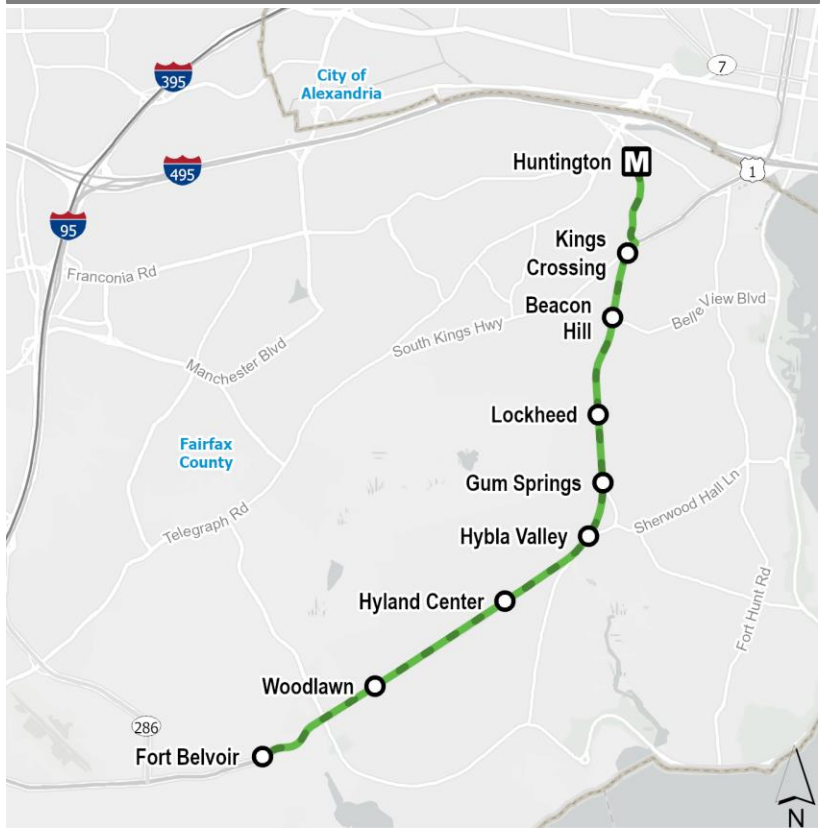


FAIRFAX COUNTY
RICHMOND HIGHWAY BUS RAPID TRANSIT IMPLEMENTATION: FORT BELVOIR TO HUNTINGTON STATION

Commuter Choice funding will help fund the construction of a seven-mile, nine-station bus rapid transit line operating in new median lanes along U.S. Route 1. The line will connect dense residential and commercial development between Fort Belvoir and Huntington Station with quick and reliable service thanks to dedicated median lanes and limited stops at new rail-like stations. The bus rapid transit line is one of several such lines planned for busy travel corridors in northern Virginia.

*Second installment of a total $20 million dollar funding award committed as part of the I-395/95 Commuter Choice FY 24-25 Program of Projects

Funding Award: $10,000,000 *



Application Score

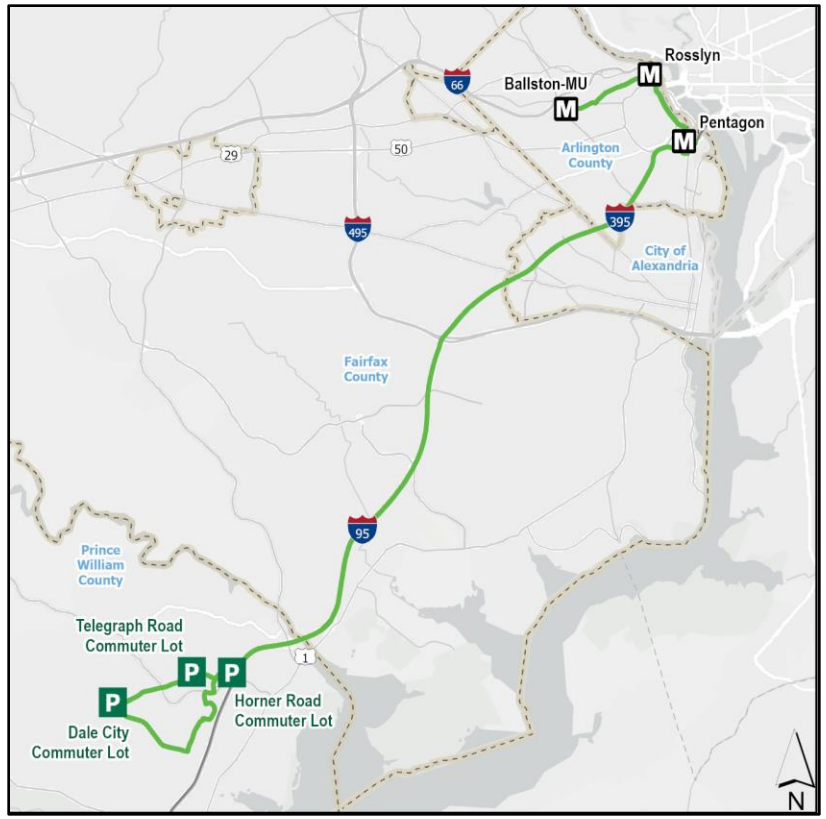
Measure	Score
Technical Merit *(up to 75 points)*	
Annualized Cost Effectiveness *(up to 20 points)*	
Applicant Preference *(up to 5 points)*	
Total Application Score	N/A

NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION Commuter Choice

OMNIRIDE
DALE CITY TO ROSSLYN-BALLSTON ENHANCED BUS SERVICE *(CONTINUATION)*

This project supports the continued operation of two morning and two evening trips operating from Dale City in Prince William County to the Rosslyn-Ballston corridor in Arlington County via the I-95/395 express lanes and the Pentagon.

Funding Request: $555,400



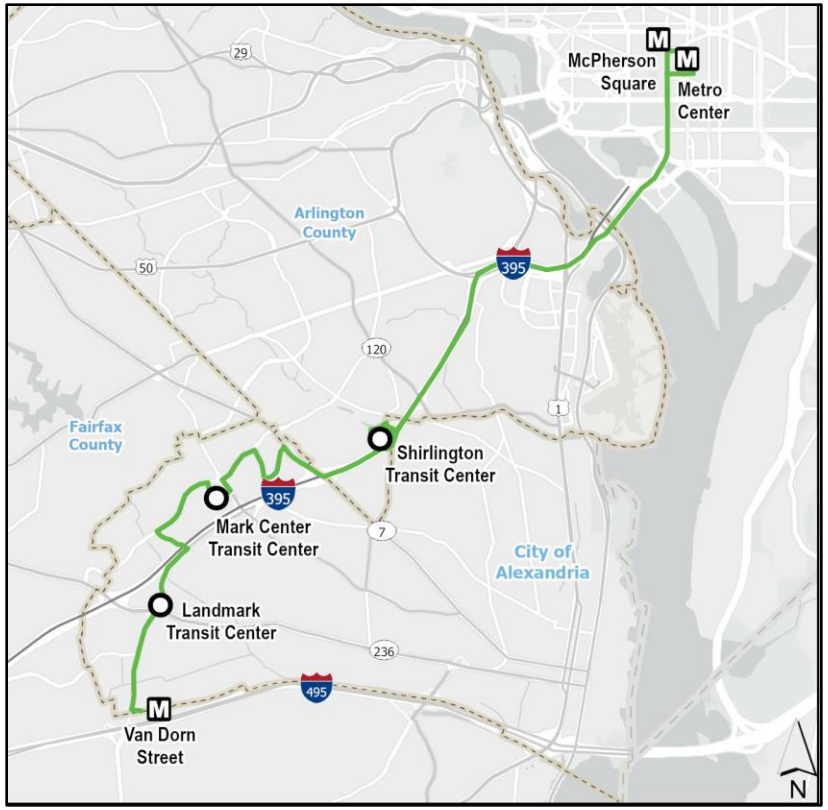
Application Score

Measure	Score
Technical Merit *(up to 75 points)*	53
Annualized Cost Effectiveness *(up to 20 points)*	20
Applicant Preference *(up to 5 points)*	5
Total Application Score	78

WMATA
NEW BUS SERVICE FROM VAN DORN STREET STATION TO DOWNTOWN D.C. (ROUTE A29)

This project adds a new peak-only service (Route A29) between Van Dorn Street, Beauregard Street, Mark Center, Southern Towers, and Shirlington to Metro Center Station in Downtown Washington. It would offer a new weekday peak option for commuters in west Alexandria and south Arlington to access Washington without a transfer at the Pentagon at a 24-minute frequency during the morning and evening peak-period on weekdays.

Funding Request: $2,357,200



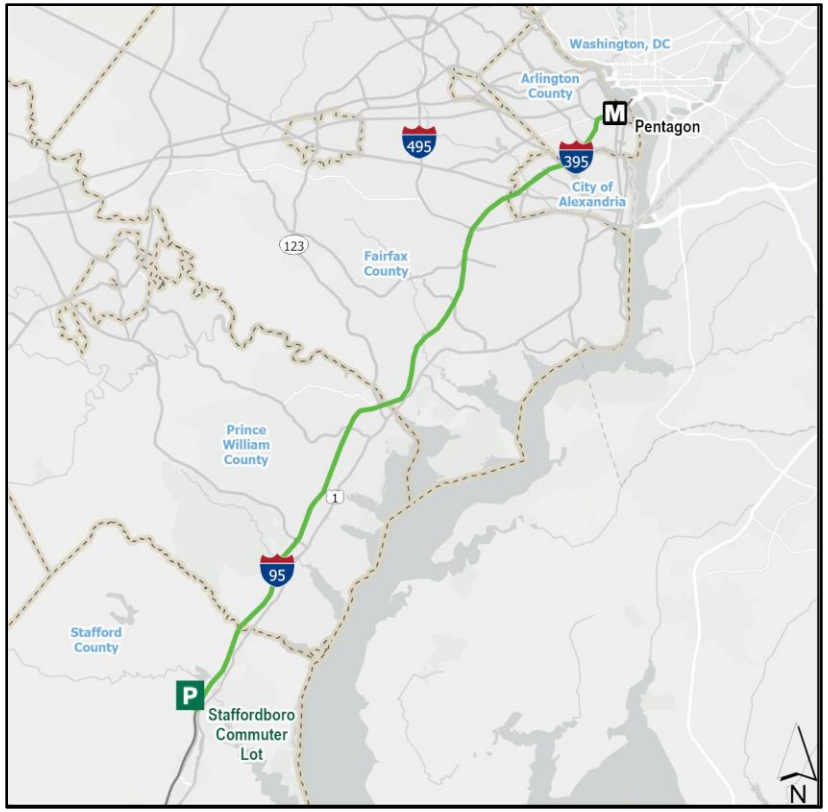
Application Score

Measure	Score
Technical Merit *(up to 75 points)*	60
Annualized Cost Effectiveness *(up to 20 points)*	13
Applicant Preference *(up to 5 points)*	5
Total Application Score	78

OMNIRIDE
STAFFORDBORO COMMUTER LOT TO THE PENTAGON ENHANCED BUS SERVICE (*CONTINUATION*)

This project supports the continued operation of morning and evening commuter bus service between the Staffordboro Commuter Lot off of Route 610 in Stafford County and the Pentagon via the I-95/395 express lanes.

Funding Request: $1,972,700



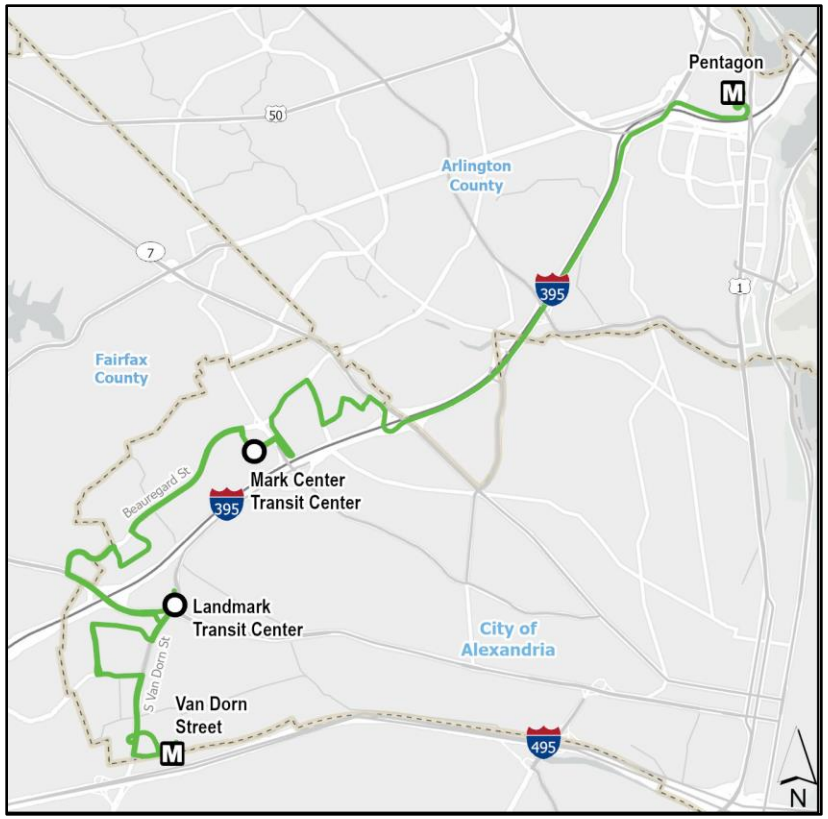
Application Score

Measure	Score
Technical Merit *(up to 75 points)*	64
Annualized Cost Effectiveness *(up to 20 points)*	13
Applicant Preference *(up to 5 points)*	0
Total Application Score	77

DASH
LINE 35 (VAN DORN METRO TO THE PENTAGON) ENHANCED BUS SERVICE (*CONTINUATION*)

This project supports the continuation of frequent, all-day service on DASH Line 35, which operates between Alexandria's West End and the Pentagon via the I-395 Express Lanes. With this funding, Line 35 would continue to run every 10 minutes all day on weekdays and every 15 minutes all day on weekends.

Funding Request: $7,414,500



Application Score

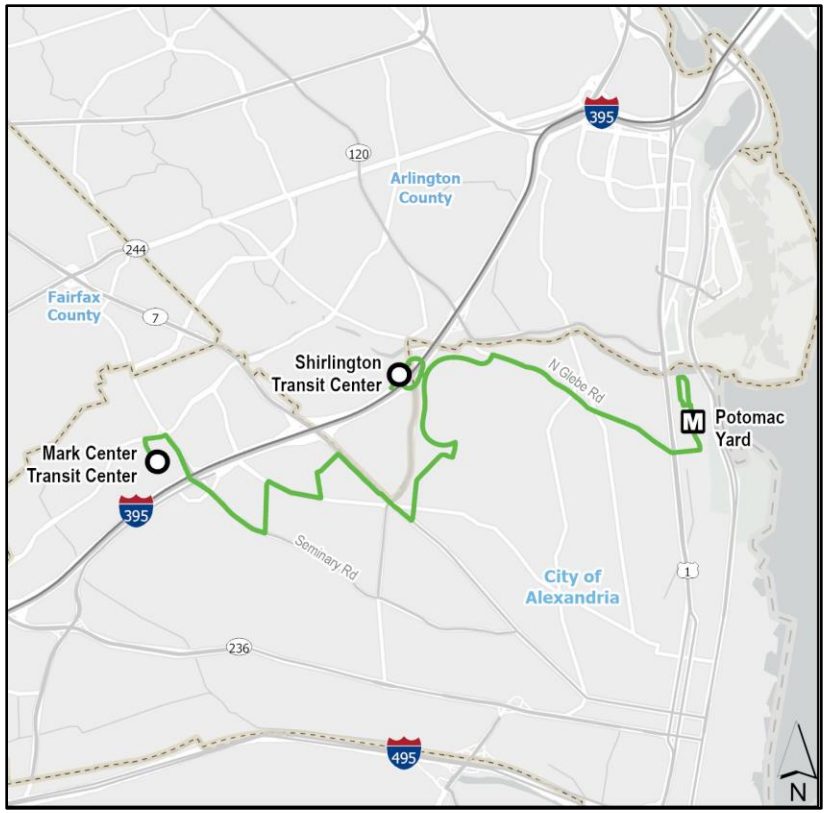
Measure	Score
Technical Merit *(up to 75 points)*	64
Annualized Cost Effectiveness *(up to 20 points)*	7
Applicant Preference *(up to 5 points)*	5
Total Application Score	76

DASH

LINE 36 (MARK CENTER TO POTOMAC YARD) ENHANCED BUS SERVICE (*CONTINUATION*)

This project supports the continuation of frequent, all-day service for DASH Line 36A/B, which operates between the Mark Center, Shirlington, and Potomac Yard. With this funding, Line 36A/B would continue to run every 15 minutes all day, seven days per week.

Funding Request: $4,388,500



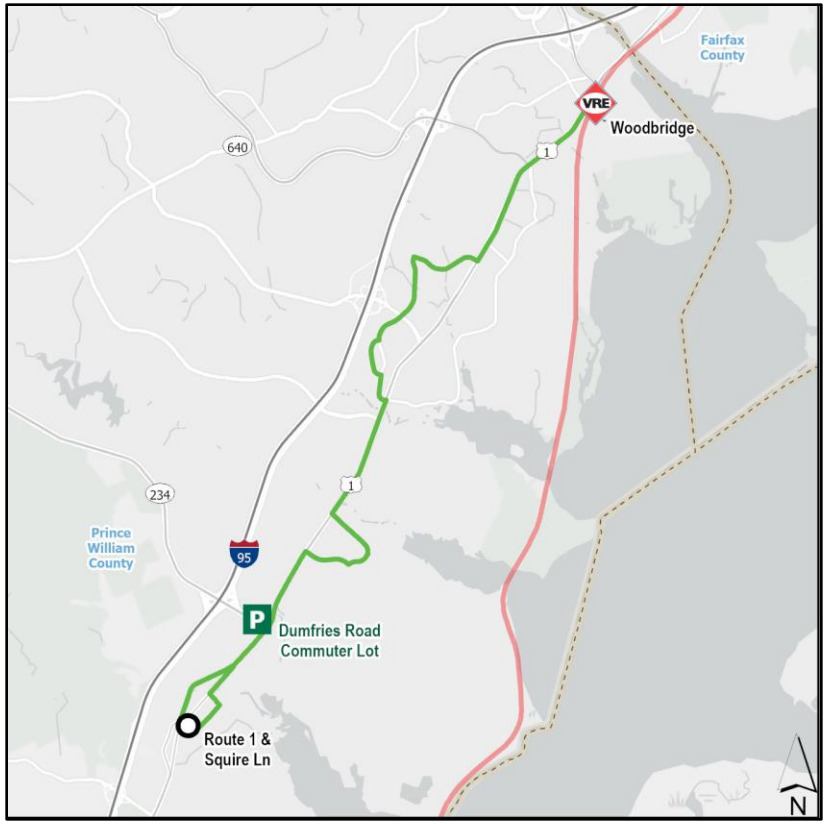
Application Score

Measure	Score
Technical Merit *(up to 75 points)*	64
Annualized Cost Effectiveness *(up to 20 points)*	7
Applicant Preference *(up to 5 points)*	0
Total Application Score	71

OMNIRIDE
ROUTE 1 LOCAL ENHANCED BUS SERVICE (*CONTINUATION*)

This project supports continued a.m. and p.m. enhanced service for OmniRide's Route 52 local, operating primarily on Route 1 in Prince William County between Dumfries and the Woodbridge VRE Station.

Funding Request: $677,700

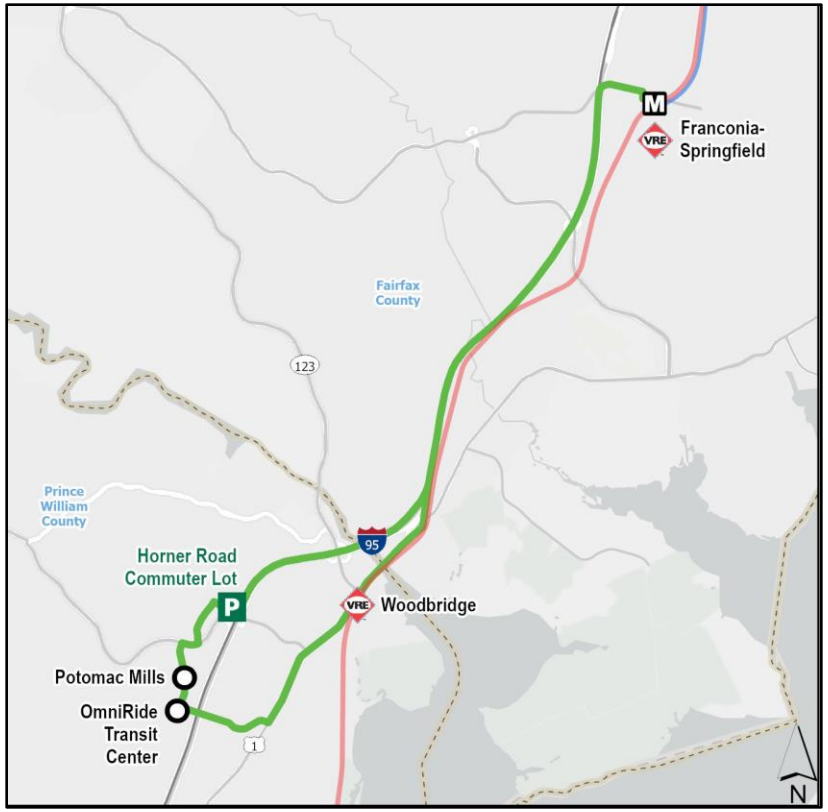


Application Score	
Measure	Score
Technical Merit *(up to 75 points)*	49
Annualized Cost Effectiveness *(up to 20 points)*	20
Applicant Preference *(up to 5 points)*	0
Total Application Score	69

OMNIRIDE
PRINCE WILLIAM METRO EXPRESS ENHANCED BUS SERVICE (*CONTINUATION*)

This project supports continued a.m. and p.m. enhanced service for OmniRide's Prince William Metro Express, which operates between Dale City in Prince William County, the Woodbridge VRE Station, and the Franconia-Springfield Metro Station.

Funding Request: $607,000



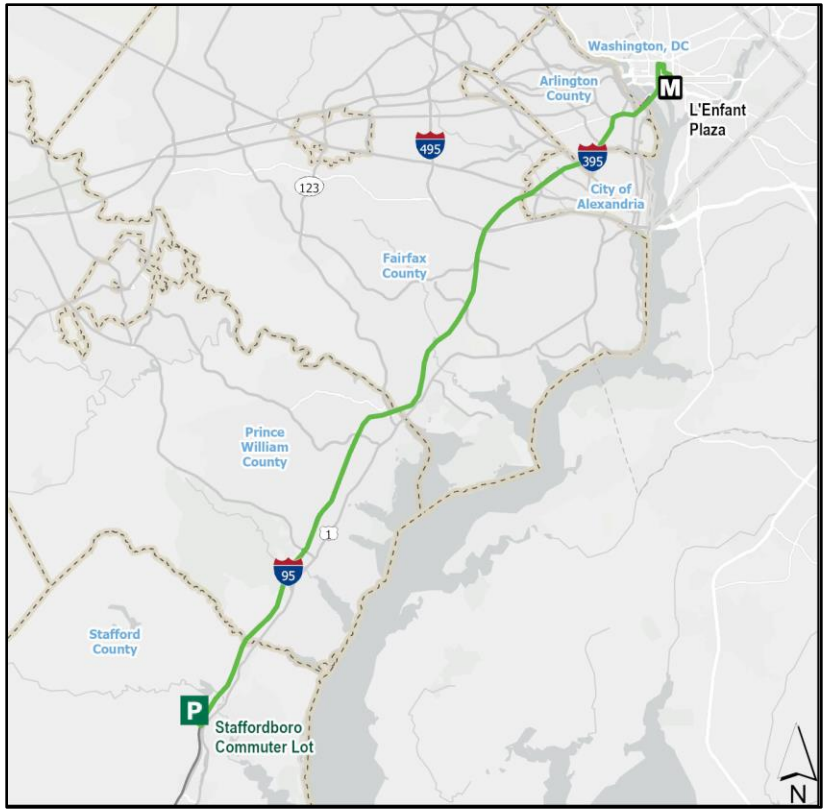
Application Score

Measure	Score
Technical Merit *(up to 75 points)*	49
Annualized Cost Effectiveness *(up to 20 points)*	20
Applicant Preference *(up to 5 points)*	0
Total Application Score	69

OMNIRIDE
STAFFORDBORO COMMUTER LOT TO DOWNTOWN D.C. ENHANCED BUS SERVICE (*CONTINUATION*)

This project supports the continued operation of morning and evening commuter bus service between the Staffordboro Commuter Lot off of Route 610 in Stafford County and Downtown Washington via the I-95/395 express lanes

Funding Request: $1,937,200



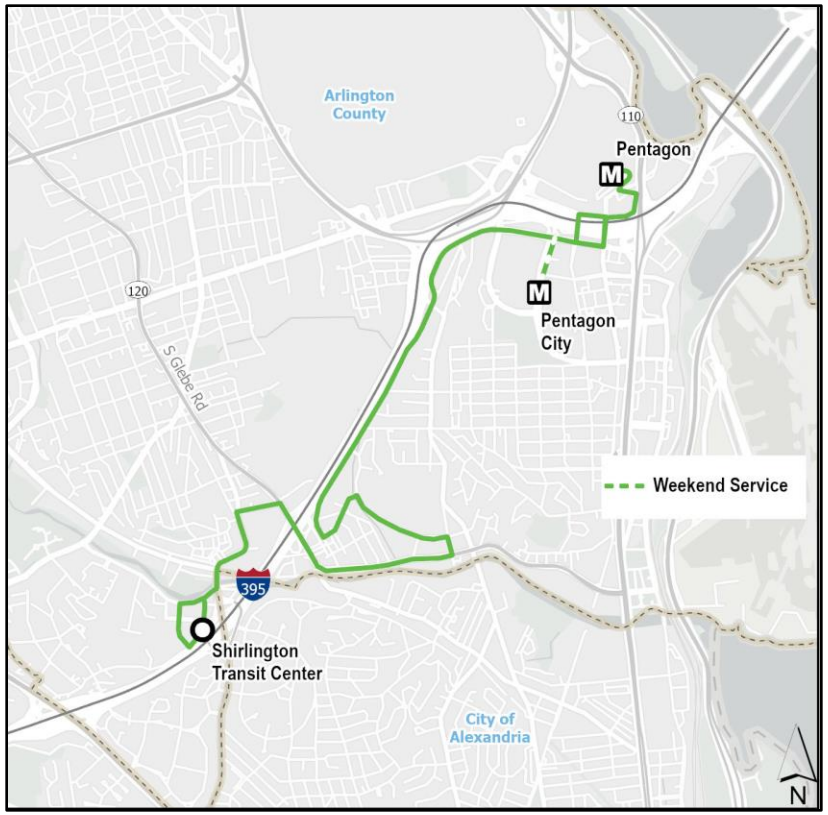
Application Score

Measure	Score
Technical Merit *(up to 75 points)*	53
Annualized Cost Effectiveness *(up to 20 points)*	13
Applicant Preference *(up to 5 points)*	0
Total Application Score	66

ARLINGTON COUNTY
ROUTE 87 (SHIRLINGTON TO THE PENTAGON) ENHANCED BUS SERVICE

This project will fund enhanced service on ART Route 87, which operates between the Shirlington Bus Station in Arlington and the Pentagon Metro Station on weekdays. Funding would support the consolidation of several route variants and increase headways in the morning and evening peak.

Funding Request: $475,000



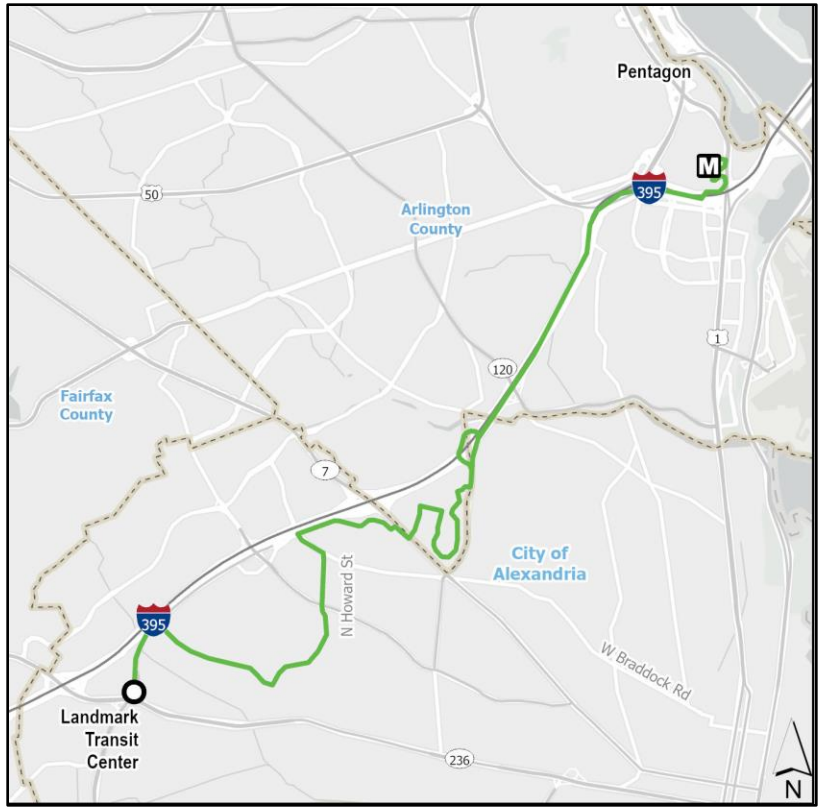
Application Score

Measure	Score
Technical Merit *(up to 75 points)*	38
Annualized Cost Effectiveness *(up to 20 points)*	20
Applicant Preference *(up to 5 points)*	5
Total Application Score	63

WMATA
ENHANCED BUS SERVICE FROM LANDMARK AND SEMINARY VALLEY TO THE PENTAGON (ROUTE A25)

This project supports enhanced service on Metro's Route A25, a proposed peak-period, peak-direction route running from the Landmark Transit Center in Alexandria to the Pentagon in Metro's 2025 Better Bus Network. Currently, Metro plans on providing service at a 30-minute frequency; this funding would allow Metro to provide additional service at a 15-minute frequency.

Funding Request: $741,040



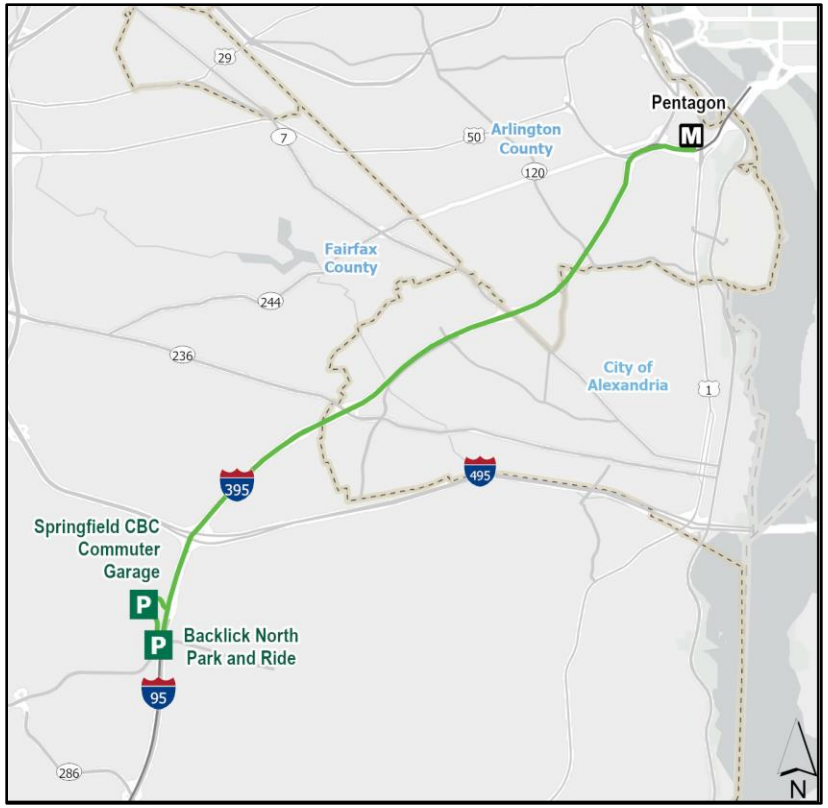
Application Score

Measure	Score
Technical Merit *(up to 75 points)*	49
Annualized Cost Effectiveness *(up to 20 points)*	13
Applicant Preference *(up to 5 points)*	0
Total Application Score	62

FAIRFAX COUNTY
ROUTE 396 (BACKLICK NORTH PARK AND RIDE TO THE PENTAGON) ENHANCED BUS SERVICE (*CONTINUATION*)

This project supports the continued operation of Route 396, a peak-period, peak-direction commuter route which operates between the Backlick North Park and Ride Lot in Fairfax County and the Pentagon via the I-95/395 Express Lanes.

Funding Request: $1,958,651



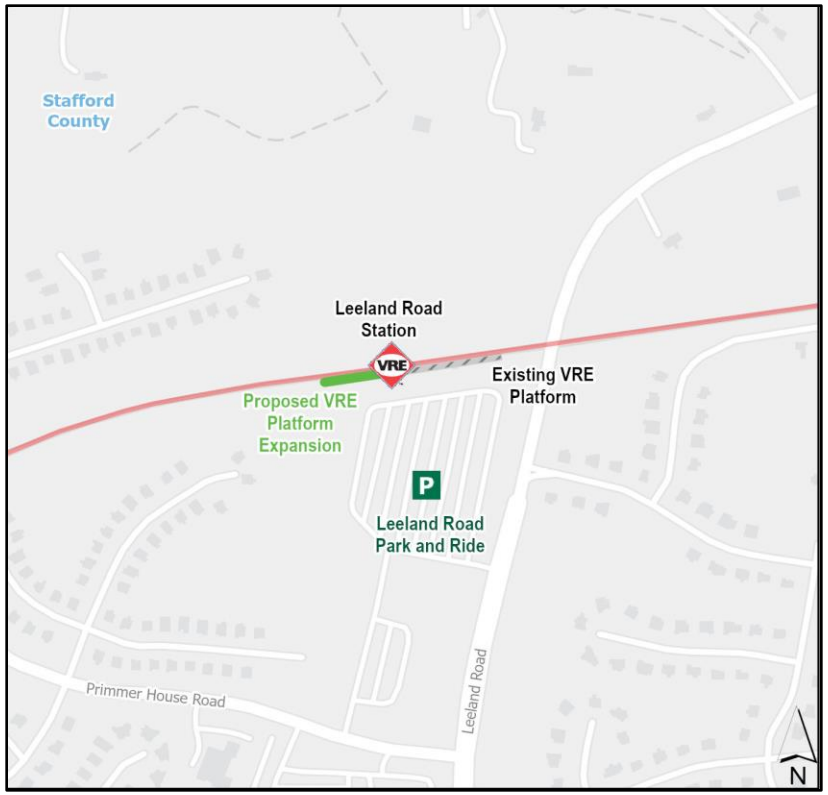
Application Score

Measure	Score
Technical Merit *(up to 75 points)*	41
Annualized Cost Effectiveness *(up to 20 points)*	13
Applicant Preference *(up to 5 points)*	5
Total Application Score	59

VIRGINIA RAILWAY EXPRESS
LEELAND ROAD STATION IMPROVEMENT PROJECT

This project lengthens the existing Leeland Road VRE station platform by approximately 300 feet to provide simultaneous boarding at all doors of an eight-car train. Currently only five cars can service the platform at the Leeland Road Station.

Funding Request: $2,150,566



Application Score

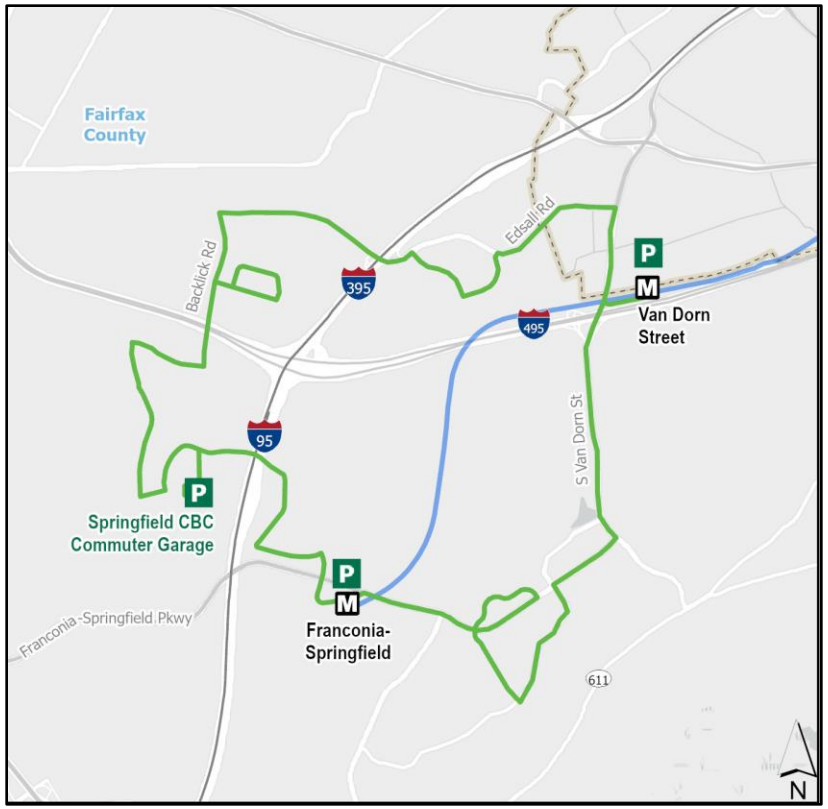
Measure	Score
Technical Merit *(up to 75 points)*	41
Annualized Cost Effectiveness *(up to 20 points)*	7
Applicant Preference *(up to 5 points)*	5
Total Application Score	53

NVTC NORTHERN VIRGINIA TRANSPORTATION COMMISSION Commuter Choice

FAIRFAX COUNTY
ROUTE 321/322 (GREATER SPRINGFIELD CIRCULATOR) ENHANCED BUS SERVICE

This project funds enhanced service on Fairfax Connector Route 321/322, "Greater Springfield Circulator", improving headways from 30 minutes to 20 minutes. Route 321/322 runs in a loop, providing connections to the Franconia-Springfield Metro and VRE Stations, the Van Dorn Street Metro Station, and the Springfield Community Business Center Multimodal facility.

Funding Request: $2,128,807



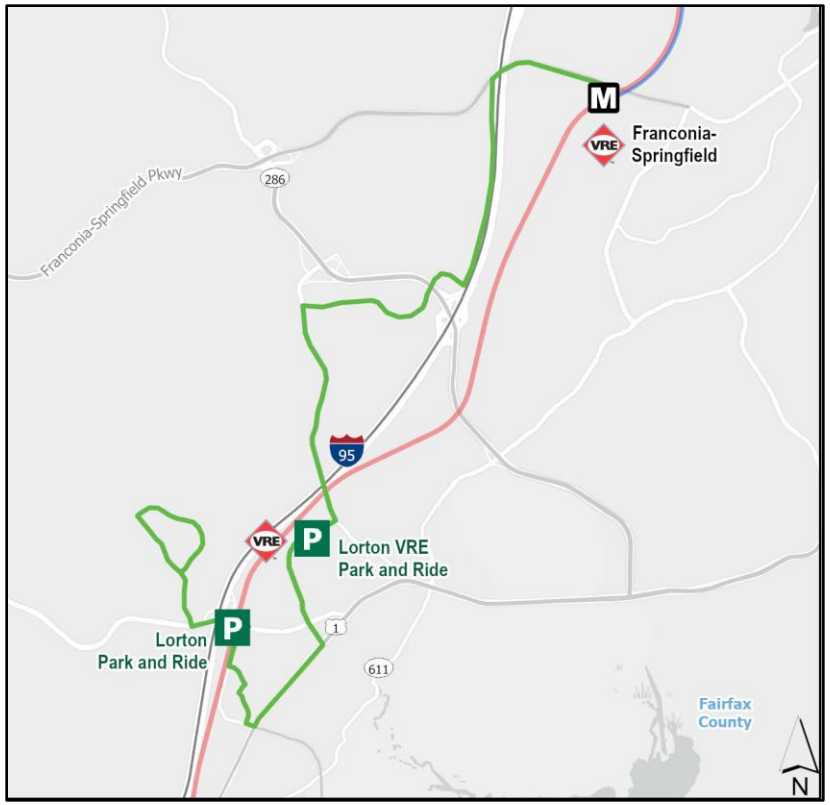
Application Score

Measure	Score
Technical Merit *(up to 75 points)*	38
Annualized Cost Effectiveness *(up to 20 points)*	7
Applicant Preference *(up to 5 points)*	0
Total Application Score	45

FAIRFAX COUNTY
ROUTE 371 (LORTON PARK AND RIDE TO FRANCONIA-SPRINGFIELD) ENHANCED BUS SERVICE (*CONTINUATION*)

This project supports continued funding for enhanced service on Route 371, which runs between the Lorton Park and Ride Lot in Fairfax County, the Lorton VRE Station, and the Franconia-Springfield Metro Station. The route operates every 15 minutes during rush hour.

Funding Request: $2,142,197



Application Score

Measure	Score
Technical Merit *(up to 75 points)*	38
Annualized Cost Effectiveness *(up to 20 points)*	7
Applicant Preference *(up to 5 points)*	0
Total Application Score	45


VDOT
Virginia Department of Transportation

FY 2026 URBAN AND ARLINGTON/HENRICO STREET MAINTENANCE PAYMENTS

Angel Deem
Chief of Policy

May 20, 2025

Urban Maintenance Program Street Maintenance Payments

Eligibility Requirements for Maintenance Payments:

- Urban street acceptance criteria established in Code Section 33.2-319
- CTB approves mileage additions/deletions
- CTB established annual payment rates
- Arterial Routes Inspected annually

Payment - General

- Payments based on moving lane miles (lanes available to traffic during peak-traffic hours)
- CTB approves payment amounts to localities
- Localities annual growth rate is based upon the base rate of growth for VDOT's maintenance program
- Payments to localities made quarterly

Payment Categories – Based on Functional Classifications

- Principal and Minor Arterial Roads
- Collector Roads and Local Streets

County (Arlington/Henrico) Street Maintenance Payments

Eligibility Requirements for Maintenance Payments:

- Established by Code Section: 33.2-366
- These counties maintain their own system of local roads
- CTB establishes maintenance payments
- Annual submission of additions/ deletions provided by county
- Annual arterial inspection not required by Code

Payment - General

- No differential in payment rates based on Functional Classifications
- CTB approves payment amounts to localities
- Annual growth rate is based upon the base rate of growth for VDOT's Maintenance Program
- Payments to localities made quarterly

Additional Quarterly Payments

Overweight Permit Fees – Distributed across Urban System and Arlington/Henrico Counties based on lane mileage

$1 Million ($250,000 quarterly) to City of Chesapeake for additional maintenance costs of Moveable Bridges; Payments began in 2005

$1 Million Virginia Port Authority Payment compensating Localities with Tax-exempt Real-estate (Newport News, Portsmouth, Norfolk, Warren County)

Proposed FY 2026 Urban Locality Payments

- **FY 2026 Urban Budget = $542.5M**
  - ***FY 2025 Budget* = $ 525.1M**
- **Payment Rates:**
  - Principal and Minor Arterial Roads ≈ $30,023 per lane mile
  - Collector Roads and Local Streets ≈ $17,627 per lane mile
- **FY2026 overweight permit fee distribution = $203,765**
  - Rate of $7.69 per lane mile
- **Continue $1M to Chesapeake to address additional costs associated with movable bridges**
- **VPA Tax Exempt Payments to Warren County, Newport News, Portsmouth, Norfolk - $1M shared based on throughput**

Proposed FY 2026 Arlington/Henrico Payments

- **FY 2026 Arlington/Henrico Budget = $94.4M**
  - ***FY2025 Arlington/Henrico Budget* = $91.3M**

- **Payment Rates:**
  - Arlington = $25,408.56 per lane mile
  - Henrico = $18,488.63 per lane mile
- **FY2026 overweight permit fee distribution = $36,203**
  - Rate = $7.69 per lane mile

Next Steps

June Resolution Approving Urban Inventory / Payments to Urban Localities

June Resolution Approving Payments to Arlington and Henrico Counties


VDOT
Virginia Department of Transportation

COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

SMART SCALE Round 6
Consensus Scenario

Kimberly Pryor, AICP – Director, Infrastructure Investment Division
Brooke Jackson, P.E. – SMART SCALE Program Manager
May 20, 2025

SMART SCALE Round 6

- **Staff Recommended Scenario released in January**
- **Total Funds Available - $1,079.3 million**
  - **Allocated to 53 projects - $983.6 million**
    - DGP $602.5 million
    - HPP $381.04 million
  - **Total Amount unallocated - $83.1 million**
    - DGP - $79.5 million
    - HPP - $3.6 million
- **Draft SYIP**
  - **Funded cost increases on prior round projects - $12.6 million**

Staff Recommended Funding Scenario Summary (millions)

					Step 1		Step 2			
District	Number of Applications	DGP Available	Previous DGP Cost Increases	HPP Available	DGP Allocated	DGP Remaining	HPP Allocated	HPP Remaining	Funded in Staff Scenario	Total Allocated
Bristol	20	$37.0			$27.2	$9.8	$0.0		3	$27.2
Culpeper	24	$68.0	-$6.6		$57.0	$4.3	$36.4		4	$93.5
Fredericksburg	34	$76.2			$73.5	$2.7	$16.8		4	$90.3
Hampton Roads	31	$121.6			$111.9	$9.7	$27.3		11	$139.2
Lynchburg	12	$85.9			$82.4	$3.5	$0.0		4	$82.4
Northern Virginia	23	$97.4			$88.7	$8.8	$0.0		4	$88.7
Richmond	65	$104.9			$82.6	$22.2	$255.8		14	$338.5
Salem	34	$64.3			$53.9	$10.3	$0.0		3	$53.9
Staunton	27	$39.4	-$6.0		$25.3	$8.1	$44.7		6	$69.9
Statewide HPP				$384.7						
Total	**270**	**$694.6**		**$384.7**	**$602.5**	**$79.5**	**$381.0**	**$3.6**	**53**	**$983.6**

Starting Total	**$1,079.3**
Remaining Total	**$83.1**

SMART SCALE Round 6 Consensus Scenario

- **Consensus Scenario is an update to the Staff Recommended Scenario based upon feedback from the CTB members and input from the Spring Public Meetings**
- **53 Projects Recommended for Funding**
  - DGP
    - Unfunds six projects
    - Funds six projects
    - Net zero projects added/removed
  - HPP – No Changes
- **Amount unallocated - $49.5 million**
    - DGP - $45.9 million
    - HPP - $3.6 million

Proposed Modifications - Bristol

- **Unfund from DGP**
  - App ID 11589 Route 75 at Green Springs Church Road Turn Lane Improvements submitted by Washington County for $11.5M
  - App ID 11735 Cummings St at US 11 and Remsburg Dr Improvements submitted by the Town of Abingdon for $10.4M
  - Both applicants support unfunding, so that the regional project below can be funded

- **Fund with DGP**
  - App ID 11586 French Moore Blvd Extension submitted by Bristol MPO for $28.5M (in town of Abingdon)
    - Regionally significant new alignment project that will be combined in construction with the previously funded App ID 9233 Cook Street Extension (total combined cost of $62.2M)

Proposed Modifications - Culpeper

- **No revisions to the Round 6 Staff Recommended Scenario**
  - Remaining DGP ($4.3M) to be held in reserve

Proposed Modifications – Fredericksburg

- **No revisions to the Round 6 Staff Recommended Scenario**
  - Remaining DGP ($2.6M) to be held in reserve

Proposed Modifications – Hampton Roads

- **Unfund from DGP**
  - App ID 11683 Little Creek Road Bicycle Improvements submitted by the City of Norfolk for $5.4M
    - Safety and access management concerns for bicyclists

- **Fund with DGP**
  - App ID 11491 Cheriton RCUT submitted by Northampton County for $6.8M
    - Project is next in the funding line

Proposed Modifications – Lynchburg

- **No revisions to the Round 6 Staff Recommended Scenario**
- **Remaining DGP ($3.5M)**
  - DGP amount being used to cover previous DGP cost increases, as done in Culpeper and Staunton

Proposed Modifications – Northern Virginia

- **Unfund from DGP**
- **Both Applicants are in FY 2025 Locality Sustained Performance Program (LSPP)**
  - App ID 11496 Duke St and Route 1 Intersection Improvements submitted by the City of Alexandria for $6.6M
    - Applicant's performance has not improved
  - App ID 11469 Cascades Pkwy Bike & Ped (Church Rd. to Victoria Station Dr) submitted by Loudoun County for $9.3M
    - Applicant LSPP performance has improved, and has requested a swap (below)
- **Fund with DGP**
  - App ID 11466 Route 15 at Braddock Road Roundabout submitted by Loudoun County for $14.5M
    - Project is next in the funding line and capitalizes on $32.4M applicant leverage
    - Project will be administered by VDOT

Proposed Modifications – Richmond

- **Fund with remaining DGP ($22.2M)**
  - App ID 11761 U.S. Route 60 at State Route 13/603 RCUT submitted by Powhatan County for $3.6M
    - Capitalizes on a high percentage of leverage and aligns with the applicant's priorities
  - App ID 11470 I64 Exit 211 Interchange Improvement Project submitted by New Kent County for revised request amount of $18.2M
    - Request amount reduced due to leverage from external partners
    - Project supports major economic development accessed by this interchange

Proposed Modifications – Salem

- **No revisions to the Round 6 Staff Recommended Scenario**
  - Remaining DGP ($10.3M) to be held in reserve

Proposed Modifications – Staunton

- **Unfund from DGP**
  - App ID 11604 Waynesboro Transit Access Project submitted by the City of Waynesboro for $2.6M
    - Optimize value and acknowledge other funding program opportunities

- **Fund with DGP**
  - App ID 11809 US 50 and Hayfield Road RCI submitted by Frederick County for $8.0M
    - Project is next in funding line that can be fully funded with remaining DGP

Consensus Scenario Summary (millions)

					Step 1		Step 2		Step 3 - Consensus			
District	# of Apps	DGP Available	Previous DGP Cost Increases	HPP Available	DGP Allocated	DGP Remaining	HPP Allocated	HPP Remaining	DGP Allocated	DGP Remaining	Funded in Consensus Scenario	Total Allocated
Bristol	20	$37.0			$27.2	$9.8	$0.0		$6.7	$3.1	2	$33.9
Culpeper	24	$68.0	-$6.6		$57.0	$4.3	$36.4		$0.0	$4.3	4	$93.5
Fredericksburg	34	$76.2			$73.5	$2.7	$16.8		$0.0	$2.7	4	$90.3
Hampton Roads	31	$121.6			$111.9	$9.7	$27.3		$1.4	$8.3	11	$140.6
Lynchburg (see slide 9)	12	$85.9	-$3.5		$82.4	$3.5	$0.0		$0.0	$0.0	4	$85.9
Northern Virginia	23	$97.4			$88.7	$8.8	$0.0		$1.3	$7.5	3	$90.0
Richmond	65	$104.9			$82.6	$22.2	$255.8		$21.8	$0.4	16	$360.3
Salem	34	$64.3			$53.9	$10.3	$0.0		$0.0	$10.3	3	$53.9
Staunton	27	$39.4	-$6.0		$25.3	$8.1	$44.7		$5.4	$2.7	6	$75.3
Statewide HPP				$384.7								
Total	**270**	**$694.6**		**$384.7**	**$602.5**	**$79.5**	**$381.0**	**$3.6**	**$33.6**	**$45.9**	**53**	**$1,017.2**

Starting Total	**$1,079.3**
Remaining Total	**$49.5**

*HPP Dollars were not recommended to change in Step 3

Next Steps

- **May** – CTB action to approve the Consensus Scenario
- **June** – CTB approval of the Final FY2026-2031 SYIP

COMMONWEALTH *of* VIRGINIA

Office of the

SECRETARY *of* TRANSPORTATION

Thank you.

Director's Report

May 2025

DRPT

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



DRPT Next Stop 2030

DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Next Stop: 2030
DRPT's Strategic Plan

Create a positive impact on the Commonwealth: Provide support and solutions to positively impact the lives of Virginians, the economy, and the environment

Foster innovative practical solutions: Challenge the status quo, creating solutions while sharing new ideas and innovative practices that contribute to better transportation outcomes

Convene with partners and stakeholders: Bring together the right people at the right time to leverage resources, address important transportation issues, and create the best solutions collaboratively

Cultivate a sustainable well-managed organization: Deliver exceptional service with an engaged workforce that effectively manages public assets and promotes transparency

Create a positive impact on the Commonwealth

Improve access to reliable transportation.

- The Central Shenandoah Planning District Commission released its 2024 report on the Afton Express commuter bus on April 1. Among other highlights, the Afton Express transported over 19,000 people in CY 2024, a 16% increase year over year and its record high. Additionally, in 2024, the Afton Express and UVA partnered to create the Wahoo Commute commuter rewards program, providing UVA commuters rides on the Afton Express.
- On April 3, DRPT joined the Williamsburg Area Transit Authority for the ground-breaking of their new Northern Transfer Center. DRPT Director Tiffany Robinson provided remarks at the event. DRPT provided engineering, technical assistance, and funding for the project.

Increase throughput of people and goods.

- WMATA Virginia ridership in February 2025 was 5.9 million, up 5% from February 2024.
- VRE ridership in February 2025 was 153,000, up 11% from February 2024.
- Virginia Agency (non-WMATA or VRE) ridership in February 2025 was 4.4 million, up 2% from February 2024. Ridership was impacted by widespread snowstorms and having one fewer calendar day in 2025.
- DRPT research on express lanes in Northern Virginia showed that around 900 bus trips daily use some portion of Northern Virginia express lanes. By using express lanes, these buses can make significantly faster, more efficient, and more frequent trips than if they were to travel in general purpose lanes. In recent weeks, a significant number of these bus trips report travelling at or over capacity, with some buses reporting passengers standing during trips.

Foster innovative practical solutions

Be the ‘go-to’ organization for best practices, technical assistance, and implementation of innovative transportation solutions.

- On April 22, the Joint Subcommittee of Northern Virginia Growing Needs of Public Transportation (SJ28) met for the first time in 2025. The Joint Subcommittee heard reports from the DMVMoves Task Force and the funding structures of local bus transit providers in the region. The Joint Subcommittee also received a status update on ongoing work by the Technical Working Group.

Minimize complexities and facilitate pragmatic solutions.

- On April 24, WMATA presented to its Safety & Operations Committee a preliminary plan to achieve Grade of Automation 4 and expand bus priority in order to become a "World Class Transit" agency, reduce operating costs, and improve safety. Together, they could potentially obviate the need for more costly alternatives for the Blue/Orange/Silver Line Capacity and Reliability Study (BOS). A business plan for rail automation and a revision to the BOS Study is anticipated for December.

Foster a culture of innovation.

- On April 23, the Northern Virginia Transportation Authority released its Bus Rapid Transit Action Plan, which identifies up to 28 potential BRT routes to expand all-day transit service. The Action Plan identifies preliminary estimates for ridership, cost, readiness, and more. BRT provides significantly improved transit service over traditional fixed-route buses with a lower capital cost compared to subways/heavy rail or a light rail, while maintaining operational flexibility.

Convene with partners and stakeholders

Collaborate proactively with partners and stakeholders.

- On April 1, DRPT hosted a virtual meeting of the Transit Service and Delivery Advisory Committee (TSDAC) to discuss statewide transit performance and the upcoming state operating and capital program review. The goal of this review is to evaluate the current MERIT program scoring and prioritization methodology and propose recommendations to ensure DRPT is delivering the most value and the best outcomes for our customers as efficiently as possible. TSDAC met again on May 13.

Engage with partners and stakeholders at the right time to maximize DRPT's influence.

- On April 10, the WMATA Board approved an approximate $5 billion capital and operating budget for FY 26. The budget incorporates tens of millions of efficiencies into the budget, while also expanding weekend service hours, and improving rail frequencies and services. Approximately $200 million in capital expenditures were deferred or delayed.

Cultivate a sustainable well-managed organization

Attract, develop, and retain a diverse and engaged workforce focused on customer service.

- DRPT has hired Tivoli Pleasants to be the agency's Accountant.
- DRPT has hired Alex Krupp as a Senior Grants Financial Analyst.
- DRPT has hired Beth Levermore to serve as the Chief of Administration.
- DRPT has hired Jacob Hotinger to join the transit team as a Project Engineer.

Promote DRPT's compelling story and valuable contribution with internal and external stakeholders.

- On April 16, DRPT joined NCDOT for a presentation on microtransit in Virginia as part of a virtual series covering different innovative mobility topics for state DOT public transit programs.

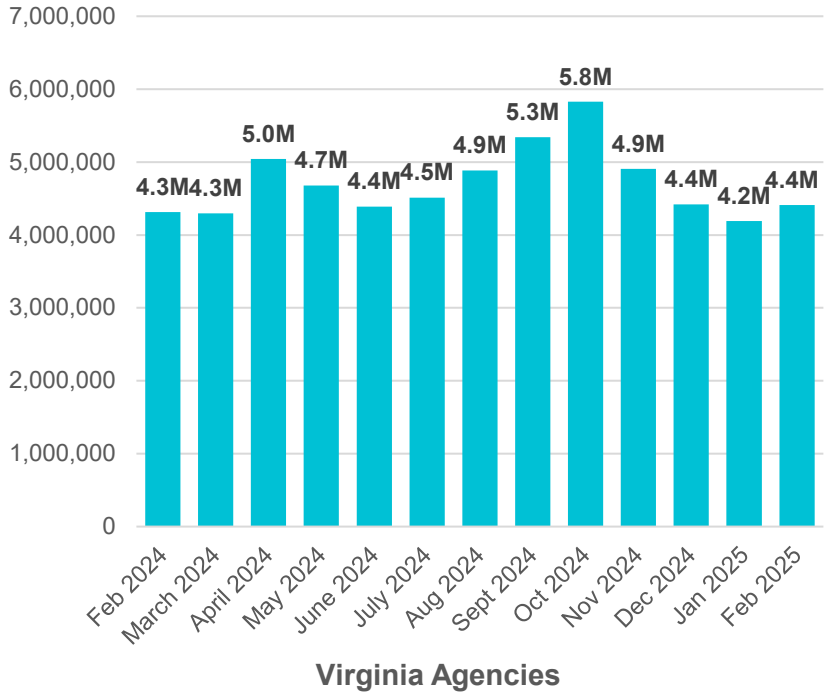
Be good stewards of public resources.

- On April 1 DRPT inspected work completed on the Buckingham Branch Railroad's Buckingham Division Tie and Rail Replacement project on April 1. The project is partially funded through a DRPT Rail Preservation Fund grant from FY2020 and is now 90% complete.

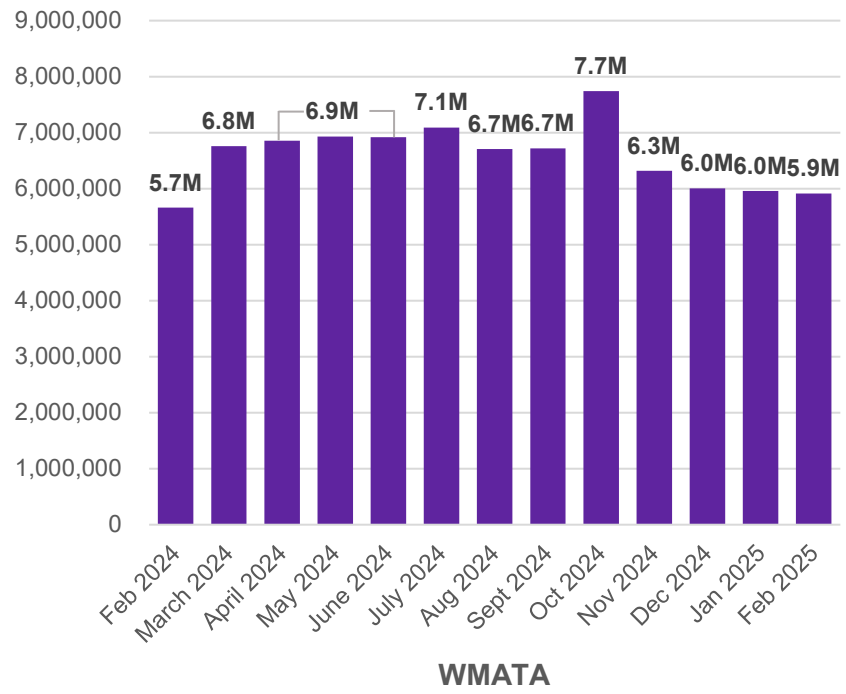
Performance Measures

Statewide Transit Ridership

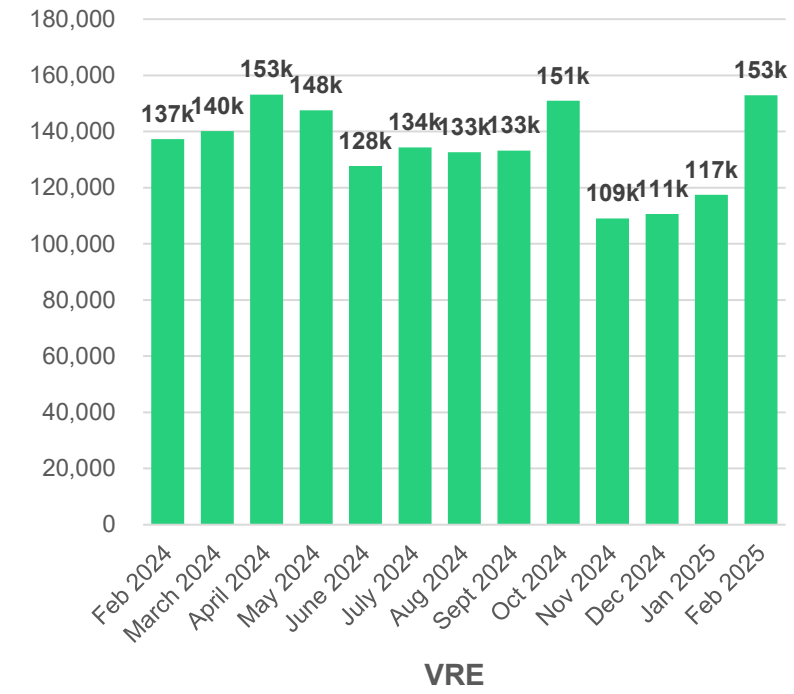
Statewide Transit Ridership – February 2024 to February 2025



Virginia Agencies



WMATA

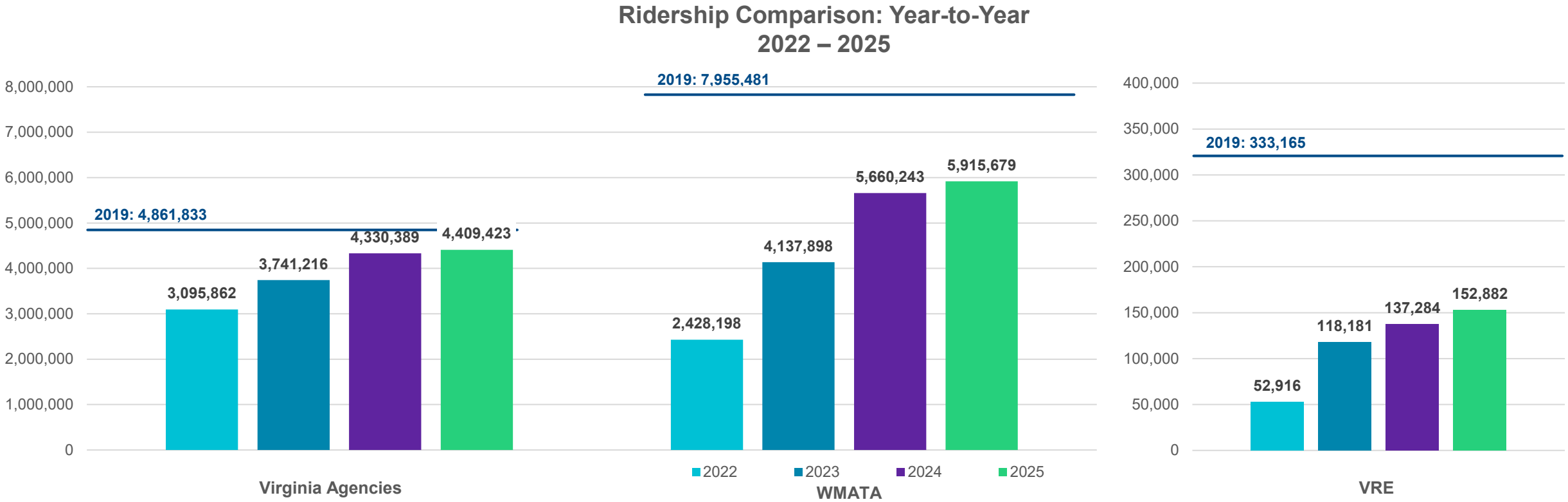


VRE

Agencies	Feb 2024	March 2024	April 2024	May 2024	June 2024	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	Total*
Virginia Agencies	4,315,366	4,297,568	5,042,731	4,676,698	4,390,153	4,511,440	4,884,296	5,341,916	5,827,866	4,905,143	4,419,335	4,189,929	4,409,423	61,211,864
VRE	137,284	140,182	153,139	147,561	127,770	134,350	132,607	133,247	150,972	109,026	110,625	117,466	152,882	1,747,111
WMATA	5,660,243	6,759,533	6,856,539	6,930,758	6,916,793	7,089,451	6,710,201	6,717,554	7,742,372	6,320,579	6,005,122	5,957,138	5,915,679	85,581,962
All Agencies + VRE + WMATA	**10,112,893**	**11,197,283**	**12,052,409**	**11,755,017**	**11,434,716**	**11,735,241**	**11,727,104**	**12,192,717**	**13,721,210**	**11,334,748**	**10,535,082**	**10,264,533**	**10,477,984**	**148,540,937**

*Last 12 Months

Statewide Ridership Comparison: February Year-to-Year



Mode	2022	2023	2024	2025	2025 vs 2022	2025 vs 2023	2025 vs 2024
Virginia Agencies	3,095,862	3,741,216	4,330,389	4,409,423	42%	18%	2%
VRE	52,916	118,181	137,284	152,882	189%	29%	11%
WMATA	2,428,198	4,137,898	5,660,243	5,915,679	144%	43%	5%
All Agencies + VRE + WMATA	**5,576,976**	**7,997,295**	**10,127,916**	**10,477,984**	**88%**	**31%**	**3%**

Virginia Breeze Ridership - February

In February 2025, ridership on VA Breeze routes totaled 4,320 which was:

- 151% higher than original estimates, and
- 1% lower than February 2024

For the month of February 2025, the VA Breeze contributed to a reduction of 144 metric tons of CO_2 equivalent emissions.

Valley Flyer:

- Ridership – 6% lower than February 2024
- Farebox Rev. – 8% lower than February 2024

Piedmont Express:

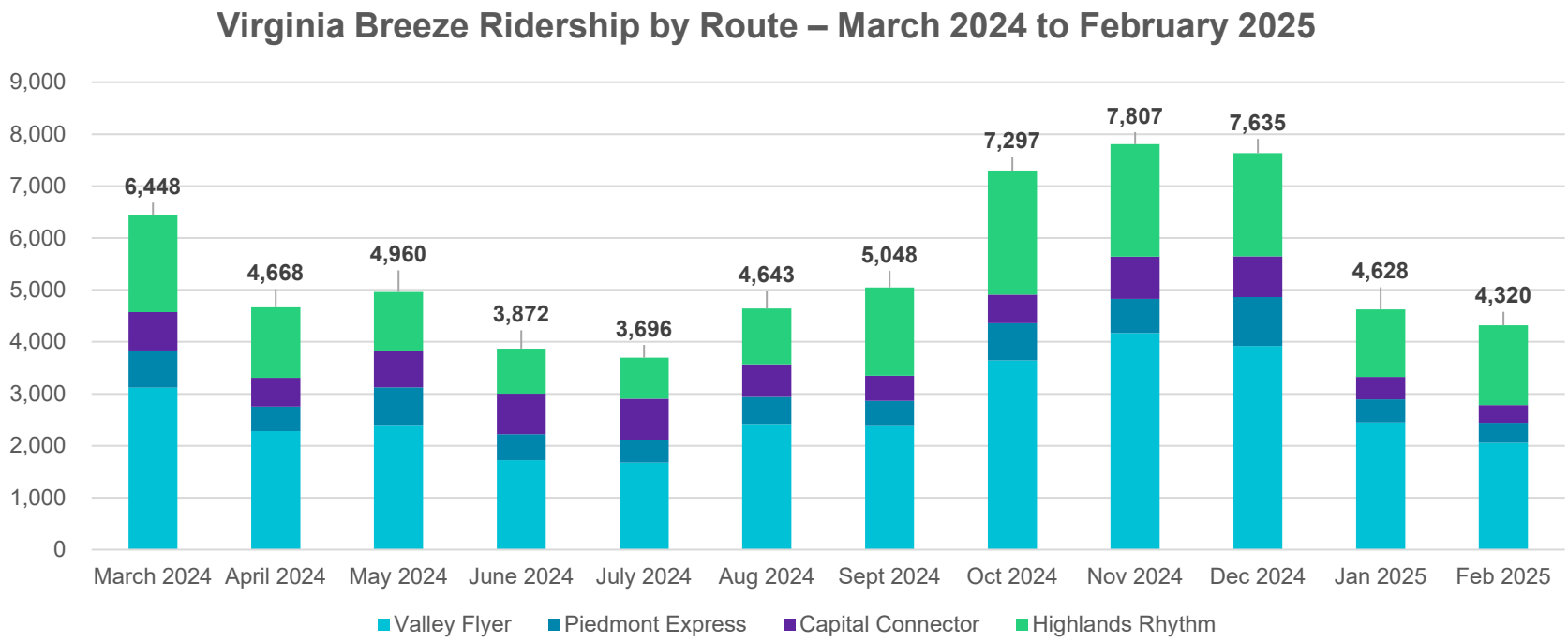
- Ridership – 12% higher than February 2024
- Farebox Rev. – 12% higher than February 2024

Capital Connector:

- Ridership – 29% lower than February 2024
- Farebox Rev. – 32% lower than February 2024

Highlands Rhythm:

- Ridership – 13% higher than February 2024
- Farebox Rev – 14% higher than February 2024



Route	March 2024	April 2024	May 2024	June 2024	July 2024	Aug 2024	Sept 2024	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	Total
Valley Flyer	3,117	2,281	2,404	1,722	1,676	2,421	2,399	3,645	4,171	3,920	2,448	2,057	32,261
Piedmont Express	719	476	719	500	440	518	467	717	656	940	448	384	6,984
Capital Connector	736	551	714	781	789	631	483	545	816	790	432	345	7,613
Highlands Rhythm	1,876	1,360	1,123	869	791	1,073	1,699	2,390	2,164	1,985	1,300	1,534	18,164
All Routes	**6,448**	**4,668**	**4,960**	**3,872**	**3,696**	**4,643**	**5,048**	**7,297**	**7,807**	**7,635**	**4,628**	**4,320**	**65,022**

Amtrak Virginia Ridership (Virginia Passenger Rail Authority)

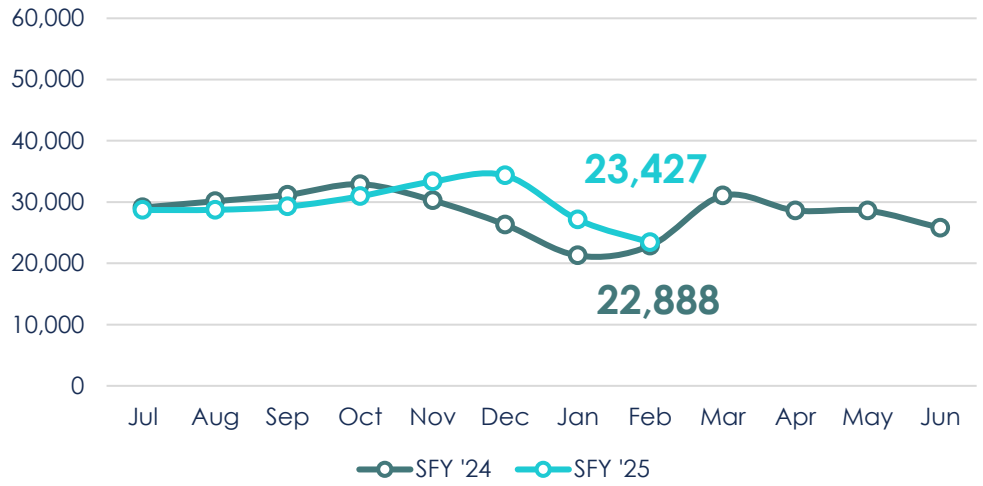
Virginia-Supported Monthly Ridership by Route SFY ’25 vs. SFY ‘24

Friday – Sunday are most popular ridership days.

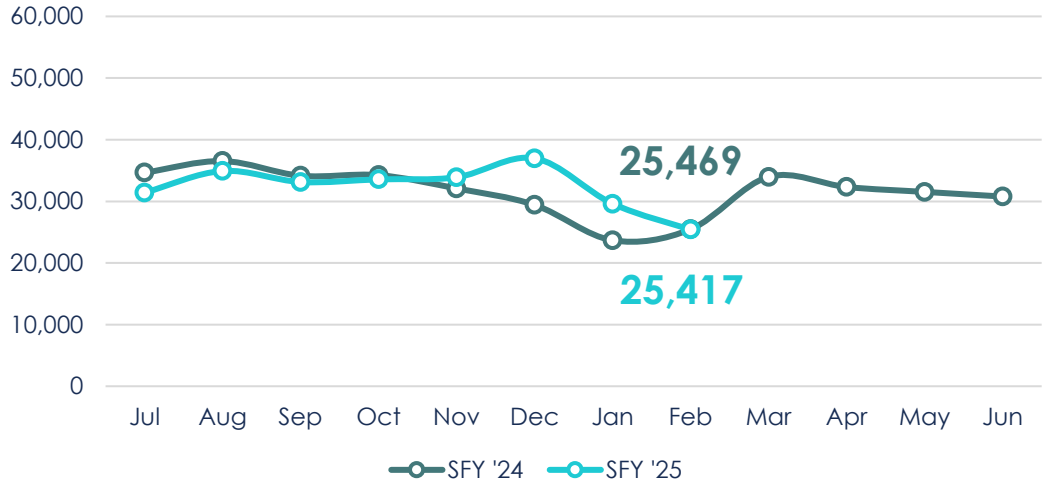
One additional day in Feb ‘24 due to leap year.

Eight train cancellations due to winter weather
&
eight train cancellations due to infrastructure improvements.

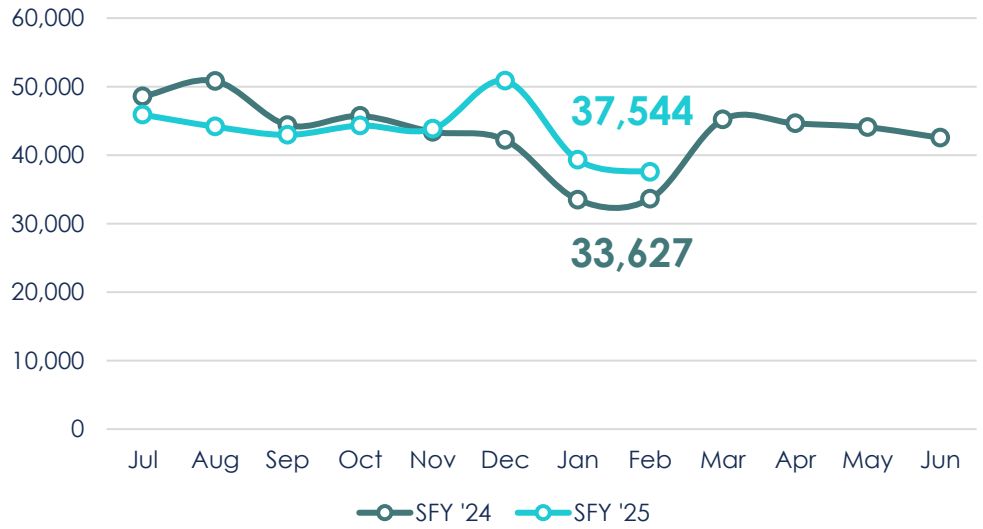
Route 46: Roanoke (+2.4%)



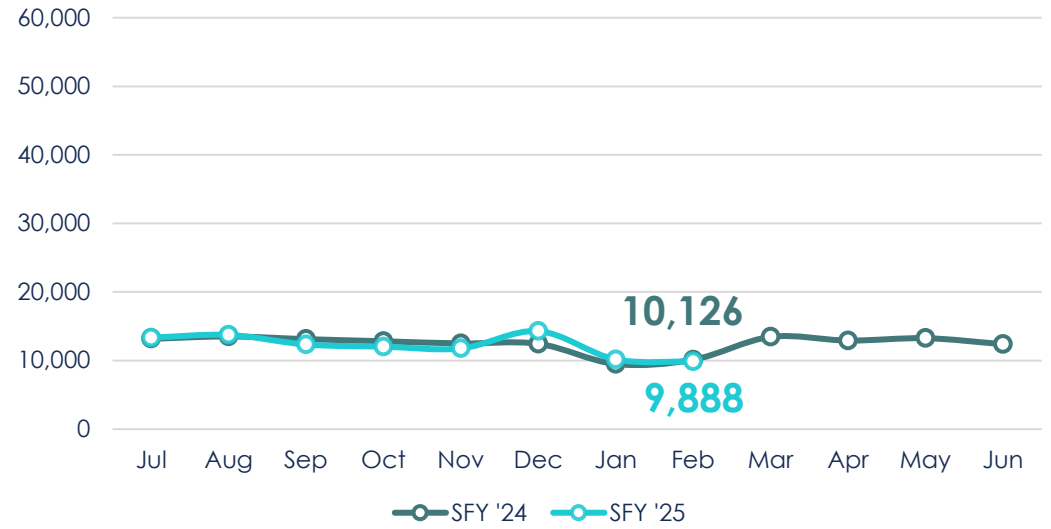
Route 47: Newport News (-0.2%)



Route 50: Norfolk (+11.6%)



Route 51: Richmond (-2.4%)



Virginia & Comparable State-Supported Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains

