COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

DRAFT MINUTES
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP MEETING
VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219
February 17, 2026

The workshop meeting of the Commonwealth Transportation Board was held in the Central Office Auditorium of the Virginia Department of Transportation in Richmond, Virginia, on February 17, 2026. The Chairman, Nicholas Donohue, presided and called the meeting to order at 8:40 a.m. beginning with the Pledge of Allegiance.

Present: Messrs. Byers, Coleman, Fowlkes, Good, Gribbin, Lawson, Laird, Minchew, Smoot, Stant, Ms. Dunlop, Ms. Green, Ms. Sellers, Mr. Brich, ex officio, Commissioner of Highways and Ms. Mariia Zimmerman, ex officio, Director of the Department of Rail and Public Transportation

Absent: Mr. Davis

Agenda 1. Economic Development Access
Amelia County - Richardson Road Industrial Site
Terry Short, Virginia Department of Transportation
Referenced by attachment of presentation.

Agenda 2. Nimmo Parkway Phase VII-B Project
Environmental Impact Statement – Preferred Alternative Briefing
Scott Smizik, Virginia Department of Transportation
Referenced by attachment of presentation.

Agenda 3. Preliminary FY2027 - 2032 Commonwealth Transportation Fund
Six-Year Financial Plan
Kimberly Pryor, Virginia Department of Transportation
Referenced by attachment of presentation.

Agenda 4. SMART SCALE Project Cancellation - Centerville Turnpike Widening Phase III
UPC 109381 in Hampton Roads District
Kimberly Pryor, Virginia Department of Transportation
Referenced by attachment of presentation.

Agenda 5. I-66 Inside the Beltway Financing to Support Long Bridge and Project Partnership and Financing Agreement
D J Stadtler, Virginia Passenger Rail Authority
Kimberly Pryor, Virginia Department of Transportation
Referenced by attachment of presentation.

Agenda 6. Shenandoah Valley Rail Trail
Carter Hutchinson, Deputy Secretary of Transportation
Referenced by attachment of presentation.

Agenda 7. SMART SCALE Eligibility
Laura Schewel, Deputy Secretary of Transportation
Referenced by attachment of presentation.

Agenda 8. Director's Items
Mariia Zimmerman, Virginia Department of Rail and Public Transportation

Agenda 9. Commissioner's Items
Stephen Brich, Virginia Department of Transportation

Agenda 10. Secretary's Items
Nicholas Donohue, Secretary of Transportation

ADJOURNMENT:
The meeting adjourned at 11:14 a.m. on February 17, 2026.
Respectfully Submitted:
Carol Mathis,
Assistant Secretary to the Board

# # #

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COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
February 17, 2026
8:30 a.m.

1. Economic Development Access
   Amelia County - Richardson Road Industrial Site
   Terry Short, Virginia Department of Transportation

2. Nimmo Parkway Phase VII-B Project
   Environmental Impact Statement – Preferred Alternative Briefing
   Scott Smizik, Virginia Department of Transportation

3. Preliminary FY2027 - 2032 Commonwealth Transportation Fund
   Six-Year Financial Plan
   Kimberly Pryor, Virginia Department of Transportation

4. SMART SCALE Project Cancellation - Centerville Turnpike Widening Phase III
   UPC 109381 in Hampton Roads District
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7. SMART SCALE Eligibility
   Laura Schewel, Deputy Secretary of Transportation

8. Director's Items
   Mariia Zimmerman, Virginia Department of Rail and Public Transportation

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

10. Secretary's Items
    Nicholas Donohue, Secretary of Transportation

# # #


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ECONOMIC DEVELOPMENT ACCESS (EDA) PROGRAM

Amelia County – Richardson Road Industrial Site

Terry R. Short Jr., AICP
Local Assistance Division

February 17, 2026

Economic Development Access (EDA) Program

- **Provides funding to design and construct roads that serve new or expanding economic development sites**
  - Localities submit applications for EDA Funding to VDOT, and the Commonwealth Transportation Board (CTB) considers and approves project allocations
- **Projects can be either design-only projects or construction projects**
  - **Design-only projects: Funds are used solely for the design of a new road or improvements to an existing road**
  - **Construction projects: Funds are used for both the design and construction of a new road or improvements to an existing road**
    - Traditional: where an existing qualifying establishment is expanding or a new named qualifying establishment is under firm contract to build
    - Bonded: where no establishment is under firm contract to build or when the identity of the qualifying establishment is held confidential

Fund Source	Design-Only Projects		Construction (Bonded or Unbonded)	
	MEI	Non-MEI	MEI	Non-MEI
State	$500,000	$150,000	$1,000,000	$700,000
State/Local Match	$150,000/$150,000	$50,000/$50,000	$1,000,000/$1,000,000	$150,000/$150,000

Non-MEI Design Only Program Summary

- **In February 2022, the CTB updated the Economic Development Access Policy to include a new allocation for Design-Only Grants to sites which do not meet the MEI criteria**
- **Maximum allocation of $200,000**
  - ($150,000 unmatched, $50,000 matched)
- **Must be guaranteed by an acceptable surety**
- **Surety will be released after VDOT's approval of the final plans**

Non-MEI Design Only Project – Amelia County

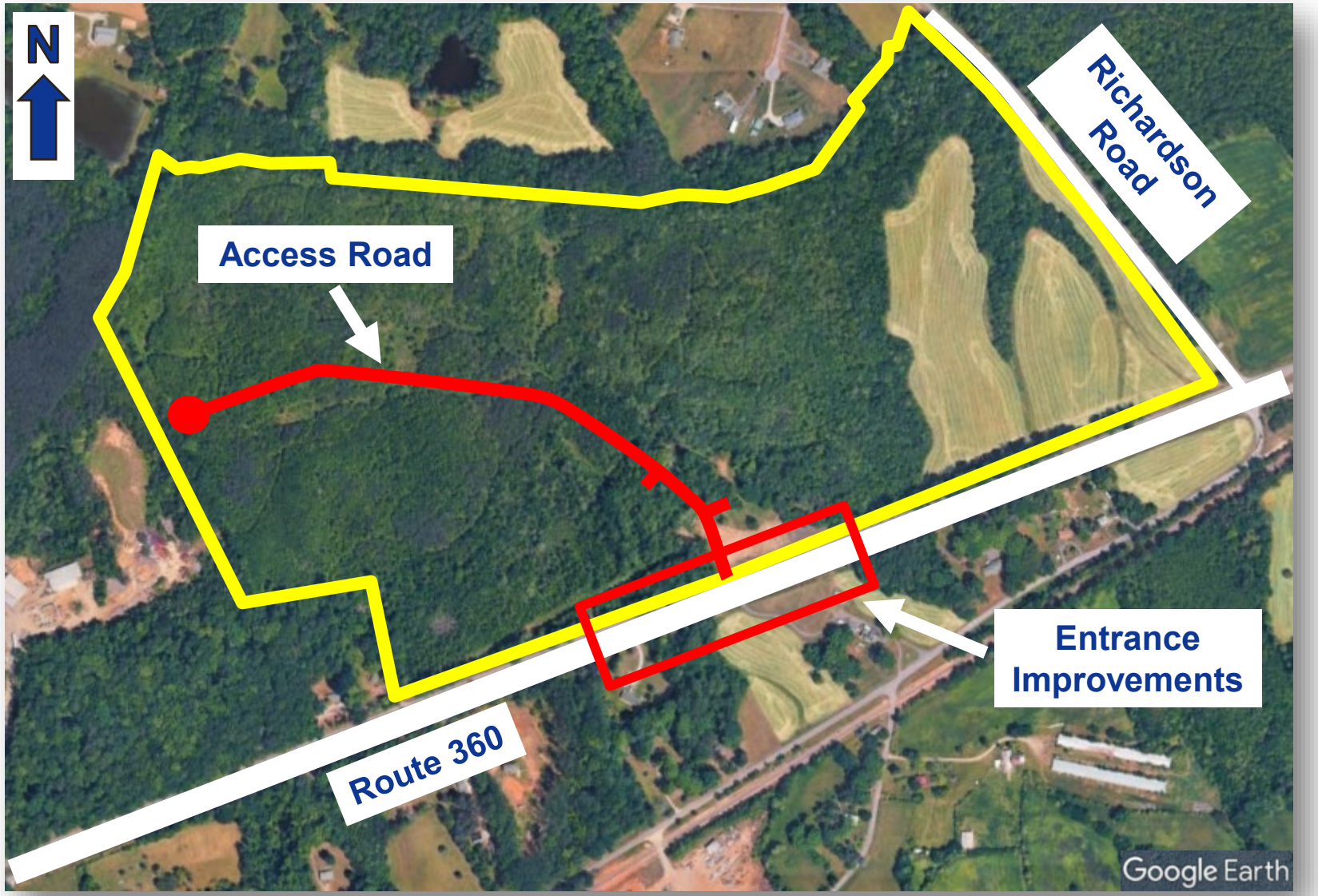


Non-MEI Design Only Project – Amelia County

- **This proposed access project will design industrial site entrance improvements and a new access road into the Richardson Road Industrial Site**

- **Project design details:**
  - **Industrial site entrance improvements at Route 360**
  - **0.45 mile long, 24-foot-wide new access road**
  - **Proposed Project Allocation: $165,000 ($180,000 total design cost)**
    - ($150,000 unmatched, $15,000 matched)

Non-MEI Design Only Project – Amelia County



Next Steps

- March 2026 meeting, the CTB will be presented with a Resolution proposing to establish a new EDA project
- If approved by the CTB, VDOT and Amelia County will enter into Standard State-Aid Agreement
- Amelia County will administer this project


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NIMMO PARKWAY PHASE VII-B PROJECT

Environmental Impact Statement – Preferred Alternative Briefing

Scott Smizik
Assistant Environmental Division Director

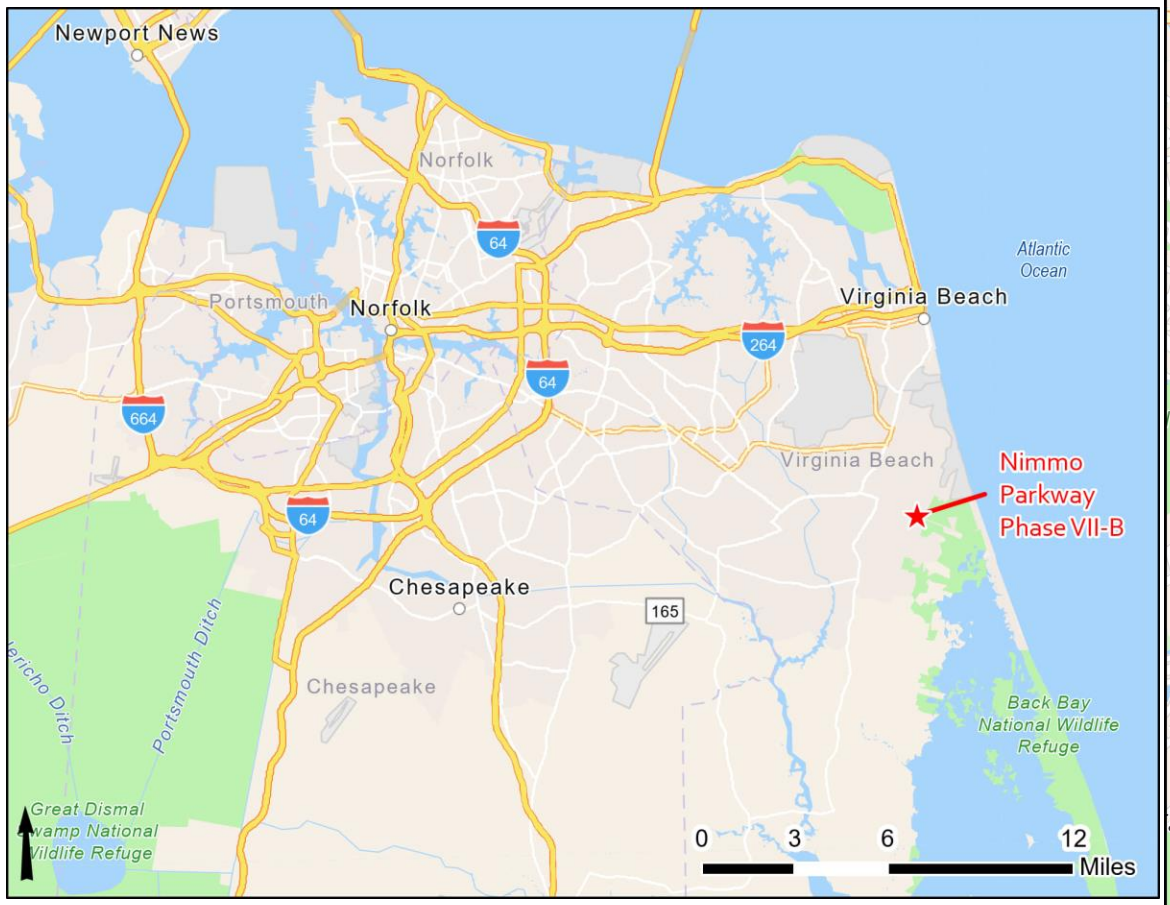
February 17, 2026

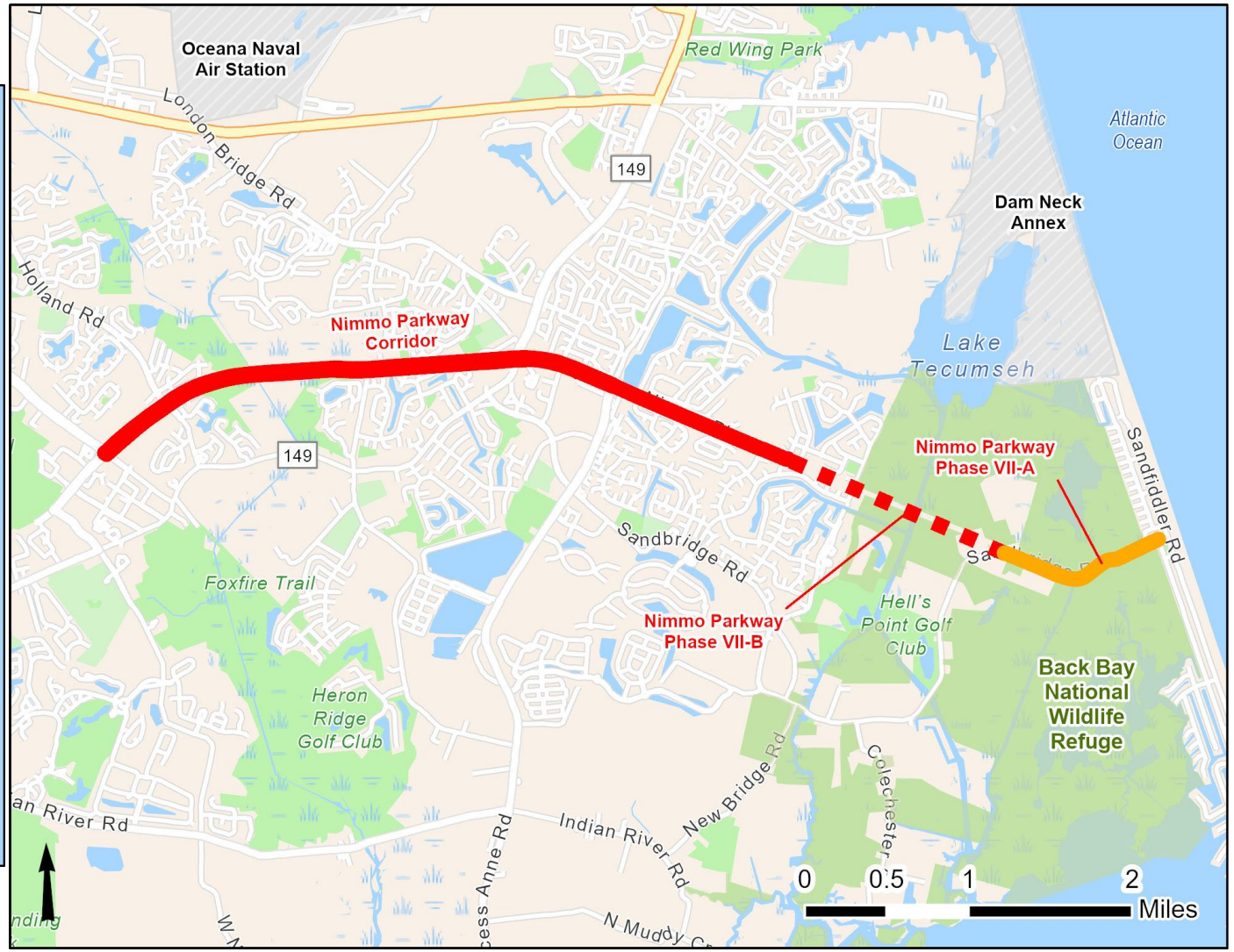
Presentations to CTB on Nimmo Parkway Phase VII-B EIS



Per § 33.2-208 Location of Routes

Project Location



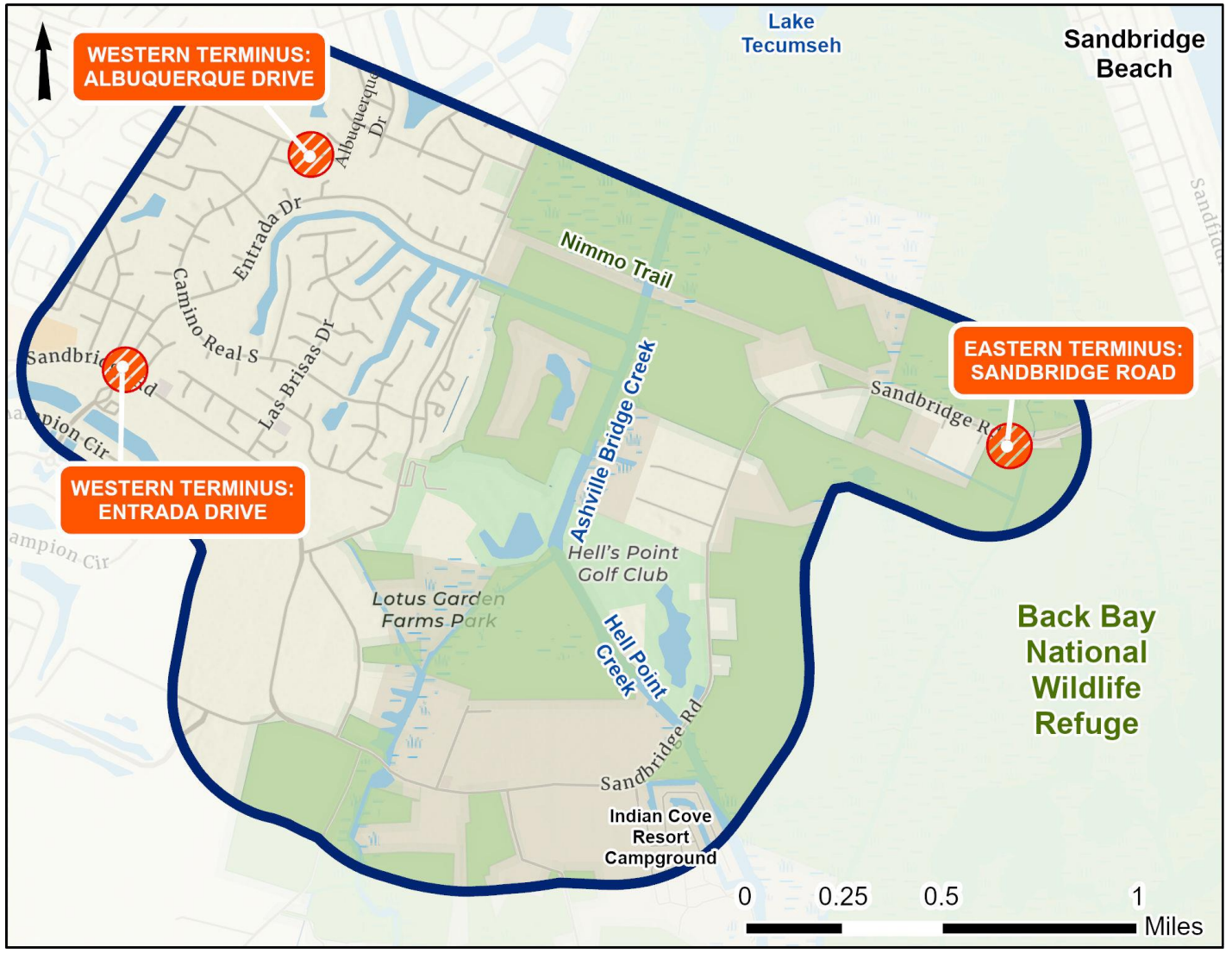


Study Area

Legend:

- Termini of EIS Study
- EIS Study Area
- Back Bay National Wildlife Refuge

NAS Oceana Dam Neck Annex is located north of Sandbridge Beach



Public Involvement to Date

Public Involvement for the Environmental Assessment

- Citizen Information Meeting (Sept. 2018); public hearing and 30-day public comment period (June 2022)

Virtual Citizen Information Meeting (August 2024)

- Study introduction, seeking input on transportation needs within the study area and potential improvements
- Public survey, pre-recorded presentation, virtual meeting, and 30-day public comment period

Notice of Intent (NOI) (May/June 2025)

- 30-day public comment period following Federal Highway Administration's issuance of the NOI
- Public comment form and pre-recorded presentation on website

Public Hearing on and Comment Period (February/March 2026)

- Being held to support CTB's future location decision (Per § 33.2-208 Location of Routes)
- In-person public hearing on February 19, 2026, and virtual public meeting on February 18, 2026; comment period that spans from January 20, 2026, to March 2, 2026; CTB to be briefed prior to location decision

Agency Involvement to Date

In April 2024, agencies were invited to share data and participate in the development of the EIS, including:

- U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, Virginia Department of Environmental Quality, and the City of Virginia Beach

Monthly Environmental Agency Meetings hosted by VDOT

- Ongoing since April 2024, with brief break in Fall 2025 to conduct additional field studies and facilitate tribal coordination

Primary themes of agency and stakeholder input

- Potential impacts to Back Bay National Wildlife Refuge (BBNWR), wetlands, floodplains
- U.S. Navy letter stating NAS Oceana Dam Neck Annex shall not be considered as a permanent route for access to the Sandbridge Community
- Nansemond Indian Nation letter to FHWA identifying BBNWR as a Traditional Cultural Place (TCP)

Purpose and Need Statement

The purpose of the Project is to provide reliable access and connectivity to the Sandbridge Community. In order to meet the purpose, the Project must address the following needs that limit reliable access and connectivity:

- Flooding
- Roadway deficiencies
- Crashes and other obstructions

Alternatives Retained for Detailed Analysis in the EIS

No Build Alternative

- Retained as a baseline/comparison to other alternatives

Nimmo Parkway Alternative

- Construct 1.8 miles of new elevated roadway to extend Nimmo Parkway from the west at Albuquerque Drive to connect to Sandbridge Road to the east
  - Two-lane roadway with on-road bike lanes and a shared use path
  - Added additional wildlife passage to address agency comments

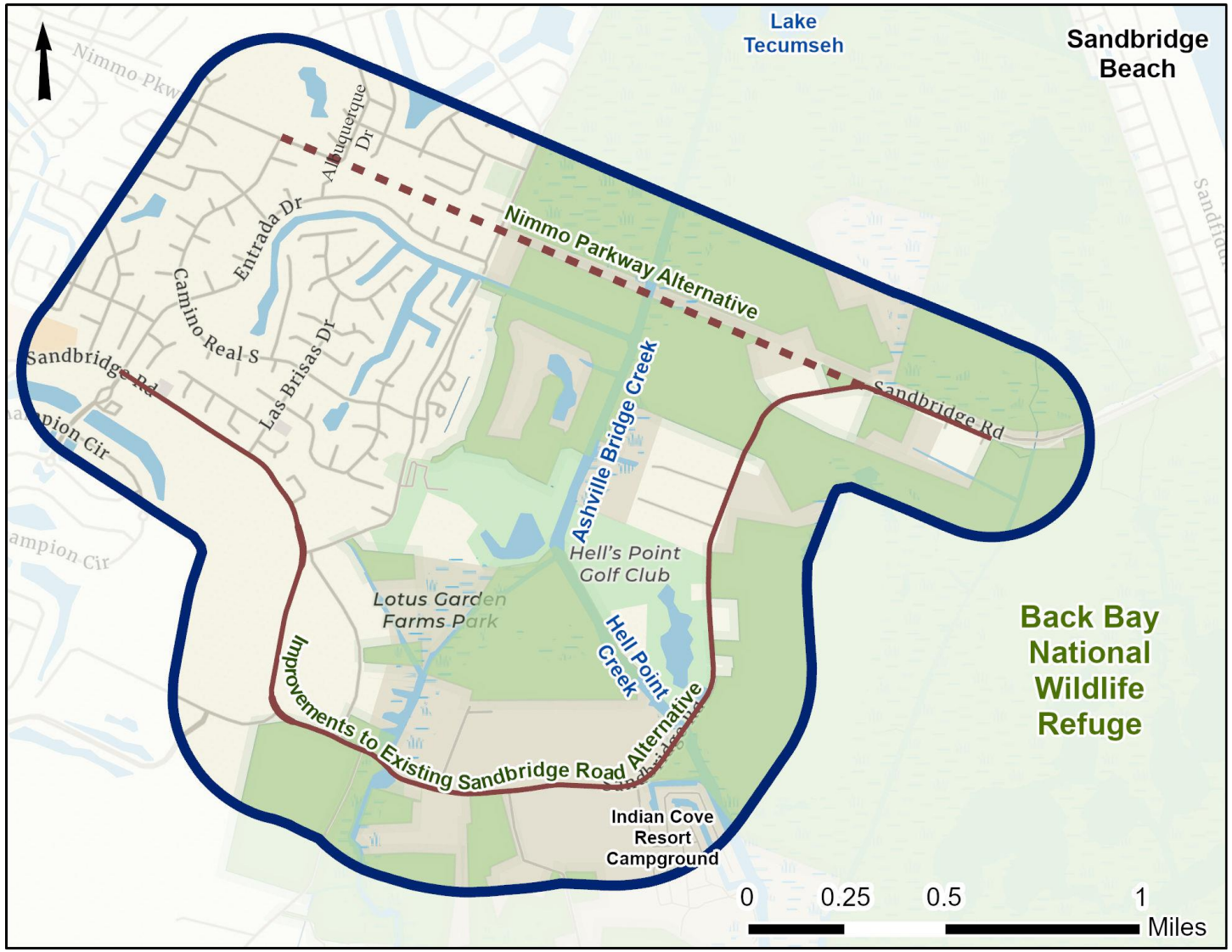
Improvements to Existing Sandbridge Road Alternative

- Realign and elevate 3.4 miles of Sandbridge Road from the west near Entrada Drive to a point approximately 0.8 mile west of Sandbridge Road's terminus at the Atlantic Ocean
  - Two-lane roadway with on-road bike lanes and a shared use path

Alternatives Retained for Detailed Analysis in the EIS

Legend:

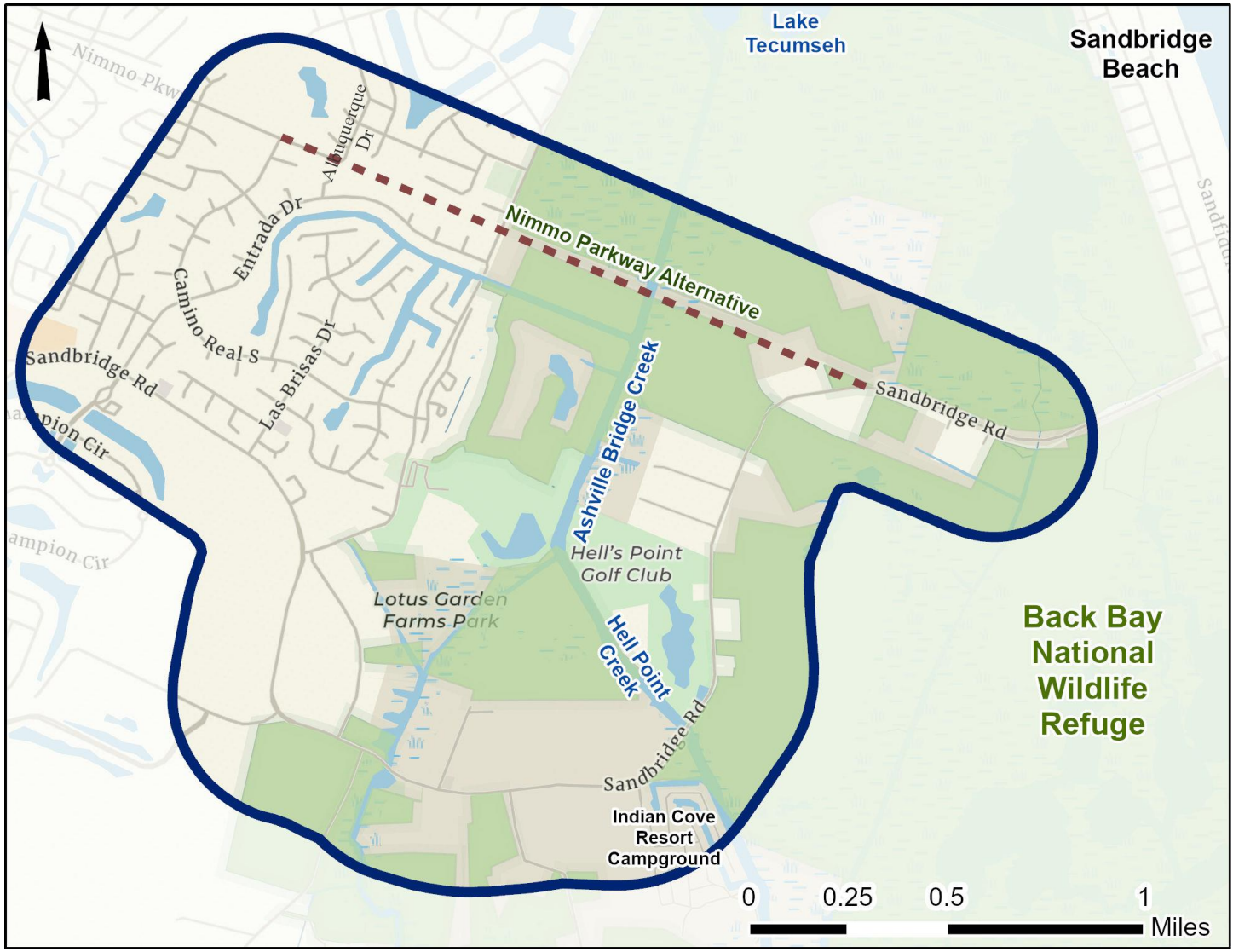
- EIS Study Area
- Back Bay National Wildlife Refuge
- Nimmo Parkway Alternative
- Improvements to Existing Sandbridge Road Alternative



Recommended Preferred Alternative

Nimmo Parkway Alternative

- Endorsed by the City of Virginia Beach on January 20, 2026
- Follows existing City of Virginia Beach-owned right-of-way, minimizing potential property impacts
- Fewer impacts to wetlands and streams
- Less costly



Summary of Key Environmental Impact Analyses

Resource	Nimmo Parkway Alternative (VDOT's Recommended Preferred Alternative)	Improvements to Existing Sandbridge Road Alternative
Potential Residential Acquisitions (Relocations)	0	12
Potential Commercial Acquisitions (Relocations)	0	2
Total Acres of Property Acquisitions	0 acres	53.3 acres
Estimated Stream Impacts	1,701 linear feet	22,459 linear feet
Estimated Wetland Impacts	9.7 acres	22.5 acres
100-Year Floodplain	17.3 acres	49.7 acres
Parks, Recreation Areas, Wildlife Refuges, Historic Sites	0 acres*	18.3 acres* – Back Bay National Wildlife Refuge, Lotus Garden Park
Total Cost (Preliminary Estimate)	$128 million	$244 million

Potential indirect impacts to Back Bay National Wildlife Refuge.
Impacts above are estimates identified in the NEPA process and may be refined in the future.

Anticipated NEPA Schedule

Activity	Timeframe*
Location Public Hearing on Recommended Preferred Alternative	February 19, 2026
Brief CTB on the Location Public Hearing and Request Location Decision on Preferred Alternative	March 17, 2026
Completing Section 4(f) Analysis^	Summer 2026
Draft EIS Issued for Public Review/Public Hearing	Summer 2026
FHWA NEPA Decision	May 2027

*Schedule based on FHWA's two-year time limit for EISs (23 CFR § 771.138(a)(1)) and subject to change as NEPA process advances.
^FHWA will identify the Preferred Alternative in the Draft EIS.


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Preliminary FY 2027 – 2032 Commonwealth Transportation Fund (CTF) Six-Year Financial Plan

Kimberly Pryor, Chief Financial Officer

February 17, 2026

Transportation Revenue Update

- **State Revenue Update**
  - **The updated December revenue forecast updated expected impacts to revenues through FY 2032, inclusive of the FY 2027 – 2032 planning period**
  - **Change across major revenue sources over previous expectations through FY 2032**
    - Retail Sales and Use Tax – Reduction of $556 million
    - Motor Vehicle Sales and Use – Increase of $457 million
    - Statewide Motor Fuels Tax – Increase of $476 million
    - Highway Use Fee – Reduction of $24 million
    - Insurance Premium Tax – Increase of $105 million
- **Federal Revenue**
  - **Minor adjustments based on obligation authority adjustments**

Transportation Revenue Estimate Updates

Value of revenue changes to the CTF since December 2024 assumptions

(millions)

Details of Differences	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	Total
Retail Sales and Use Tax	$ (44.4)	$ (59.0)	$ (83.3)	$ (110.6)	$ (120.0)	$ (138.8)	**$ (556.1)**
Motor Vehicle Sales And Use Tax	104.8	105.6	87.9	64.4	59.2	35.2	**457.1**
Statewide Motor Fuels Tax	53.0	70.8	83.6	95.4	90.8	82.0	**475.6**
Aviation Fuels Tax	-	-	-	-	-	-	**-**
Road Tax	1.5	0.1	(0.1)	(0.2)	(1.5)	(1.5)	**(1.7)**
International Registration Plan	0.5	(0.2)	0.3	1.0	0.6	0.3	**2.5**
Registration Fees	11.7	11.2	9.9	9.5	8.3	7.2	**57.8**
State Insurance Premium Tax	15.1	12.5	12.9	14.3	22.9	27.3	**105.0**
Recordation Tax	(7.7)	(8.0)	(5.4)	1.9	7.7	13.0	**1.5**
Vehicle Rental Tax	(1.1)	0.4	1.1	1.2	0.8	1.4	**3.8**
Highway User Fee	(15.6)	(14.6)	(11.9)	(7.3)	3.9	21.2	**(24.3)**
Total	**$ 117.8**	**$ 118.8**	**$ 95.0**	**$ 69.6**	**$ 72.7**	**$ 47.3**	**$ 521.2**

Commonwealth Transportation Fund (CTF) Revenue Estimate

(in millions)

State Revenue Forecast Sources of Funds	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	Total
Retail Sales and Use Tax	$ 1,490.1	$ 1,528.3	$ 1,572.3	$ 1,620.8	$ 1,675.5	$ 1,723.1	**$ 9,610.1**
Motor Vehicle Sales And Use Tax	1,361.2	1,377.4	1,368.9	1,360.3	1,369.4	1,377.0	**8,214.2**
Statewide Motor Fuels Tax	1,639.4	1,703.8	1,758.1	1,809.8	1,855.0	1,884.3	**10,650.4**
Aviation Fuels Tax	2.0	2.0	2.0	2.0	2.0	2.0	**12.0**
Road Tax	84.5	84.4	84.3	84.3	84.3	84.3	**506.1**
International Registration Plan	117.8	119.2	120.1	121.1	121.1	121.1	**720.4**
Registration Fees	232.5	234.0	233.1	236.4	239.1	242.0	**1,417.1**
State Insurance Premium Tax	264.5	271.2	280.7	292.3	305.5	319.8	**1,734.0**
Recordation Tax	67.1	77.4	87.2	95.3	102.5	109.2	**538.7**
Vehicle Rental Tax	43.9	44.6	45.4	46.4	47.4	48.5	**276.2**
Highway User Fee	103.4	119.3	137.6	158.5	186.7	222.2	**927.7**
Total	**$ 5,406.4**	**$ 5,561.6**	**$ 5,689.7**	**$ 5,827.2**	**$ 5,988.5**	**$ 6,133.5**	**$ 34,606.9**

(December 2025 revenue forecast; Rental Tax excludes share dedicated to WMATA Capital)

Commonwealth Transportation Fund (CTF)
Preliminary Fiscal Years 2027 – 2032 Six-Year Financial Plan Overview

- The Six-Year Financial Plan (SYFP) identifies the planned funding for allocation to Highways, Rail, Transit, Ports, Aviation, DMV, and Space Flight
- The Preliminary SYFP for Fiscal Years 2027 – 2032 allocates $59.6 billion from all revenue sources
- Includes the use of $1.5 billion of Route 58 Corridor Bonds, I-81 Financing, GARVEE Bonds, and Special Structures Bonds
- Transfers $6.6 billion to the three regions for transportation improvements and $1.1 billion in dedicated revenue for WMATA Capital Fund
- Includes $607.1 million of dedicated fuel tax revenue for the I-81 Corridor Improvements
- Dedicates $18.6 billion for Maintenance and Operations
- Provides $17.2 billion for Construction

  Approximately $2.6 billion of Construction Funding represents Local and Regional Funding for Projects

Commonwealth Transportation Fund Preliminary Fiscal Years 2027-2032 Six-Year Financial Plan Estimated Revenues (in millions)

Commonwealth Transportation Fund
Revenue Summary
(amounts in millions)

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2027 - FY 2032	Previous FY 2026 - FY 2031	Difference
State Transportation Revenues									
Commonwealth Transportation Fund	$ 5,492.4	$ 5,561.6	$ 5,689.7	$ 5,827.2	$ 5,988.5	$ 6,133.5	$ 34,692.9	$ 33,227.9	$ 1,465.0
General Fund	-	-	-	-	-	-	-	275.7	(275.7)
Prior year funding	-	-	-	-	-	-	-	103.5	(103.5)
Local & Regional Project Participation/Revenue	807.8	316.1	758.1	304.7	218.1	191.7	2,596.4	2,932.2	(335.8)
Other Fund Revenue	612.6	580.8	588.2	596.6	603.1	611.9	3,593.3	3,492.1	101.2
Total	**6,912.7**	**6,458.5**	**7,036.0**	**6,728.5**	**6,809.6**	**6,937.0**	**40,882.5**	**40,031.3**	**851.2**
							-	-	
Federal Revenues	**1,543.3**	**1,561.8**	**1,591.6**	**1,622.1**	**1,653.2**	**1,684.9**	**9,656.9**	**9,455.4**	**201.6**
Total Revenues	**8,456.0**	**8,020.3**	**8,627.7**	**8,350.7**	**8,462.9**	**8,622.0**	**50,539.5**	**49,486.7**	**1,052.8**
Other Financing Sources									
Interstate 81 Financing	334.2	-	266.9	-	-	-	601.2	601.2	-
GARVEE Bonds	100.0	-	100.0	-	100.0	-	300.0	300.0	-
Special Structures Bonds	-	66.7	148.9	180.8	141.8	98.6	636.8	538.2	98.6
Route 58	-	-	-	-	-	-	-	74.2	(74.2)
Total	**434.2**	**66.7**	**515.8**	**180.8**	**241.8**	**98.6**	**1,538.0**	**1,513.6**	**24.4**
Total Operating Revenues and Other Financing Sources	**8,890.3**	**8,087.0**	**9,143.5**	**8,531.5**	**8,704.7**	**8,720.6**	**52,077.4**	**51,000.3**	**1,077.1**
Revenue Supporting Transfer Payments									
Regional Transportation Funds	990.1	1,029.1	1,067.0	1,104.3	1,143.1	1,179.8	6,513.4	6,407.9	105.5
WMATA Capital Fund Revenue	148.9	155.4	161.7	167.3	172.5	177.7	983.6	1,018.1	(34.5)
									-
Grand Total	**$ 10,029.2**	**$ 9,271.5**	**$ 10,372.2**	**$ 9,803.1**	**$ 10,020.3**	**$ 10,078.1**	**$ 59,574.4**	**$ 58,426.3**	**$ 1,148.1**

Commonwealth Transportation Fund Preliminary Fiscal Years 2027-2032 Six-Year Financial Plan Estimated Allocations (in millions)

	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2027 - FY 2032	Previous FY 2026 - FY 2031	Difference
Debt Service	$ 415.8	$ 437.6	$ 433.7	$ 469.1	$ 524.3	$ 566.6	$ 2,847.0	$ 2,653.8	$ 193.2
Other Agencies &	61.1	54.8	54.8	54.8	54.8	54.8	335.1	324.6	10.4
Maintenance & Operations	2,909.4	2,983.6	3,058.3	3,135.1	3,213.5	3,295.2	18,595.1	18,122.1	473.0
Administration & Other Programs	660.9	671.4	684.2	697.3	710.7	719.5	4,144.2	3,942.4	201.8
Toll Programs	123.7	113.1	114.3	115.5	116.8	118.1	701.3	732.8	(31.5)
Special Structures	92.7	162.2	242.5	266.7	218.0	167.8	1,149.8	1,066.1	83.7
Public Transportation	680.7	690.9	707.0	726.8	745.5	760.5	4,311.4	4,396.0	(84.6)
Virginia Passenger Rail Authority	238.6	234.3	238.0	226.9	198.1	203.0	1,338.9	1,403.6	(64.7)
DRPT Rail Assistance	17.2	17.3	17.5	17.9	18.3	18.6	106.7	102.9	3.8
DRPT Administration	19.9	20.1	20.6	21.2	21.8	22.4	126.0	127.0	(1.0)
Port Trust Fund	66.5	67.3	68.8	70.7	72.6	74.3	420.3	406.6	13.7
Airport Trust Fund	40.5	41.0	41.9	43.0	44.2	45.2	256.0	245.3	10.7
Commonwealth Space Flight Fund	26.0	26.3	26.9	27.6	28.4	29.1	164.4	157.3	7.1
Department of Motor Vehicles	26.0	26.3	26.9	27.6	28.4	29.1	164.3	157.1	7.2
Construction	3,471.9	2,500.8	3,368.0	2,591.1	2,669.3	2,576.3	17,177.4	16,842.6	334.8
Total Operating Programs	**8,850.7**	**8,047.0**	**9,103.5**	**8,491.5**	**8,664.7**	**8,680.6**	**51,837.8**	**50,680.2**	**1,157.6**
Pass Through Programs									
WMATA Capital Fund	168.9	175.4	181.7	187.3	192.5	197.7	1,103.6	1,214.8	(111.2)
Central Virginia Transportation Fund	248.4	254.6	263.8	273.2	282.7	292.0	1,614.7	1,543.2	71.5
Northern Virginia Transportation Authority Fund	436.8	461.7	479.6	496.2	513.5	530.2	2,918.0	2,953.0	(35.0)
Hampton Roads Regional Transit Fund	37.1	38.4	39.6	40.7	41.7	42.7	240.2	219.5	20.7
Hampton Roads Transportation Fund	287.4	294.4	304.0	314.2	325.2	334.9	1,860.1	1,815.5	44.6
Subtotal	**1,178.6**	**1,224.5**	**1,268.7**	**1,311.6**	**1,355.6**	**1,397.5**	**7,736.6**	**7,746.0**	**(9.4)**
Total	**$ 10,029.2**	**$ 9,271.5**	**$ 10,372.2**	**$ 9,803.1**	**$ 10,020.3**	**$ 10,078.1**	**$ 59,574.4**	**$ 58,426.2**	**$ 1,148.2**

MPO Programmed Funding (RSTP/CMAQ) reflected in Construction in Draft 2027-2032 Allocations; Distribution reflected in Final SYIP

VDOT Program Updates

- Continued planned support for operational needs of the Hampton Roads Bridge-Tunnel Expansion with additional funding for VDOT Operations.
- Continued approved infusion beginning in FY2026 through FY2032 to support paving contracts and increased costs for maintenance activities, including on-going base adjustments beginning in FY 2027 and beyond for VDOT and Financial Assistance to Localities
- The Highway Maintenance and Operations Fund (HMOF) has an expected deficit of $633.7 million, which will be filled with $287.2 million of federal funds and the crossover of $346.5 million of state funds from the Construction Fund.

VDOT Program Updates

- **Revenue Sharing - Implemented required Revenue Sharing Program adjustments based on level of formula funding available.**

§ 33.2-357. Revenue-sharing funds for systems in certain localities.

D. Total Commonwealth funds allocated by the Board under this section shall not exceed the greater of $100 million or seven percent of funds available for distribution pursuant to subsection B of § 33.2-358 prior to the distribution of funds pursuant to this section, whichever is greater, in each fiscal year, subject to appropriation for such purpose. For any fiscal year in which less than the full program allocation has been allocated by the Board to specific governing bodies, those localities requesting the maximum allocation under subsection A may be allowed an additional allocation at the discretion of the Board.

- **Based on current revenue estimates and budget assumptions, 7% of the funds available for distribution exceeds $100M**
- **The amounts available over $100M will not be allocated at this time**

	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	Total
Revenue Sharing State Match	$102.1	$101.6	$105.8	$109.4	$113.2	$116.6	$648.6

Assumptions for Highway Construction Programs

- Allocation of GARVEE Bonds - $100 million in each fiscal year: FY 2027, FY 2029, and FY 2031; estimated debt service allocated from federal funding
- The Innovation and Technology Transportation Fund (ITTF) funding from the High Priority Projects Program is $25 million annually.
- Unpaved Roads funding is $25 million annually from the District Grant Program.

Preliminary Construction Allocations for Formula Distribution

	(in millions)						
	2027	**2028**	**2029**	**2030**	**2031**	**2032**	**TOTAL**
State of Good Repair Program (SGR)	$406.8	$405.2	$421.6	$436.0	$451.0	$464.7	**$2,585.3**
High Priority Projects Program (HPP)	271.2	270.1	281.1	290.7	300.7	309.9	**1,723.5**
Construction District Grant Program (DGP)	271.2	270.1	281.1	290.7	300.7	309.8	**1,723.5**
Interstate Operations & Enhancement Program (IOEP)	271.2	270.1	281.1	290.7	300.7	309.8	**1,723.5**
Virginia Highway Safety Improvement Program (VHSIP)	135.6	135.1	140.5	145.3	150.3	154.9	**861.8**
TOTAL	**$1,356.0**	**$1,350.5**	**$1,405.3**	**$1,453.3**	**$1,503.4**	**$1,548.9**	**$8,617.5**
Difference from Previous Assumptions	***138.7***	***70.4***	***34.1***	***0.1***	***(12.5)***		***230.9***

Assumptions for Highway Construction Programs

State of Good Repair (SGR) – 30%

	(in millions)						
SGR Category	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**TOTAL**
VDOT Pavement	$77.6	$75.9	$79.0	$81.7	$84.5	$87.0	**$485.6**
VDOT Bridge	252.8	247.4	257.4	266.2	275.4	283.7	**1,582.9**
Local Pavement	26.9	26.3	27.4	28.3	29.3	30.2	**168.3**
Local Bridge	56.8	55.6	57.9	59.8	61.9	63.8	**355.8**
Total SGR Allocation	**$414.1**	**$405.2**	**$421.6**	**$436.0**	**$451.0**	**$464.7**	**$2,592.6**
Difference from Previous Assumptions	*48.9*	*21.1*	*10.2*	*0.0*	*-3.7*		***76.6***

FY 2027 includes Residue Parcels Allocation of $7.3 million, as required by Appropriation Act, Item 438, B.

Assumptions for Highway Construction Programs

Interstate Operations and Enhancement Program (IOEP) – 20%

		(in millions)						
	Share of Truck VMT	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**TOTAL**
Interstate 81 – Fuel Tax	**N/A**	**$80.8**	**$85.1**	**$84.0**	**$84.5**	**$87.9**	**$60.3***	**$482.5**
Interstate 81	43.6%	118.3	117.8	122.6	126.8	131.1	135.1	**751.6**
NVTA	8.5%	23.1	23.0	23.9	24.7	25.6	26.3	**146.5**
Interstate 95	17.9%	48.4	48.3	50.2	51.9	53.7	55.3	**307.9**
Interstate 64	10.7%	28.9	28.8	30.0	31.0	32.1	33.0	**183.8**
Other Interstate Improvements	19.4%	52.5	52.3	54.4	56.3	58.2	60.0	**333.7**
IOEP Formula Total		$271.2	$270.1	$281.1	$290.7	$300.7	$309.8	**$1,723.5**
Difference from Previous Assumptions	**Share of Truck VMT**							
Interstate 81 – Fuel Tax	***N/A***	***$3.7***	***$2.9***	***$6.1***	***$7.6***	***$11.0***		***$31.3***
Interstate 81	*44.1%*	*11.0*	*5.0*	*1.7*	*(1.3)*	*(2.5)*		***13.9***
NVTA	*8.7%*	*1.9*	*0.7*	*0*	*(0.6)*	*(0.8)*		***1.2***
Interstate 95	*17.7%*	*5.5*	*3.1*	*1.8*	*0.6*	*0.2*		***11.2***
Interstate 64	*10.5%*	*3.5*	*2.1*	*1.3*	*0.6*	*0.4*		***7.9***
Other Interstate Improvements	*19.1%*	*5.9*	*3.3*	*1.9*	*0.6*	*0.2*		***12.0***
IOEP Formula Difference Total		***$27.7***	***$14.1***	***$6.8***	***$0.0***	***$(2.5)***		***$46.2***

**Reduction in FY2032 I-81 Fuel Tax is due to debt service reserve deposit associated with a planned TIFIA loan.*

Assumptions for Highway Construction Programs

Virginia Highway Safety Improvement Program (VHSIP) – 10%

	(in millions)						
	2027	2028	2029	2030	2031	2032	TOTAL
Program Administration	*$4.0*	*$4.1*	*$4.2*	*$4.4*	*$4.5*	*$4.6*	***$25.9***
29% for Behavioral Strategies (DMV)	*38.2*	*38.0*	*39.5*	*40.9*	*42.3*	*43.6*	***242.4***
Infrastructure Projects and Other Eligible Purposes (VDOT)	*93.4*	*93.0*	*96.8*	*100.1*	*103.5*	*106.7*	***593.5***
Total VHSIP	**$135.6**	**$135.1**	**$140.5**	**$145.3**	**$150.3**	**$154.9**	**$861.8**
Difference from Previous Assumptions	*13.9*	*7.0*	*3.4*	*0.0*	*(1.2)*		***23.1***

Assumptions for Highway Construction Programs

High Priority Projects Program (HPPP) – 20%

	(in millions)						
	2027	**2028**	**2029**	**2030**	**2031**	**2032**	**TOTAL**
High Priority Projects Program (HPPP) – including ITTF	$271.2	$270.1	$281.1	$290.7	$300.7	$309.8	**$1,723.5**
Difference from Previous Assumptions	*27.7*	*14.1*	*6.8*	*0.0*	*-2.5*		***46.2***

Assumptions for Highway Construction Programs

District Grant Program (DGP) – 20%

	(in millions)						
	2027	**2028**	**2029**	**2030**	**2031**	**2032**	**TOTAL**
District Grant Program (DGP) – including Unpaved							
Formula Distribution	$271.2	$270.1	$281.1	$290.7	$300.7	$309.8	**$1,723.5**
Supplemental DGP Funding from Fuel Tax Revenue	129.9	134.5	139.9	145.1	150.1	154.8	**854.3**
Subtotal – DGP	**$401.1**	**$404.6**	**$421.0**	**$435.8**	**$450.8**	**$464.6**	**$2,577.8**
Difference from Previous Assumptions							
Formula Distribution	*27.7*	*14.1*	*6.8*	*0.0*	*(2.5)*		*46.2*
Supplemental DGP Funding from Fuel Tax Revenue	*2.7*	*3.6*	*6.1*	*8.5*	*10.6*		*31.5*
	30.5	***17.7***	***12.9***	***8.5***	***8.1***		***77.7***

Summary and Next Steps

- ❑ Monitor actions by 2026 General Assembly and impact to transportation funding and spending
- ❑ Note potential for federal funding updates
- ❑ Make project selections for Revenue Sharing and Transportation Alternatives
- ❑ Draft Budgets and SYIP presented to CTB in April 2026


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SMART SCALE PROPOSED PROJECT CANCELLATION

Centerville Turnpike Widening Phase III (UPC 109381)

Hampton Roads District

Kimberly Pryor, CFO

February 2026

SMART SCALE Proposed Project Cancellations

SMART SCALE Policy on Project Cancellation, December 2023

- A project that has been selected for funding through either the High Priority Projects Program or Construction District Grant Program may be cancelled only by action of the Board

Project Information

Centerville Turnpike Widening Phase III (UPC 109381)

- Submitted by the City of Virginia Beach in Round 1 of SMART SCALE
  - Total Original Project Cost: $30,095,500
  - Total SMART SCALE Request: $6,000,000
  - Request funded with DGP funds
- Original Scope Included:
  - Widen Centerville Turnpike to a 4-lane divided highway with raised median between Lynnhaven Parkway and Kempsville Road
  - Add 4-foot on-street bike lanes, sidewalks, curb and gutter, a new storm drainage system and storm management
  - Purchase of one medium duty bus and construction of two new bus shelters
- Benefits were primarily due to Land Use, Congestion, and Safety

Project Snapshot

	Original Application
Total $	$30,095,500
SMART SCALE $	$6,000,000 (DGP)
SMART SCALE Score	3.55
Funding Scenario Rank	8/21
Current Expenditures	$535,382

Change Since Project Selection

- Cost increases due to right of way acquisition, utility conflicts, and inflation
- Delays due to NEPA re-evaluation
- Procedural delays due to federal requirements
- City is prioritizing projects with the greatest overall benefit
- The project no longer provides sufficient operational or transportation benefit relative to higher priority needs in the City
- The City of Virginia Beach requested cancellation of the project January 14, 2026

Recommendation for Action

- **Approve proposed project cancellation in March 2026**
  - **Seek reimbursement of all expended funds from the City**
  - **Transfer all Highway Construction District Grant Program funds to the Hampton Roads District Deallocation Balance Entry (UPC -21763)**


VDOT
Virginia Department of Transportation

VIRGINIA PASSENGER RAIL AUTHORITY

I-66 Inside the Beltway Financing to Support Long Bridge

Project Partnership and Financing Agreement





Background – Memorandum of Agreement

A Memorandum of Agreement (MOA) among VDOT, DRPT, the CTB, and Northern Virginia Transportation Commission (NVTC) relating to Transform 66: Inside the Beltway (I-66 ITB) was established in 2015

- Manages tolling and revenue allocation of I-66 ITB, covers dynamic tolling operations, eastbound widening, and funding multimodal improvements
  - Toll Revenues may fund eligible "Components," including multimodal projects selected by NVTC and approved by the CTB
  - Rail Components are a subset focused on transit and rail (includes Long Bridge project)
- MOA expires in June 2057

MOA Parties	VDOT	CTB	NVTC	DRPT
Responsibilities	• Design & construction of I-66 ITB • Operation & maintenance of I-66 ITB • Present an annual budget to CTB for toll revenues and allocations	• Approval of budget presented by VDOT • Approval of Components selected by NVTC	• Select and oversee the implementation of Components	• Review the selected Components on behalf of CTB

Background – Memorandum of Agreement (continued)

- Three amendments since 2015 (2016, 2020, and 2021)

- Purpose of amendments:
  - Outlines responsibilities of parties
  - Establishes waterfall for application of toll revenues (I-66 ITB)
  - Allows use of toll revenues for debt service and pay-go expenses for Rail Components
  - Provides NVTC payment of $10 million/year (2.5% escalation) for I-66 Commuter Choice Program
  - Provides additional $5 million/year (2.5% escalation) to NVTC for I-66 Commuter Choice Program from I-66 OTB annual transit payment (beginning in FY 2022)

VPRA

MOA Waterfall (MOA Sec. II.4.)

The waterfall requires application of toll revenues as follows:

1. Reasonable costs and expenses of tolling operation and maintenance
2. Debt service on Rail Component Debt (debt sized to accommodate annual NVTC Payment)
3. Annual NVTC Payment ($10M in FY21; escalates at 2.5%)
4. Pay go for Rail Components between 2022 and 2034
5. Repayments of certain amounts advanced or allocated from the Toll Facilities Revolving Account, subject to certain limitations
6. Debt service on NVTC debt, subject to certain limitations
7. Additional repayments to the Toll Facilities Revolving Account
8. Remaining revenues applied to Components selected by NVTC and approved by CTB

VPRA

Commonwealth of Virginia Passenger Rail Facilities Bond Act of 2020

- Authorized the Commonwealth Transportation Board (CTB) to issue bonds in an aggregate principal amount not exceeding $1 billion to be used for all or a portion of the costs of the Rail Improvements, to include the Long Bridge Project

- Pledge of net toll revenues from the Inside the Beltway Express Lanes collected by the Commonwealth

- A TIFIA or Railroad Rehabilitation and Improvement Financing (RRIF) Loan through USDOT has been assumed to be the most cost-effective option to secure financing

- Based on recent assumptions, the toll facility will support just over $500 million in financing to support a portion of the cost to deliver the Long Bridge Project
  - Continued refinement on financing will be done in the coming year as VDOT and VPRA work with the USDOT's Build America Bureau

VPRA

New Long Bridge for Passenger Rail



South Package (Design-Build)

- New rail bridge over the Potomac River, G.W.M.P., and Mt. Vernon trail
- New bike/ped bridge connecting Virginia and DC
- Contract awarded to Long Bridge Rail Partners (Trumbull-Fay-Wagman) in January 2025

North Package (Progressive Design-Build)

- Will construct new bridges over I-395, Ohio Dr SW, Washington Channel, & Maine Ave SW, as well as related infrastructure north of the Potomac
- Awarded to Skanska-Flatiron Joint Venture (SFJV) in December 2023 for Phase 1; Phase 2 contract (pricing) was executed in June 2025

VPRA

Project Partnership and Financing Agreement

Long-planned toll-backed USDOT Loan (I-66 Inside the Beltway)

- Supports Long Bridge Project
- Expected to close in 2027
- CTB is the borrower and will pledge toll revenues

Project Partnership and Financing Agreement is between VDOT and VPRA

- VPRA hires contractors and delivers design and construction
  - Provides any project-related information to satisfy loan requirements
  - Owns and maintains project assets after construction

- VDOT negotiates loan documents and administers loan on behalf of the CTB; makes debt proceeds available to VPRA for the project

VPRA

TIFIA Loan – Preliminary Schedule*

October – December 2025	• Submitted Letter of Interest (LOI) to Build America Bureau (BAB) • BAB advanced the LOI to the creditworthiness review
January – March 2026	• Draft Project Partnership and Financing Agreement (PPFA) • Brief CTB on project and PPFA (February Meeting) • Request CTB approval for Commissioner to enter into PPFA (March Meeting)
April – December 2026	• Conduct creditworthiness review and term negotiation with BAB • Present Plan of Finance to CTB • Present Plan of Finance to Treasury Board
January 2027	• Request CTB approval to submit loan application and enter into TIFIA loan agreement • Request Treasury Board approval to enter into TIFIA loan agreement • Submit TIFIA loan application
February 2027	• Obtain Governor's approval • Receive BAB approval of TIFIA loan application • Receive final credit ratings
March 2027	• Close loan

* Subject to change

COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

Shenandoah Valley Rail Trail
Carter Hutchinson, Deputy Secretary of Transportation

February 17, 2026

Background

In 2022, the General Assembly provided funding for the development of trails:

- **Up to $35 million for Shenandoah Valley Rail Trail (SVRT) land acquisition & planning**
- **In 2023, budget language was adopted stipulating that "any land acquisition by the Commonwealth as part of [SVRT's] development shall not preclude the consideration of options to maintain rail transportation in the corridor"**
- **VDOT assessed the constraints, considerations, and costs for constructing a trail alongside the rail line as an alternative to the previously studied rail-to-trail option**

Rail with Trail Assessment studied in three phases:

- **Phase 1: Alternatives Analysis (March 2025)**
- **Phase 2: Corridor Assessment (September 2025)**
- **Phase 3: Assessment Findings (November 2025)**

Current Issues

- December 2025-January 2026 actions at CTB generated public concern regarding process and transparency on the SVRT project
- Among issues that require additional clarity: January 2026 CTB Resolution on SVRT does not conform with December 2025 VPRA resolution on SVRT:
    - VPRA resolution directed execution of grant agreement with Shenandoah Valley Battlefield Foundation for purchase of the corridor
    - CTB resolution directed VPRA to engage in competitive process to review any alternative proposals with a deadline for submissions of February 15, 2026

Recommendation

- **Rescind 1/6/2026 Resolution**

- **Hold public information meetings as part of completion of Phase 3 Report**
  - Examines the constraints and costs of the rail-with-trail concept and the rail-to-trail alternative

Next Steps

- Proceed with corridor acquisition negotiations with Norfolk Southern
- Schedule three public information meetings consistent with those conducted in March/April 2025 for the Phase 2 report
- Gather public feedback and compile results
- Provide summary of public feedback in finalized Phase 3 Report

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Thank you

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Smart Scale – HPP Eligibility

Laura Schewel, Deputy Secretary

CTB February Meeting

Background: Categories of Smart Scale Projects

Table 2.3 Funding Program Eligibility

VTrans Travel Market	High Priority Projects Program	District Grant Program
Addresses Corridor(s) of Statewide Significance Need	Yes	Yes
Addresses Regional Network(s) Need	Yes	Yes
Improvement to Support Urban Development Area(s)	No	Yes
Addresses Identified Safety Need	No	Yes

§ 33.2-370. High-priority projects program.

A. As used in this section, "high-priority projects" means those projects of regional or statewide significance, such as projects that reduce congestion or increase safety, accessibility, environmental quality, or economic development.

B. The Board shall establish a high-priority projects program and shall use funds allocated in § 33.2-358 to the program for projects and strategies that address a transportation need identified for a corridor of statewide significance or a regional network in the Statewide Transportation Plan pursuant to § 33.2-353.

Why it matters:

DGP and HPP have separate pots of money. A project that is eligible for HPP is also eligible for DGP (if from a DGP entity). **Being eligible for HPP often gives a project a wider pool of funds to 'apply for', thus increasing its odds of getting funded.**

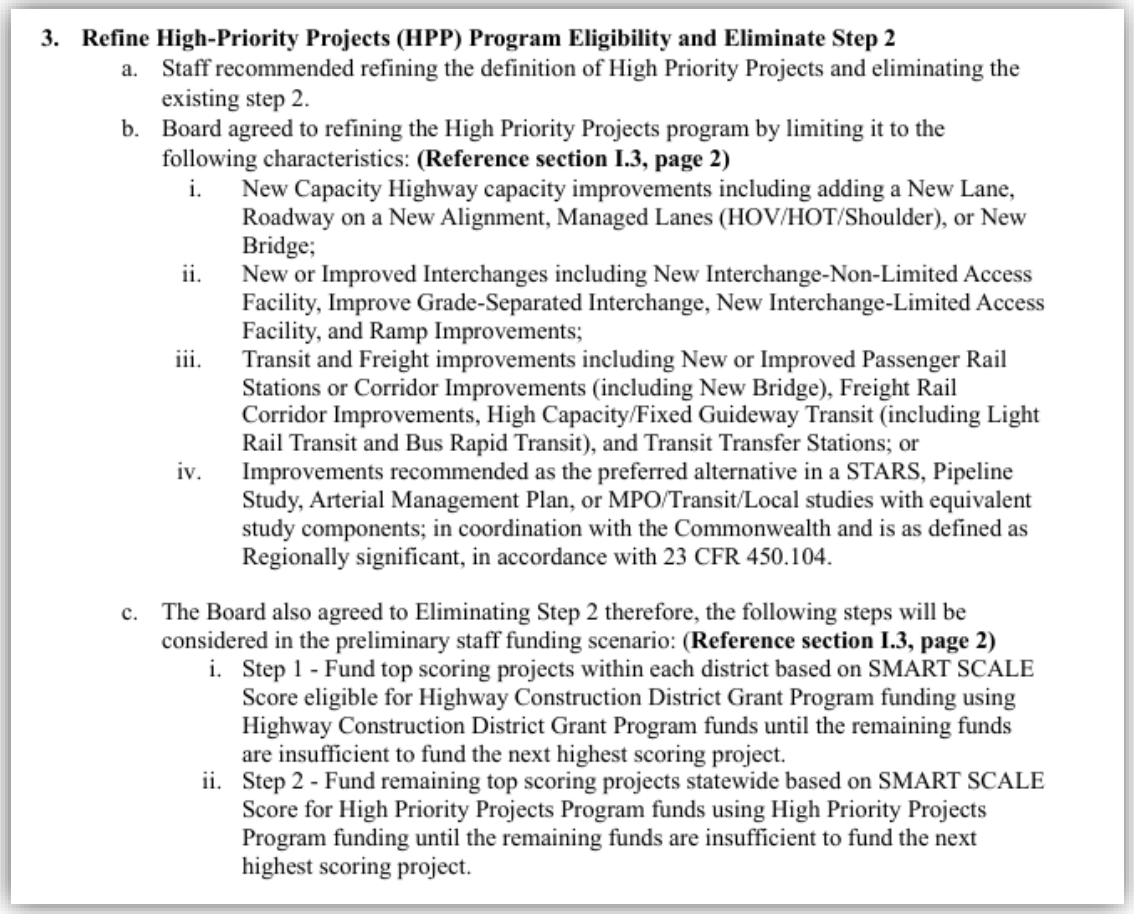
Process:

Step 1: the DGP projects for each district are funded in order of Smart Scale score until money for that district is insufficient to cover the next.

Step 2: the HPP projects for the state are funded in order of Smart Scale score until money cannot cover the next.

Background: HPP Eligibility Changes

- Only projects Corridors of Statewide Significance or Regional Network Needs are eligible for HPP.
- In December 2023, the board added additional eligibility criteria based on project characteristics.
  - DGP projects do not need to be limited to these types of projects.
- The board also eliminated a prior intermediary step (the “old” Step 2). Thus – DGP projects are funded along district priority and rank, and HPP project are now funded by state rank.



3. Refine High-Priority Projects (HPP) Program Eligibility and Eliminate Step 2

a. Staff recommended refining the definition of High Priority Projects and eliminating the existing step 2.

b. Board agreed to refining the High Priority Projects program by limiting it to the following characteristics: **(Reference section I.3, page 2)**

i. New Capacity Highway capacity improvements including adding a New Lane, Roadway on a New Alignment, Managed Lanes (HOV/HOT/Shoulder), or New Bridge;

ii. New or Improved Interchanges including New Interchange-Non-Limited Access Facility, Improve Grade-Separated Interchange, New Interchange-Limited Access Facility, and Ramp Improvements;

iii. Transit and Freight improvements including New or Improved Passenger Rail Stations or Corridor Improvements (including New Bridge), Freight Rail Corridor Improvements, High Capacity/Fixed Guideway Transit (including Light Rail Transit and Bus Rapid Transit), and Transit Transfer Stations; or

iv. Improvements recommended as the preferred alternative in a STARS, Pipeline Study, Arterial Management Plan, or MPO/Transit/Local studies with equivalent study components; in coordination with the Commonwealth and is as defined as Regionally significant, in accordance with 23 CFR 450.104.

c. The Board also agreed to Eliminating Step 2 therefore, the following steps will be considered in the preliminary staff funding scenario: (**Reference section I.3, page 2)**

i. Step 1 - Fund top scoring projects within each district based on SMART SCALE Score eligible for Highway Construction District Grant Program funding using Highway Construction District Grant Program funds until the remaining funds are insufficient to fund the next highest scoring project.

ii. Step 2 - Fund remaining top scoring projects statewide based on SMART SCALE Score for High Priority Projects Program funds using High Priority Projects Program funding until the remaining funds are insufficient to fund the next highest scoring project.

From December 2023 Board Resolution

Requested Update for Round 7: Add One Project Type to the HPP Eligible List

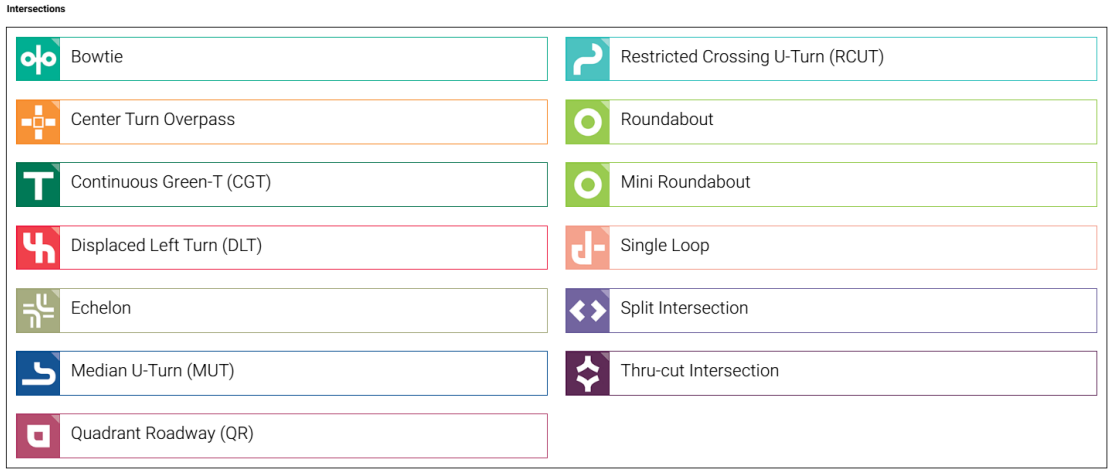
A. As used in this section, "high-priority projects" means those projects of regional or statewide significance, such as projects that ***reduce congestion or increase safety, accessibility, environmental quality, or economic development.***

Category	Current Features Required for HPP Eligibility + Suggested Addition
Highway	Add New Through Lane(s); Roadway on New Alignment; Managed Lane(s) (HOV/HOT/Shoulder); Improve Grade Separated Interchange; Ramp Improvements; Innovative Interchange; Innovative Intersections; New Interchange, Non-Limited Access Facility; Limited Access Facility; New Bridge
Transit	Rolling Stock for New/Expanded High-Capacity or Fixed-Guideway Route; Infrastructure for New/Expanded High-Capacity or Fixed-Guideway Route; Construct or Expand Transfer Center or Maintenance/Administrative Facility
Rail	[Improvements associated with new or expanding rail capacity.]
Alternative:	Alternatively, an application is eligible for HPP funds if the proposed improvements are identified as the preferred alternative of one of the following studies: STARS , Pipeline, Arterial Management Plan, VDOT/MPO/Transit/Local study with components equivalent to one of the previously listed studies, completed in coordination with VDOT staff, and meeting the definition of “regionally significant” in accordance with 23 CFR 450.104.

Justification: Adding Innovative Intersections

For more information: Virginia iCAP | Virginia Department of Transportation

What is an innovative intersection?



What's the difference?

- Intersections = crossings at grade alignment.
- Interchanges = grade separated, no direct crossing conflict.

- "Innovative Intersections" refers to a clear list and guidelines reviewed and updated by The Innovative Intersections Committee (IIC) via the iCAP framework. A subset of this process covers Innovative Interchanges.



- This program identifies intersection models that "reduce delay, increase efficiency and provide safer travel for all road users" - exactly in line with definition of High Priority Projects per code.

- "Innovative Interchanges" are already included in HPP criteria. This change aligns HPP eligibility criteria with VDOT's own iCAP framework, which already treats innovative intersections and innovative interchanges as part of the same program for evaluation purposes.

Example – Innovative Intersection Project from Round 6

Rte 360 Mechanichsville Tpk Roundabouts, Streetscape: Top safety score in Round 6, but unfunded because not HPP-eligible.

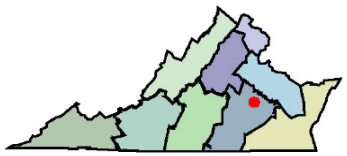
This "innovative intersection" project received the highest safety score for reduction in Fatal and Injury Crashes in Round 6, but was unfunded. If it had been eligible for HPP, it would have made it into the HPP funded list in the staff scenario.

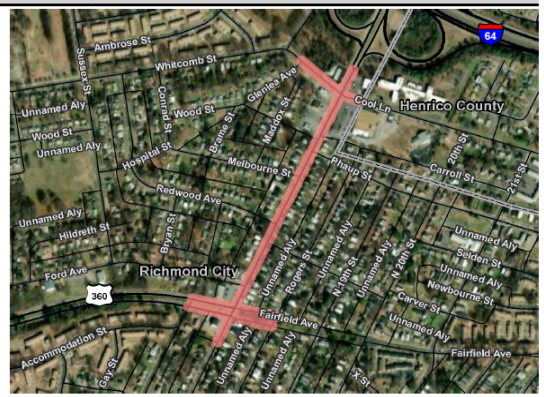
G US Route 360 Mechanicsville Tpk Roundabouts & Streetscape Project Id: 11498

This project will improve 0.35-miles of Mechanicsville Turnpike (US360) between Fairfield Way and Whitcomb St / Cool Ln by providing one through lane in each direction, a shared center two-way left turn lane, 10' shared use path w/ 5' buffer along the east side, 5' sidewalk w/ 4' buffer along the west side, and 5' sidewalk w/ 4' buffer along Fairfield Way from Spotslyvania St to Rogers St and on Whitcomb St /Cool Ln from 50' west of and 100' east of US360. This project will provide a single lane roundabout at US360 and Fairfield Way and a two-lane roundabout at US360 and Whitcomb St / Cool Ln. Pedestrian access improvements and crossing accommodations will be provided at the two roundabouts and at a new pedestrian hybrid beacon near Redwood Ave with pedestrian refuge island. Essential transit infrastructure improvements will be provided at five transit stops. Access movement improvements include removing/consolidating fourteen entrances adjacent to the roundabouts to improve safety.

7.7 SMART SCALE SCORE	#27 OF 270 STATEWIDE	SMART SCALE Requested Funds	$45,164,001
	#12 OF 65 DISTRICTWIDE	Total Project Cost	$47,164,001
		Project Benefit	34.7
		Project Benefit / Total Cost	7.4

Submitting Entity:	Richmond City
PE/RW/CN:	Not Started / Not Started / Not Started
Eligible Fund Program:	DGP
Evacuation Route:	No
Resiliency Commitment:	Yes
VTRANS Need:	RN, Safety

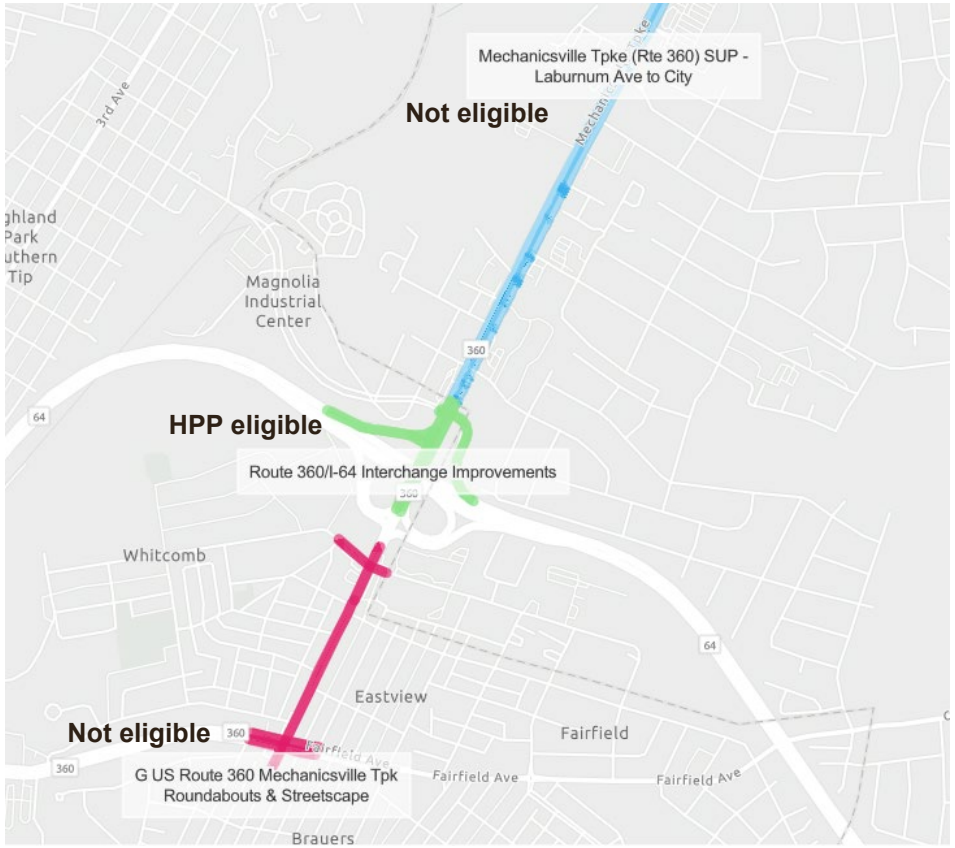




SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	36.7 persons	31.3 person hrs.	560.3 EPDO	25,562.1 EPDO / 100M VMT	8.0 jobs per resident	10.7 jobs per resident	183.6 adjusted users	2.3 adjusted points	186.5 thousand adj. daily tons	13,106,200.0 adj. buffer time index	5.4 adjusted points	0.0 impacted acres	61.2 access * pop/emp density	62.2 access * pop/emp density change
Normalized Measure Value (0-100)	0.7	1.9	100.0	41.7	2.1	1.8	12.1	2.5	0.4	0.2	5.4	0.0	85.0	85.8
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.3		82.5		4.0			1.6			5.4		85.4	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.3		16.5		1.0			0.3			0.5	0.0	1.9	
Project Benefit	34.7													
SMART SCALE Cost	$45,164,001													
SMART SCALE Score***	**7.7**													

Example – Innovative Intersection Project from Round 6

Rte 360 Mechanichsville Tpk Roundabouts, Streetscape: Top safety score in Round 6, but unfunded because not HPP-eligible.



This project was similar to, and contiguous with, two other Round 6 projects (all in Priority 1 areas). But only one was eligible for HPP because it dealt with the portion of corridor that touched the grade-separated interchange.

Counter Example: Innovative Interchange Project from Round 6

"Barracks Road Pipeline 29/250": This project is similar to "Rte 360 Mechanichsville Tpk Roundabouts", and was HPP eligible because it included an interchange ramp.

Including this project, and excluding the prior one, despite the general similarity, is an example of the consequences of including "interchanges" but excluding "intersections" in HPP eligibility. This project was unfunded.

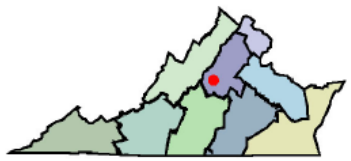
Barracks Road Pipeline US 29/250 Interchange and SUP Project Id: 11678

The Barracks Road Pipeline US 29/250 Interchange Project will include hybrid roundabouts at both 29/US250 interchanges and a continuous shared use path along the west side of Barracks Rd from Bennington Road to Emmet St. The project will include improvements to the existing curb ramps and crosswalks at the Millmont St. intersection.

2.0 SMART SCALE SCORE			
	#142	OF 270 STATEWIDE	
	#20	OF 24 DISTRICTWIDE	

SMART SCALE Requested Funds	$93,859,520
Total Project Cost	$93,859,520
Project Benefit	19.2
Project Benefit / Total Cost	2.0

Submitting Entity:	Charlottesville-Albemarle MPO
PE/RW/CN:	Not Started / Not Started / Not Started
Eligible Fund Program:	HPP
Evacuation Route:	Yes
Resiliency Commitment:	N/A
VTRANS Need:	CoSS, RN, Safety





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	79.2 persons	24.0 person hrs.	123.2 EPDO	21,062.1 EPDO / 100M VMT	51.9 jobs per resident	64.8 jobs per resident	395.8 adjusted users	0.0 adjusted points	64.2 thousand adj. daily tons	2,062,640.0 adj. buffer time index	12.0 adjusted points	0.0 impacted acres	57.0 access * pop/emp density	59.9 access * pop/emp density change
Normalized Measure Value (0-100)	1.4	1.5	22.0	34.4	13.5	10.7	26.2	0.0	0.1	0.0	12.0	0.0	79.2	82.6
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.4		25.7		15.5			0.1			12.0		80.9	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.4		5.1		3.9			0.0			1.2	0.0	1.8	
Project Benefit	19.2													
SMART SCALE Cost	$93,859,520													
SMART SCALE Score***	**2.0**													

Innovative Interchange Project from Round 6

“Barracks Road and Georgetown Road Improvements”: This project is similar to, and immediately adjacent to “Barracks Road Pipeline US 29/250 Interchange and SUP” but was not HPP Eligible

Barracks Road and Georgetown Road Improvements Project Id: 11772

Reconstruct the existing signalized intersection of Georgetown and Barracks Roads as a hybrid roundabout with at-grade pedestrian crossings on all legs of the intersection. Close all median crossings along Barracks Road between Georgetown Road and westbound on- and off-ramps to US29/250. Construct a SUP along the west side of Barracks Road between Georgetown Road and the WB on-ramp. Upgrade CG-12 ramps along the east side of Barracks in the project area. Install 2 concrete boarding platforms at existing stops (end of Surrey Road off of Barracks Road and north side of Georgetown Road east of the proposed roundabout). The Georgetown Road location will include a bus shelter pad to accommodate future installation of a bus shelter. Add SB right-turn lane starting at Bennington Road onto US 29/250 westbound.

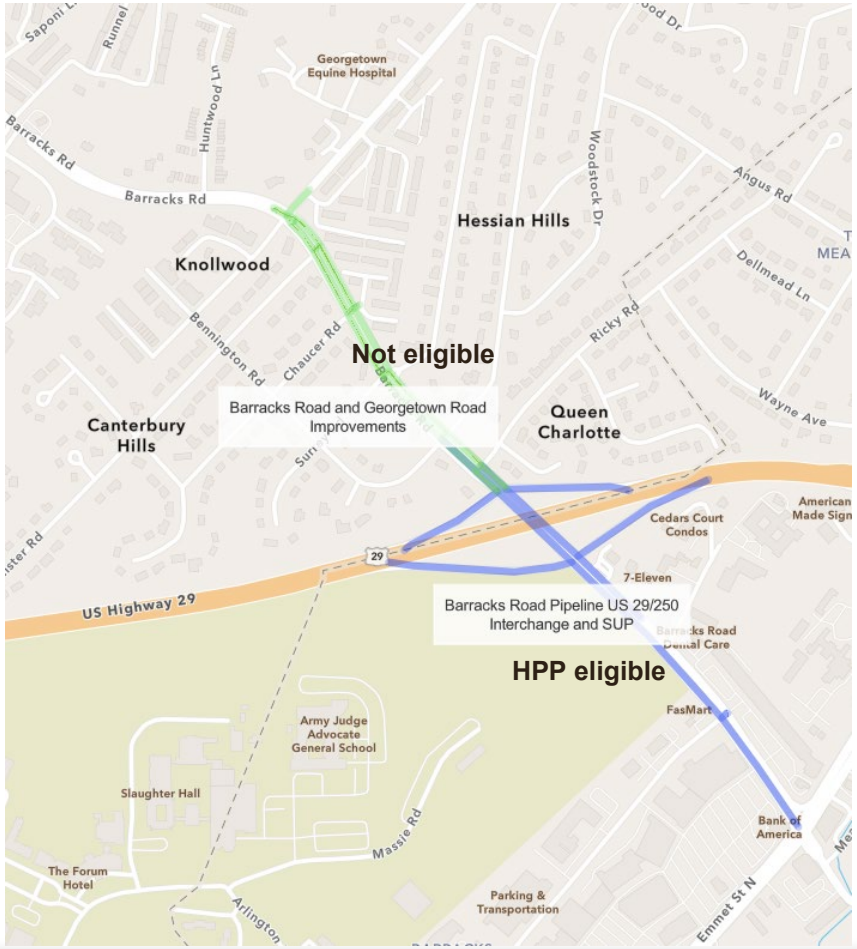
3.8 SMART SCALE SCORE				
	#80	OF 270 STATEWIDE	SMART SCALE Requested Funds	$37,645,909
	#10	OF 24 DISTRICTWIDE	Total Project Cost	$37,645,909
			Project Benefit	14.5
			Project Benefit / Total Cost	3.8

Submitting Entity: Albemarle County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: RN, Safety, UDA





SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Resources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	98.9 persons	40.0 person hrs.	99.1 EPDO	2,939.8 EPDO / 100M VMT	32.2 jobs per resident	39.5 jobs per resident	494.5 adjusted users	0.0 adjusted points	163.9 thousand adj. daily tons	12,005,100.0 adj. buffer time index	14.8 adjusted points	0.0 impacted acres	56.8 access * pop/emp density	59.6 access * pop/emp density change
Normalized Measure Value (0-100)	1.8	2.5	17.7	4.8	8.4	6.5	32.7	0.0	0.3	0.2	14.8	0.0	79.0	82.3
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	2.1		13.8		12.9			0.1			14.8		80.6	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.5		2.8		3.2			0.0			1.5	0.0	1.8	
Project Benefit	14.5													
SMART SCALE Cost	$37,645,909													
SMART SCALE Score***	**3.8**													



Including this project, and excluding the prior one, despite the general similarity and immediate adjacency, is an example of the consequences of including “interchanges” but excluding “intersections” in HPP eligibility.

Other Examples – Innovative Intersection Projects from Round 6

Innovative intersection: not eligible for HPP because it does not contain a designated feature

US Business 17 Corridor Improvement/Fletcher Intersection Project Id: 11733

This project reconfigures the intersection at Fletcher with a two lane hybrid roundabout and a restricted crossing island at Village Center Drive. There will be a shared use path on the north side of Lee Highway between Village Center Drive and the shopping center entrance located ~465 ft. east of Fletcher Drive tying into the SUP funded as part of the Blackwell Road roundabout project (ID#9159). The existing sidewalks on both sides of Fletcher Drive on the northern leg of the roundabout will be maintained. The sidewalk on the south side of Lee Highway from approximately 145 ft. east of Branch Drive to Fletcher Drive will be improved, and the connecting sidewalk that continues south along the west side of Fletcher Drive will be maintained. The project will include new sidewalks on the east side of Fletcher Drive from the entrance to Capital One Bank to the intersection with Lee Highway, tying into the existing sidewalks on the south side of Lee Highway east of the intersection.

4.8 SMART SCALE SCORE	#56 OF 270 STATEWIDE
	#6 OF 24 DISTRICTWIDE

SMART SCALE Requested Funds	$18,468,646
Total Project Cost	$18,468,646
Project Benefit	8.9
Project Benefit / Total Cost	4.8

Submitting Entity: Warrenton Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN





Project was unfunded

SMART SCALE Area Type D															
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Resources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	158.7 persons	65.4 person hrs.	42.0 EPDO	2,124.5 EPDO / 100M VMT	4.4 jobs per resident	3.9 jobs per resident	476.2 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	15,621,600.0 adj. buffer time index	25.1 adjusted points	0.0 impacted acres	32.7 access * pop/emp density	33.8 access * pop/emp density change
Normalized Measure Value (0-100)	2.8	4.0	7.5	3.5	1.1	0.6	31.5	0.0	0.0	0.2	25.1	0.0	45.4	46.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.4		6.3		7.1			0.0			25.1		46.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	.5 (max point reduction)	**	
Weighted Factor Value	0.3		2.5		0.7			0.0			2.5	0.0	1.5	
Project Benefit	8.9													
SMART SCALE Cost	$18,468,646													
SMART SCALE Score***	**4.8**													

Other Examples – Innovative Intersection Projects from Round 6

Innovative intersection: not eligible for HPP because it does not contain a designated feature

US Business 17 Corridor Improvement/Fletcher Intersection Project Id: 11733

This project reconfigures the intersection at Fletcher with a two lane hybrid roundabout and a restricted crossing island at Village Center Drive. There will be a shared use path on the north side of Lee Highway between Village Center Drive and the shopping center entrance located ~465 ft. east of Fletcher Drive tying into the SUP funded as part of the Blackwell Road roundabout project (ID#9159). The existing sidewalks on both sides of Fletcher Drive on the northern leg of the roundabout will be maintained. The sidewalk on the south side of Lee Highway from approximately 145 ft. east of Branch Drive to Fletcher Drive will be improved, and the connecting sidewalk that continues south along the west side of Fletcher Drive will be maintained. The project will include new sidewalks on the east side of Fletcher Drive from the entrance to Capital One Bank to the intersection with Lee Highway, tying into the existing sidewalks on the south side of Lee Highway east of the intersection.

4.8 SMART SCALE SCORE	#56 OF 270 STATEWIDE
	#6 OF 24 DISTRICTWIDE

SMART SCALE Requested Funds	$18,468,646
Total Project Cost	$18,468,646
Project Benefit	8.9
Project Benefit / Total Cost	4.8

Submitting Entity: Warrenton Town
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN





Project was unfunded

SMART SCALE Area Type D															
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Resources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	158.7 persons	65.4 person hrs.	42.0 EPDO	2,124.5 EPDO / 100M VMT	4.4 jobs per resident	3.9 jobs per resident	476.2 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	15,621,600.0 adj. buffer time index	25.1 adjusted points	0.0 impacted acres	32.7 access * pop/emp density	33.8 access * pop/emp density change
Normalized Measure Value (0-100)	2.8	4.0	7.5	3.5	1.1	0.6	31.5	0.0	0.0	0.2	25.1	0.0	45.4	46.7
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	3.4		6.3		7.1			0.0			25.1		46.0	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	.5 (max point reduction)	**	
Weighted Factor Value	0.3		2.5		0.7			0.0			2.5	0.0	1.5	
Project Benefit	8.9													
SMART SCALE Cost	$18,468,646													
SMART SCALE Score***	**4.8**													

Other Examples – Innovative Intersection Projects from Round 6

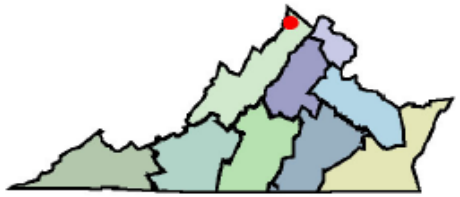
Innovative intersection: not eligible for HPP because it does not contain a designated feature

US 50 and Hayfield Road RCI Project Id: 11809

Installation of an R-Cut Intersection at the intersection of US 50 and Hayfield Road (Route 600)

3.5 SMART SCALE SCORE	#87 OF 270 STATEWIDE	SMART SCALE Requested Funds	$8,009,314
	#10 OF 27 DISTRICTWIDE	Total Project Cost	$10,011,642
		Project Benefit	2.8
		Project Benefit / Total Cost	2.8

Submitting Entity: Frederick County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety





Project was funded as DGP

SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Resources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.4 person hrs.	36.6 EPDO	4,551.9 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	1,374,860.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	1.8 access * pop/emp density	1.8 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	6.5	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	2.5
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		6.8		0.0			0.0			0.0		2.5	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		2.7		0.0			0.0			0.0	0.0	1.0	
Project Benefit	2.8													
SMART SCALE Cost	$8,009,314													
SMART SCALE Score***	**3.5**													

Other Examples – Innovative Intersection Projects from Round 6

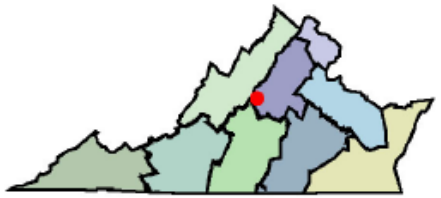
Innovative intersection: not eligible for HPP because it does not contain a designated feature,

Old Trail Drive and US 250 West Intersection Improvements Project Id: 11600

This project would construct a 2 and 1 hybrid roundabout at the Old Trail Drive/250 intersection with high visibility crosswalks and active pedestrian controls on the northern, eastern, and southern legs of the roundabout. There are existing crosswalks on the north and east legs of the intersection that will be replaced in-kind. The existing substandard Shared Use Path along the westbound side of US 250 from the crosswalk on the north leg of the intersection to the east to connect to Henley Middle School will be improved to meet existing standards; on the east side of Old Trail Drive, the existing 8' sidewalk will be maintained/replaced in-kind starting at the crosswalk on the north leg of the intersection and extending north.

4.0 SMART SCALE SCORE			SMART SCALE Requested Funds	$16,702,821
	#74	OF 270 STATEWIDE	Total Project Cost	$16,702,821
	#9	OF 24 DISTRICTWIDE	Project Benefit	6.7
			Project Benefit / Total Cost	4.0

Submitting Entity:	Albemarle County
PE/RW/CN:	Not Started / Not Started / Not Started
Eligible Fund Program:	DGP
Evacuation Route:	Yes
Resiliency Commitment:	N/A
VTRANS Need:	CoSS, RN, Safety, UDA





Innovative intersection to enhance safety next to a school – lost HPP eligibility, unfunded.

SMART SCALE Area Type B														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Resources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	26.9 persons	43.6 person hrs.	45.2 EPDO	4,341.0 EPDO / 100M VMT	68.1 jobs per resident	47.9 jobs per resident	80.6 adjusted users	0.1 adjusted points	144.4 thousand adj. daily tons	4,793,870.0 adj. buffer time index	4.4 adjusted points	0.1 impacted acres	11.2 access * pop/emp density	11.9 access * pop/emp density change
Normalized Measure Value (0-100)	0.5	2.7	8.1	7.1	17.7	7.9	5.3	0.1	0.3	0.1	4.4	0.1	15.6	16.4
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	1.6		7.8		13.3			0.1			4.4		16.0	
Factor Weight (% of Project Score)	25%		20%		25%			20%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.4		1.6		3.3			0.0			0.4	0.0	1.2	
Project Benefit	6.7													
SMART SCALE Cost	$16,702,821													
SMART SCALE Score***	**4.0**													

Other Examples – Innovative Intersection Projects from Round 6

Innovative intersection: not eligible for HPP because it does not contain a designated feature,

Dumfries Rd (Rt 605) & Greenwich Rd (Rt 603) - Roundabout Project Id: 11457

The project will convert the intersection of Dumfries Road (Route 605) and Greenwich Road (Route 603) into a single-lane roundabout. Includes restricting the private entrance on Rte.603 south of the Roundabout to a Rt. in/out

5.1 SMART SCALE SCORE			SMART SCALE Requested Funds	$15,128,758
	#52	OF 270 STATEWIDE	Total Project Cost	$15,128,758
	#5	OF 24 DISTRICTWIDE	Project Benefit	7.7
			Project Benefit / Total Cost	5.1

Submitting Entity: Fauquier County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: No
Resiliency Commitment: N/A
VTRANS Need: Safety





Innovative intersection– lost HPP eligibility due to lack of meeting project type criteria, unfunded.

SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	2.2 person hrs.	36.1 EPDO	28,991.4 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	261,665.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	2.2 access * pop/emp density	2.3 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.1	6.4	47.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	3.2
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.1		18.7		0.0			0.0			0.0		3.1	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		7.5		0.0			0.0			0.0	0.0	1.0	
Project Benefit	7.7													
SMART SCALE Cost	$15,128,758													
SMART SCALE Score***	**5.1**													

Other Examples – Innovative Intersection Projects from Round 6

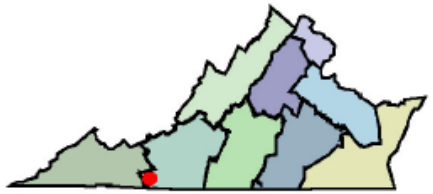
Innovative intersection: not eligible for HPP because it does not contain a designated feature,

Carrollton Pike (Rt 58) at Coulson Church Rd (Rt 620) RCUT Project Id: 11538

Construct a restricted crossing U-turn (RCUT) at the intersection of Carrollton Pike (Rt 58) and Coulson Church Rd (Rt 620). Construct an eastbound left turn lane and loon approximately 1,200' east of the RCUT.

4.4 SMART SCALE SCORE			SMART SCALE Requested Funds	$10,531,849
	#65	OF 270 STATEWIDE	Total Project Cost	$10,531,849
	#1	OF 34 DISTRICTWIDE	Project Benefit	4.6
			Project Benefit / Total Cost	4.4

Submitting Entity: Carroll County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: Yes
VTRANS Need: CoSS, Safety





Innovative intersection– funded as DGP

SMART SCALE Area Type D														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Resources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	1.1 person hrs.	60.6 EPDO	7,078.6 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.0 adjusted points	0.0 thousand adj. daily tons	8,472,090.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	2.1 access * pop/emp density	4.4 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.1	10.8	11.5	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	2.9	6.1
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		11.0		0.0			0.0			0.0		4.5	
Factor Weight (% of Project Score)	10%		40%		10%			30%			10%	5 (max point reduction)	**	
Weighted Factor Value	0.0		4.4		0.0			0.0			0.0	0.0	1.0	
Project Benefit	4.6													
SMART SCALE Cost	$10,531,849													
SMART SCALE Score***	**4.4**													

Other Examples – Innovative Intersection Projects from Round 6

Innovative intersection: not eligible for HPP because it does not contain a designated feature,

Route 29 Safety Improvements - Southern Section Project Id: 11492

Construct a blended solution set to address identified problems and themed solutions along Route 29 from Route 24 to Calohan Road. Improvement include installing RCUTs at the entrance to Nick Rayne's Garage, Moorman Mill Road and Dennis Riddle Drive, closing four crossovers at various locations, converting Anstey Road into a right-in right-out, and implementing numerous turn lane improvements along US Route 29 including at Pick-n-Save/Denton's Autobody, Patterson Road, 300 feet north of Good's Garden Sheds, Moorman Hill Road, and 350 feet north of Anstey Road.

1.5 SMART SCALE SCORE	#177 OF 270 STATEWIDE	SMART SCALE Requested Funds	$30,407,170
	#5 OF 12 DISTRICTWIDE	Total Project Cost	$30,407,170
		Project Benefit	4.6
		Project Benefit / Total Cost	1.5

Submitting Entity: Campbell County
PE/RW/CN: Not Started / Not Started / Not Started
Eligible Fund Program: DGP
Evacuation Route: Yes
Resiliency Commitment: N/A
VTRANS Need: CoSS, RN, Safety





Innovative intersection– funded as DGP

SMART SCALE Area Type C														
Factor	Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use	
Measure	Increase in Peak Period Person Throughput	Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Reduction in Fatal and Injury Crash Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Increase in Access to Multimodal Travel Choices	Project Support for Economic Development	Tons of Goods Impacted	Improvement to Travel Time Reliability	Potential to Improve Air Quality	Impact to Natural and Cultural Reasources	Support of Transportation-Efficient Land Development	Support of Transportation-Efficient Land Development
Measure Value	0.0 persons	0.2 person hrs.	109.0 EPDO	2,748.9 EPDO / 100M VMT	0.0 jobs per resident	0.0 jobs per resident	0.0 adjusted users	0.6 adjusted points	0.0 thousand adj. daily tons	10,990,400.0 adj. buffer time index	0.0 adjusted points	0.0 impacted acres	0.0 access * pop/emp density	0.0 access * pop/emp density change
Normalized Measure Value (0-100)	0.0	0.0	19.5	4.5	0.0	0.0	0.0	0.7	0.0	0.2	0.0	0.0	0.0	0.0
Measure Weight (% of Factor)	50%	50%	70%	30%	60%	20%	20%	60%	20%	20%	100%	*	50%	50%
Factor Value	0.0		15.0		0.0			0.4			0.0		0.0	
Factor Weight (% of Project Score)	20%		30%		15%			25%			10%	* (max point reduction)	**	
Weighted Factor Value	0.0		4.5		0.0			0.1			0.0	0.0	1.0	
Project Benefit	4.6													
SMART SCALE Cost	$30,407,170													
SMART SCALE Score***	**1.5**													

Director's Report

February 2026



DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Public Transportation Updates

Statewide Ridership

- Statewide transit ridership was significantly impacted in November 2025 by the federal government shutdown with approximately 11.5M trips. See Slides 6 and 7 for more details.

Virginia Breeze Intercity Bus Service

- Virginia Breeze ridership was 8,300 in November 2025, up from 7,800 in November 2024. See Slide 8 for more details.
- The fifth route of the Virginia Breeze, the Tidewater Current, is set to launch in April. The Tidewater Current will run east-west from Harrisonburg to Virginia Beach, with points between, along the I-64 Corridor.

MERIT Review

- DRPT has been hosting meetings of the Transit Service and Delivery Advisory Committee (TSDAC) at our Richmond offices to continue discussions on the MERIT Capital and Operating Assistance review.

Partner News

- Hampton Roads Transit had a ribbon cutting/launch event for their Hampton and Chesapeake On-Demand Microtransit Service on January 12. Both services funded by DRPT's Transit Ridership Incentive Program (TRIP) in the FY26 SYIP.
- DRPT and new WMATA Board Member Darrien Flowers were briefed on WMATA's operational updates during the week of February 2nd.

Industry Engagement

- DRPT participated in VTA Transit Advocacy Day on February 2, including hosting an open house for the Department's new leadership to meet with transit agencies across the Commonwealth.

CTB Resolution Update
MERIT Review

- Seeking CTB approval to revise Board action until DRPT can analyze Virginia's most recent transit performance data to better understand impacts of any proposed changes. This does not change the timeline for implementation.
- Updated Recommendation: Revise DRPT presenting a formal recommendation to the Board at its **September** meeting with a CTB vote at its **October** meeting. Any changes will still be implemented with the Fiscal Year 2028 Six Year Improvement Program; which opens for applications in December 2026.
  - Provides the TSDAC with additional time to complete its work.
  - Allows DRPT the opportunity to conduct additional outreach and engagement with the transit industry and general public.
  - Gives DRPT and TSDAC the ability to use updated April 2026 performance data to better inform impacts of any proposed changes.

Rail Updates

UP-NS Merger

- DRPT has filed a “Notice of Intent to Participate (Without Comment)” with the Surface Transportation Board on the UP-NS Merger – formally indicating with the Board the agency’s intent to be a party of record without submitting substantive comments at that time. VPRA and the Port of Virginia have also filed this notice, and any future State formal response would be coordinated through the Secretary’s office.

Rail Crossing Information Systems

- DRPT, VDOT’s Rail and Traffic Operations Divisions, the State Corporation Commission Utility & Railroad Safety Division, and VPRA participated in a virtual demonstration call with Oculus Rail, a Rail Crossing Information Systems (RXIS) technology company based in Norfolk with pilot projects in Norfolk, Chesapeake, and Portsmouth.

Industry Engagement

- On January 30, DRPT Rail staff and Director Zimmerman participated in the annual Virginia Railroad Association Legislative Meeting to provide agency updates and understand Virginia’s rail industry’s legislative priorities.

Long Bridge

- Work windows for the construction of the new Long Bridge began January 12th, allowing VPRA contractors time during working hours to construct the new structure with minimal interference from freight or passenger trains. Amtrak and VRE service has adjusted, and may continue to adjust, to accommodate work windows over the approximately five years of construction of the Long Bridge project. VPRA is coordinating with Amtrak, VRE, CSX, and NS to monitor performance, and Amtrak and VRE are proactively providing notice to customers through calls, emails, social media, and in-station notices regarding any changes affecting passengers in advance of their trips.

Financial Updates

Preliminary FY2027-FY2032 Revenue Estimates – Transit and Rail highlights

Commonwealth Mass Transit Fund

- **FY2027 Revenue Estimate**: $600 million for public transit projects
- **FY2027-FY2032 Revenue:** $164.5 million higher than previous SYIP
  - MERIT Operating: $39.3 million
  - MERIT Capital: $27.4 million
  - WMATA Assistance: $75.1 million
  - VRE: 5.6 million
  - TRIP: $9.7 million
  - Special: $3.9 million
  - Other (Off the Top): $3.5 million

Commonwealth Rail Fund

- **FY2027 Revenue Estimate:** $194.7 million for Commonwealth Rail projects
  - DRPT FREIGHT Rail and Planning: $13.6 million
  - VPRA: $181.1 million

Rail Preservation Fund

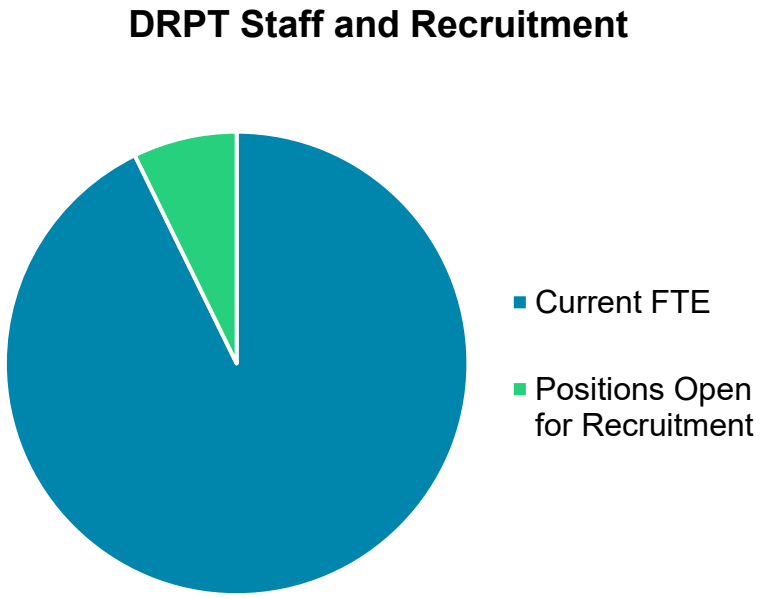
- **FY2027 Revenue Estimate**: $4.2 million

DRPT Staff Updates

- Mariia Zimmerman started as DRPT Director on January 20th.
- Allan Fye started as DPRT Chief Deputy Director on February 1st.



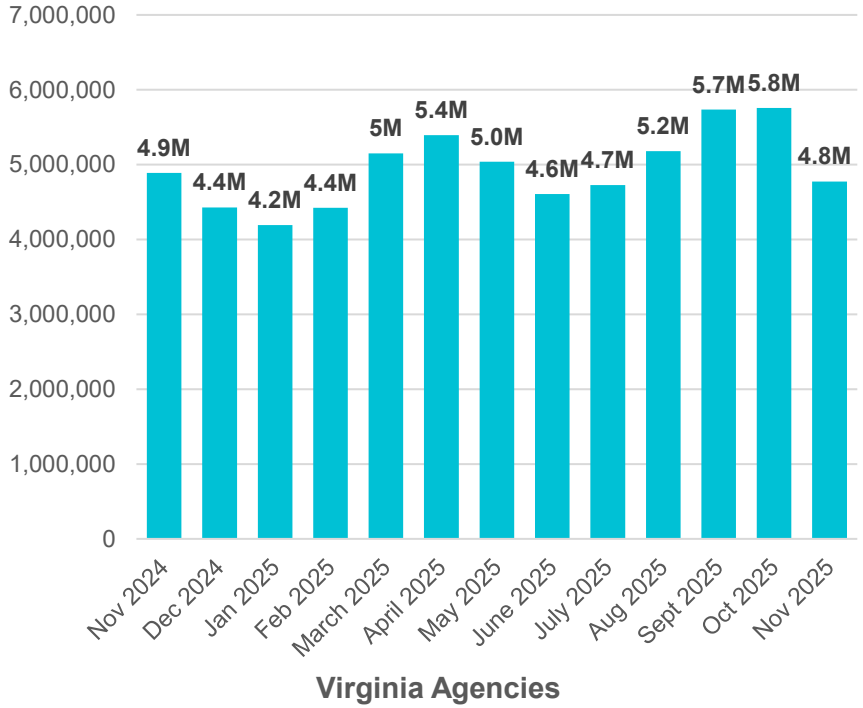




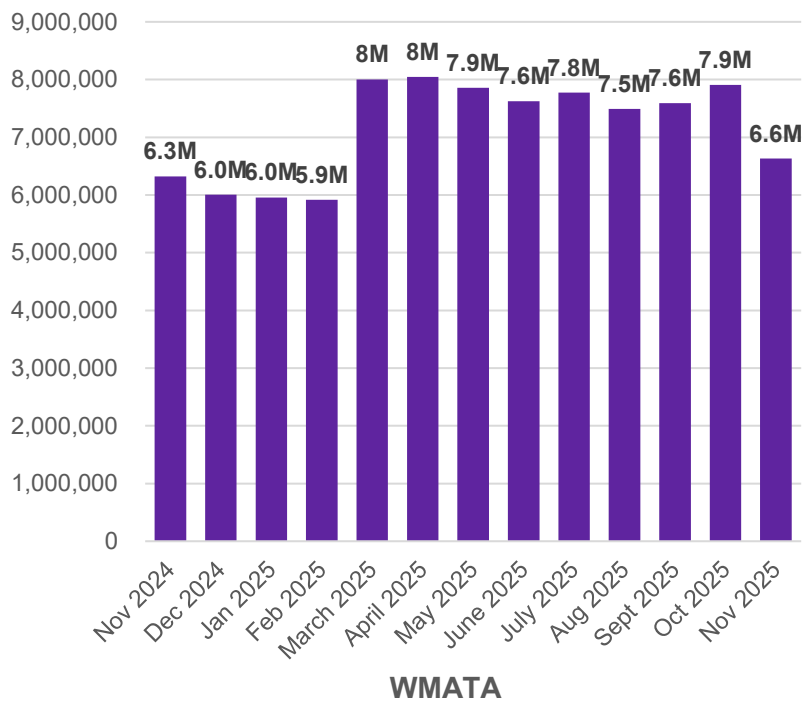
DRPT currently has 64 full-time employees.
DRPT is currently recruiting for five positions.

Statewide Transit Ridership

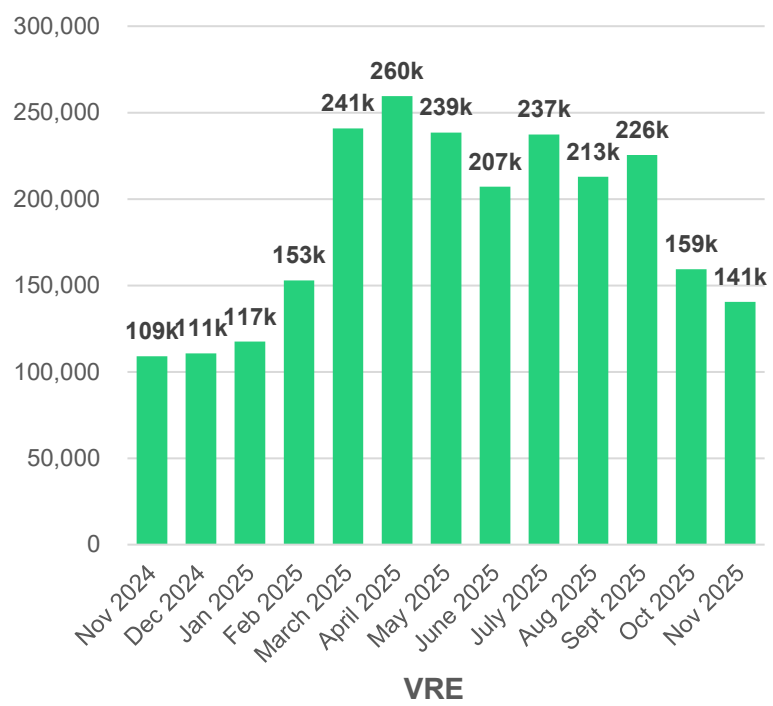
Statewide Transit Ridership – November 2024 to November 2025



Virginia Agencies



WMATA

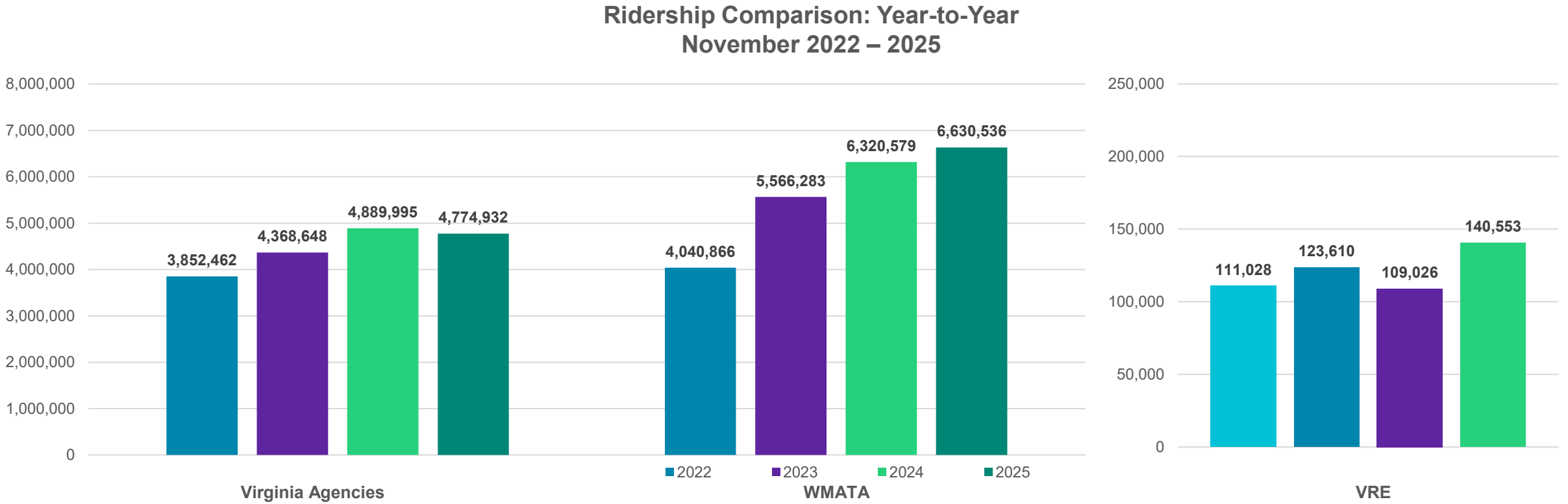


VRE

Agencies	Nov 2024	Dec 2024	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Total*
Virginia Agencies	4,889,995	4,427,193	4,190,344	4,422,095	5,149,919	5,392,036	5,038,705	4,605,627	4,726,900	5,178,330	5,735,065	5,758,386	4,774,932	59,399,532
VRE	109,026	110,625	117,466	152,882	240,794	259,585	238,518	207,130	237,363	212,798	225,504	159,390	140,553	2,302,608
WMATA	6,320,579	6,005,122	5,957,138	5,915,679	8,001,329	8,047,711	7,856,235	7,621,634	7,772,694	7,491,352	7,591,794	7,909,663	6,630,536	86,800,887
All Agencies + VRE + WMATA	**11,319,600**	**10,542,940**	**10,264,948**	**10,490,656**	**13,392,042**	**13,699,332**	**13,133,458**	**12,434,391**	**12,736,957**	**12,882,480**	**13,552,363**	**13,827,439**	**11,546,021**	**148,503,027**

*Last 12 Months

Four-Year Transit Ridership Monthly Lookback: November 2022-2025



Mode	2022	2023	2024	2025	2025 vs 2022	2025 vs 2023	2025 vs 2024
Virginia Agencies	3,852,462	4,368,648	4,889,995	4,774,932	24%	9%	-2%
VRE	111,028	123,610	109,026	140,553	27%	14%	29%
WMATA	4,040,866	5,566,283	6,320,579	6,630,536	64%	19%	5%
All Agencies + VRE + WMATA	**8,004,356**	**10,058,541**	**11,319,600**	**11,546,021**	**44%**	**15%**	**2%**

Virginia Breeze Intercity Ridership

In November 2025, ridership on VA Breeze routes totaled 8,300 which was:

- 291% higher than original estimates, and
- 10% higher than November 2024

In November 2025, the VA Breeze contributed to a reduction of 840 metric tons of CO_2 equivalent emissions.

Valley Flyer:

- Ridership – 1% lower than November 2024
- Farebox Rev. – 1% lower than November 2024

Piedmont Express:

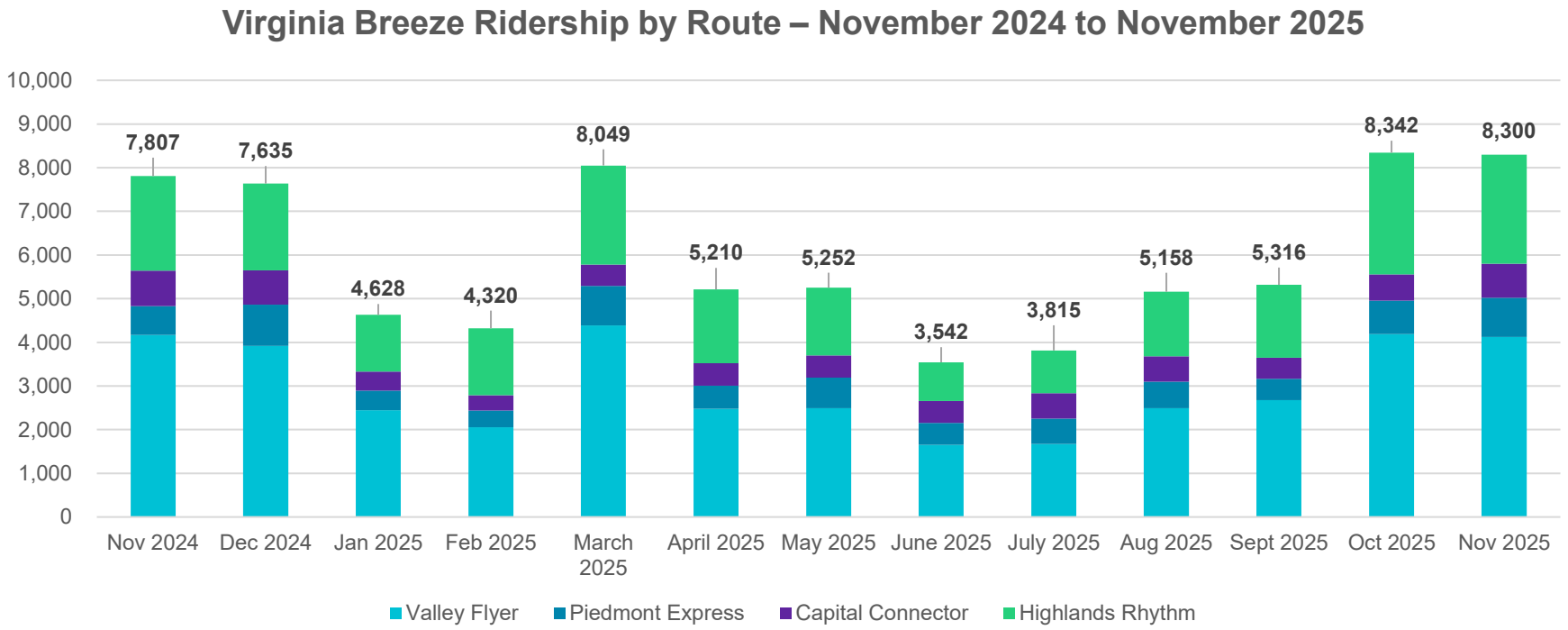
- Ridership – 36% higher than November 2024
- Farebox Rev. – 36% higher than November 2024

Capital Connector:

- Ridership – 5% lower than November 2024
- Farebox Rev. – 3% lower than November 2024

Highlands Rhythm:

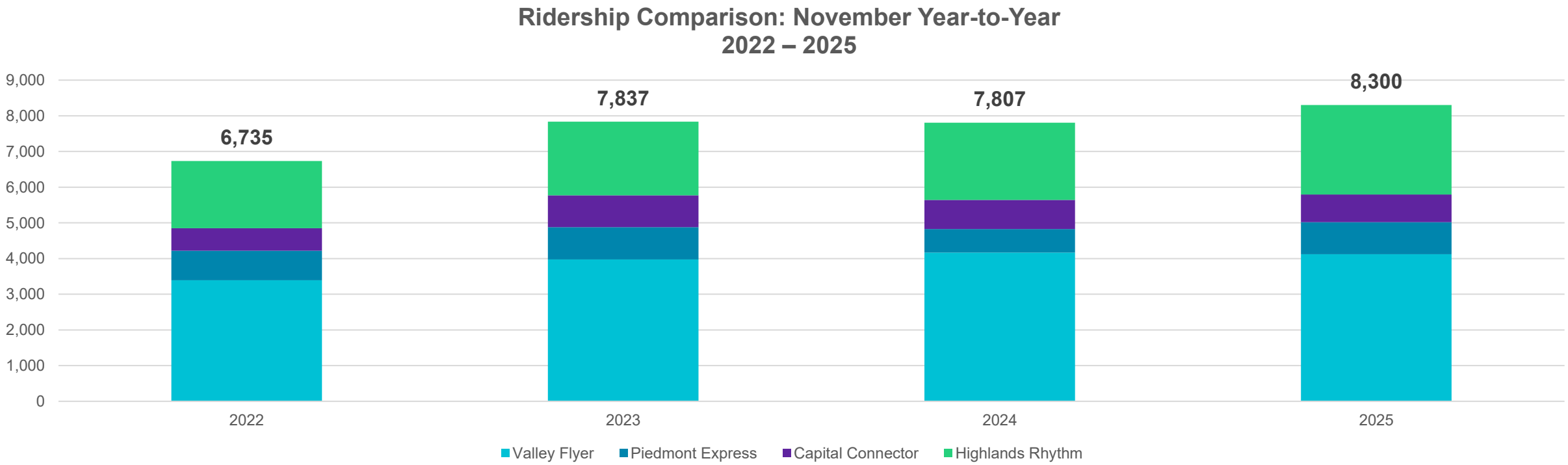
- Ridership – 16% higher than November 2024
- Farebox Rev – 16% higher than November 2024



Route	Nov 2024	Dec 2024	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Total*
Valley Flyer	4,171	3,920	2,448	2,057	4,385	2,475	2,489	1,655	1,675	2,493	2,676	4,189	4,124	34,586
Piedmont Express	656	940	448	384	908	531	702	499	577	606	490	767	895	7,747
Capital Connector	816	790	432	345	490	513	508	504	585	581	484	598	778	6,608
Highlands Rhythm	2,164	1,985	1,300	1,534	2,266	1,691	1,553	884	978	1,478	1,666	2,788	2,503	20,626
All Routes	**7,807**	**7,635**	**4,628**	**4,320**	**8,049**	**5,210**	**5,252**	**3,542**	**3,815**	**5,158**	**5,316**	**8,342**	**8,300**	**69,567**

*Last 12 Months

Four-Year Virginia Breeze Ridership Monthly Lookback:
November 2022-2025



Mode	2022	2023	2024	2025	2025 vs 2022	2025 vs 2023	2025 vs 2024
Valley Flyer	3,394	3,975	4,171	4,124	22%	4%	-1%
Piedmont Express	827	907	656	895	8%	-1%	36%
Capital Connector	627	891	816	778	24%	-13%	-5%
Highlands Rhythm	1,887	2,064	2,164	2,503	33%	21%	16%
All Routes	**6,735**	**7,837**	**7,807**	**8,300**	**20%**	**0%**	**3%**

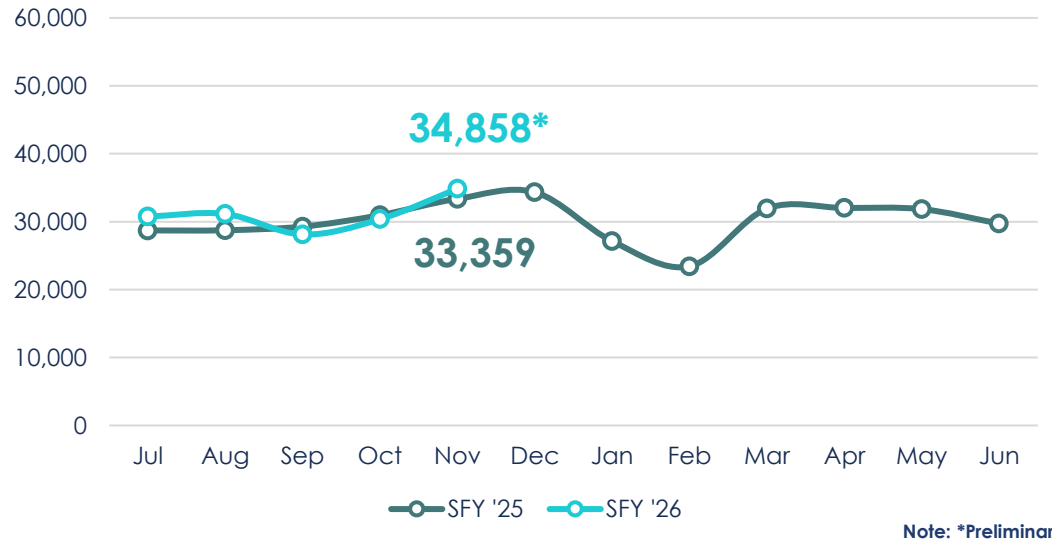
State-Supported Rail Monthly Ridership by Route SFY 26 vs. SFY 25

Both the RNK & NFK routes respectively set new all-time high monthly ridership records.

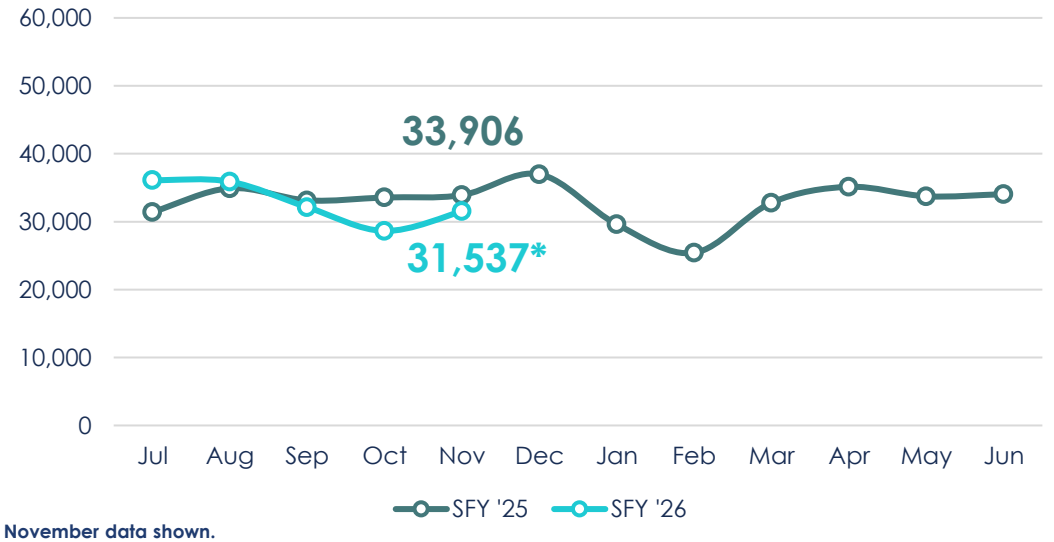
The NPN route is back in service after it was suspended 10/25-11/7 due to a freight rail incident.

NFK station +25.0% YoY.

Route 46: Roanoke (+4.5%)

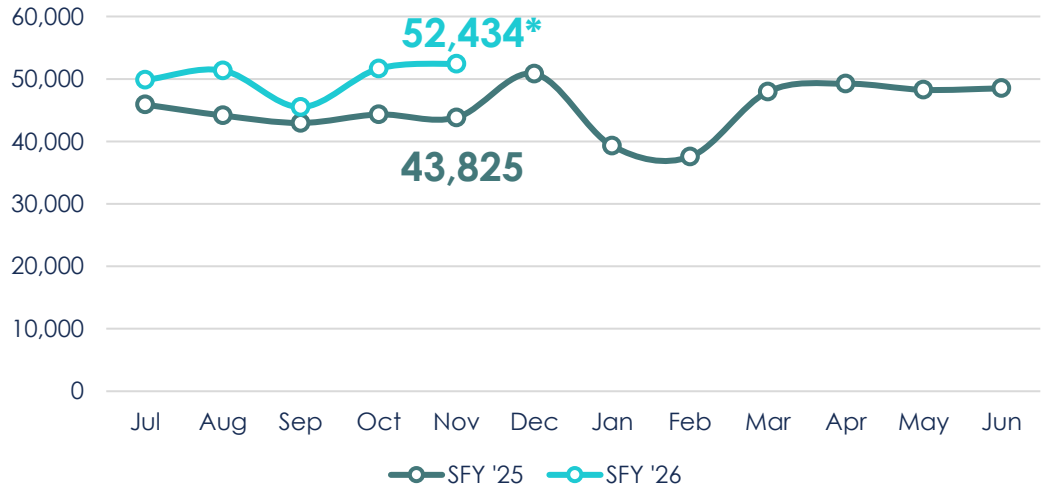


Route 47: Newport News (-7.0%)

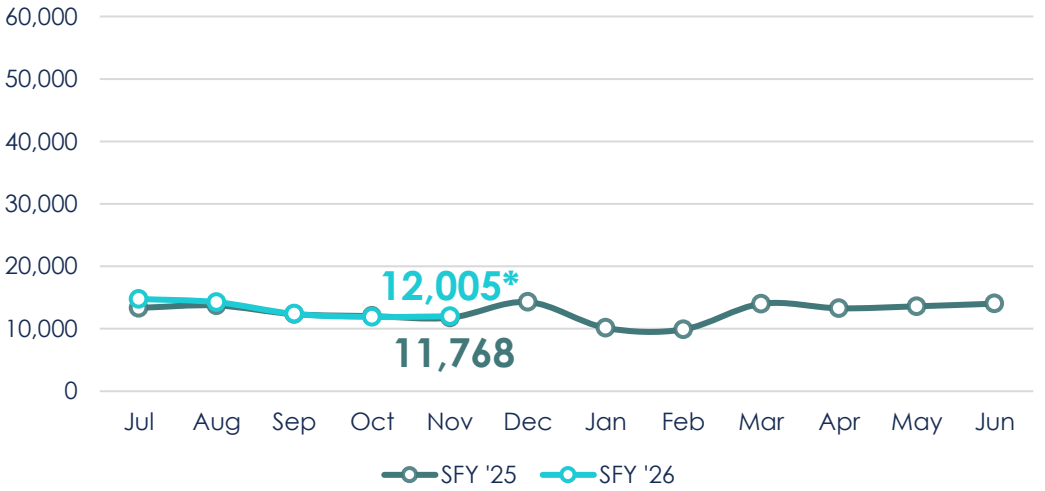


Note: *Preliminary November data shown.

Route 50: Norfolk (+19.6%)



Route 51: Richmond (+2.0%)



VPRA

Virginia & Comparable State-Supported Rail Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains

