
VDOT
Virginia Department of Transportation

2026 MAINTENANCE AND OPERATIONS COMPREHENSIVE REVIEW PAVEMENTS AND BRIDGES

Stephen C. Brich, P.E., Commissioner of Highways

July 21, 2026

BLUF: 2026 Maintenance and Operations Comprehensive Review – Re-baselining

To Date:

April 2026: Overview of the 2019 Comprehensive Review

1. Pavements
2. Bridges
3. Investments (Maintenance and Operations Program/State of Good Repair Program)

May 2026: Continued the 2019 Overview of the Comprehensive Review

1. Routine Maintenance
2. Emergencies
3. Explained the tensions experienced since 2019

Today:

July 2026: Re-baselining

1. Pavements and Bridges
2. Scenarios modeled
3. Investments
   - Maintenance and Operations Program
   - State of Good Repair Program
   - other Construction Program projects
4. No CTB action required

Why are we here today?

2026 Maintenance and Operations Comprehensive Review

- Business focus
- Shift from short term improvements to long-term performance – impact on future generations
- Need to get back to basics

Investment Strategy – Long-Term Sustainable Performance of Assets

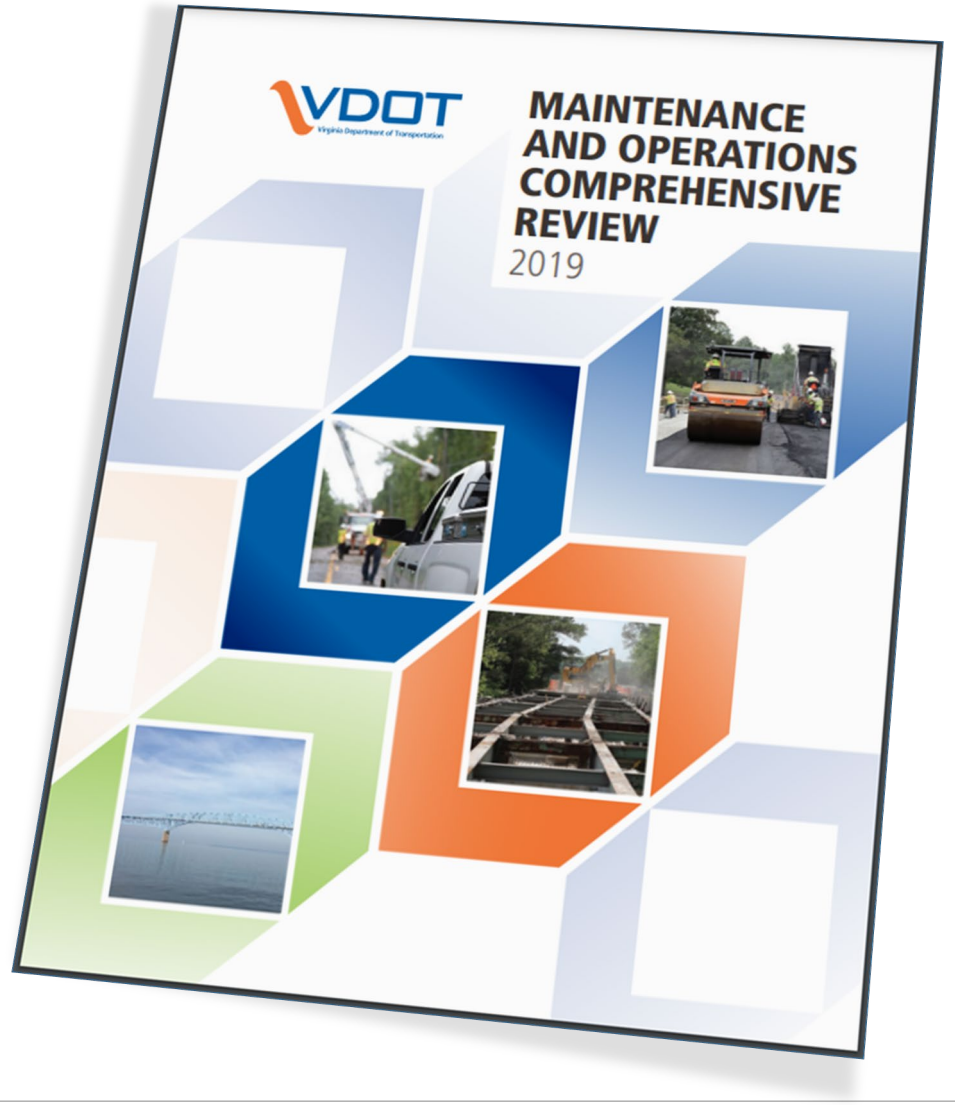
- Re-baseline the investment strategy ensuring the performance sustainability
  - Pavements
  - Bridges

Investments

- Maintenance and Operations Program
- Construction Program
  - State of Good Repair Program
  - Other SYIP funding

Six Years of Operational Experience

- Updated Investment Scenarios



Comprehensive Review

- Network Overview
- Pavements
- Bridges

Network Overview

Roadways in Virginia

Earliest Road Crews





Route 1 near Dumfries



Roadways in Virginia

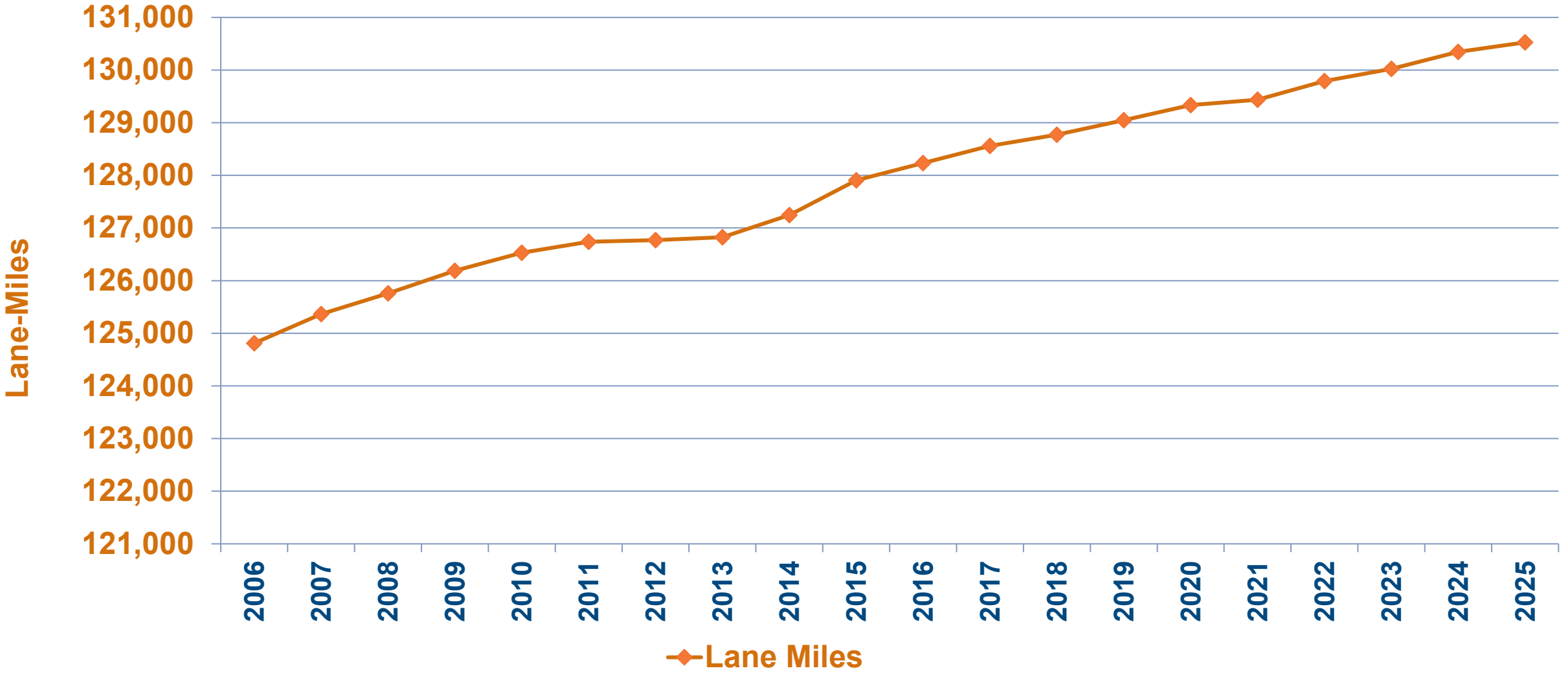


I-81 Corridor
Interstate Construction
1964

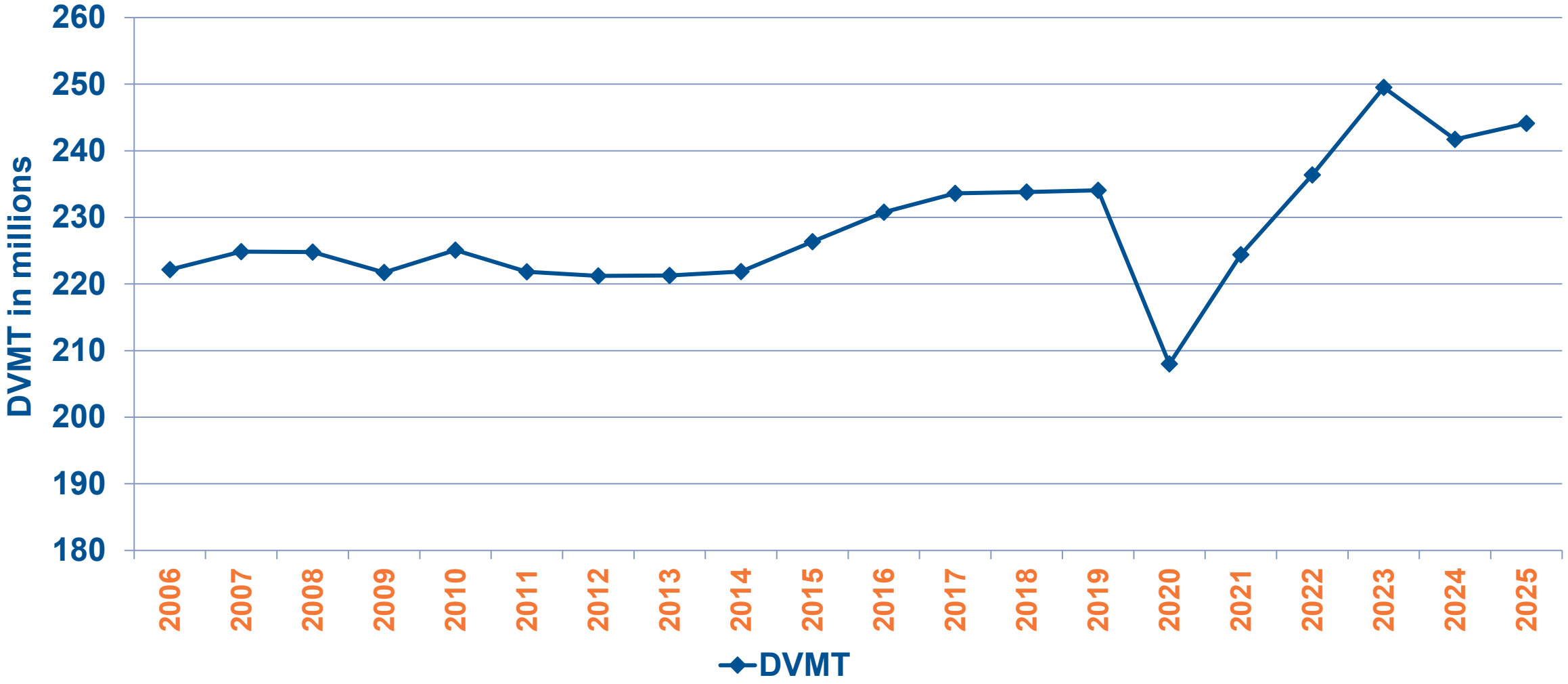
Route 460 Giles County
Constructing 2 lane miles
1969



Current Trends:
VDOT Maintained Lane Miles (increased inventory)



Current Trends:
Daily Vehicle Miles Traveled (DVMT) (increased usage)



Current Trends:
Truck Loads

Trucks are getting heavier and the inventory is aging

- Many pavements and bridges were designed for 80,000 lbs. or less
- 91,000 lb. legal loads have been proposed





Vehicle Trends Impacting Structures

Community Service Vehicles

School Bus



Garbage Truck



Typical Hauling Vehicles







Emergency Vehicles



Two Axles





Three Axles



Utility Vehicles



Special Hauling Vehicles



Four Axles



Five Axles

Six Axles

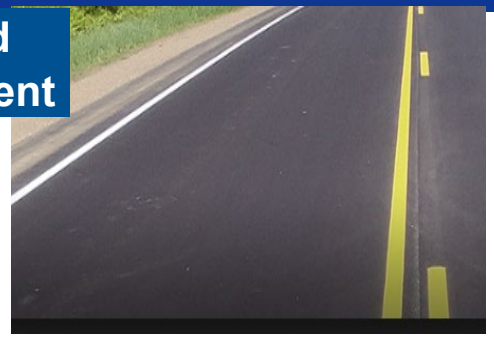


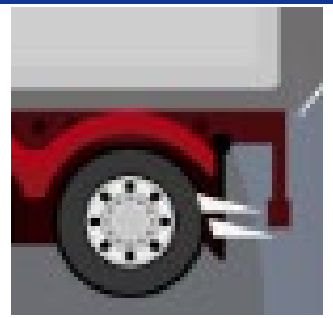
Seven Axles



Stress Distribution – Pavement Example

Good Pavement



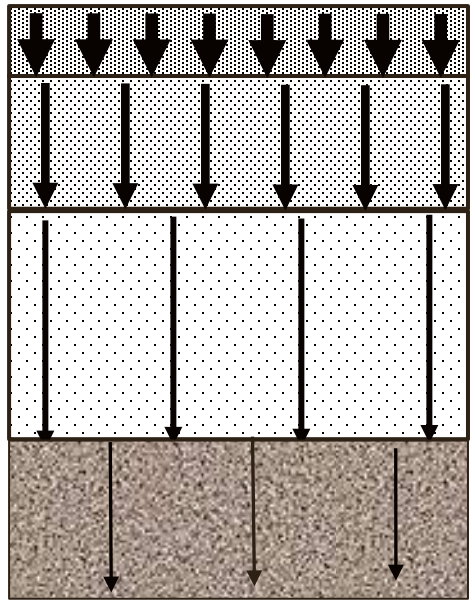


Highest stress @ top layer

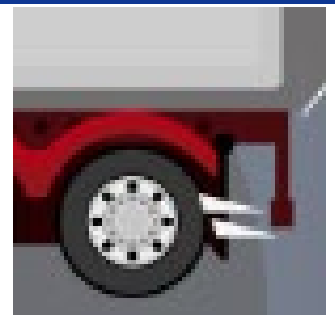
Stress reduced

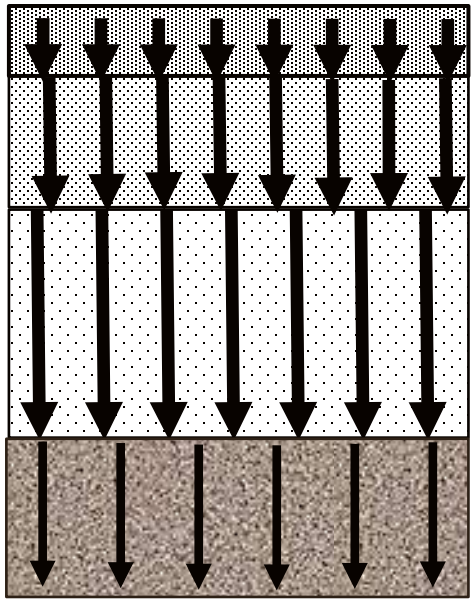
Further reduction in stress

Substantial reduction in stress



Pavement in *good* condition: Proper stress distribution through different layers





Poor Pavement



Highest stress @ top layer

Stress does not reduce but transferred to lower layer

Stress does not reduce significantly and transferred to lower layers

Substantial stress on soil & subgrade

Pavement in *poor* condition: Significant stress damaging bottom layers

Pavement Treatment: Maintenance Activities

Preventive (PM)



Typical Range: CCI: 80-90



Surface Layer (covered)

Intermediate Layer

Base Layer

Subbase Layer

Subgrade

- Preserves pavements in good condition at low costs
- Addresses minor distresses on the surface
- Examples: Minor patching, crack sealing, surface treatment, and latex

Corrective (CM)



CCI: 55-65



Surface Layer (replaced)

Intermediate Layer

Base Layer

Subbase Layer

Subgrade

- Addresses moderate distresses
- Treatment usually replacement of the surface layer
- Examples: Moderate patching and overlay, Mill and overlay (typically 1.5” to 2”)

4 x more expensive than PM

Restorative (RM)



CCI: 45-55



Surface Layer (replaced)

Intermediate Layer (replaced)

Base Layer

Subbase Layer

Subgrade

- Addresses moderate to heavy distresses
- Treatment usually replacement of two or more asphalt layers
- Examples: Full depth patching and overlay, Mill and overlay (4” or more), Cold-in-place recycling

2 x more expensive than CM

Reconstruction (RC)



CCI: < 35



Surface Layer (replaced)

Intermediate Layer (replaced)

Base Layer (replaced)

Subbase Layer (may be replaced)

Subgrade

- Addresses pavements with heavy distresses or in failed condition
- Treatment includes base and/or subbase repair
- Examples: Overlay replacing base layers, Break and seat of underlying concrete, Full depth recycling

2 x more expensive than RM

Current Trends:
Bridge and Pavement Increases – 2019 - 2026



Staunton

Bridge	2019 $	2026 $	Unit	% Increase
Concrete Slab Contract	$129	$236	SF	83%
Type B Patching	$819	$2,039	SY	149%
Overlay (Latex) - Furnish	$1,191	$1,878	SY	58%
Overlay (Latex) - Place	$76	$117	SY	55%
Cr Reinf. Steel Cl. I Spr. Struct. Const.	$3	$5	LB	47%
Cr Reinf. Steel Cl. Iii Spr. Struct. Const.	$4	$6	LB	58%
Epoxy Overlay	$56	$195	SY	249%
Structural Steel	$73	$88	LB	20%
Concrete Class A3, Substructu. Const.	$1,159	$2,341	CY	102%
Expansion Joint Reconstruction High Early Strength Concrete	$385	$744	LF	93%
High Early Strength Concrete Patching Type B	$735	$1,825	SY	148%

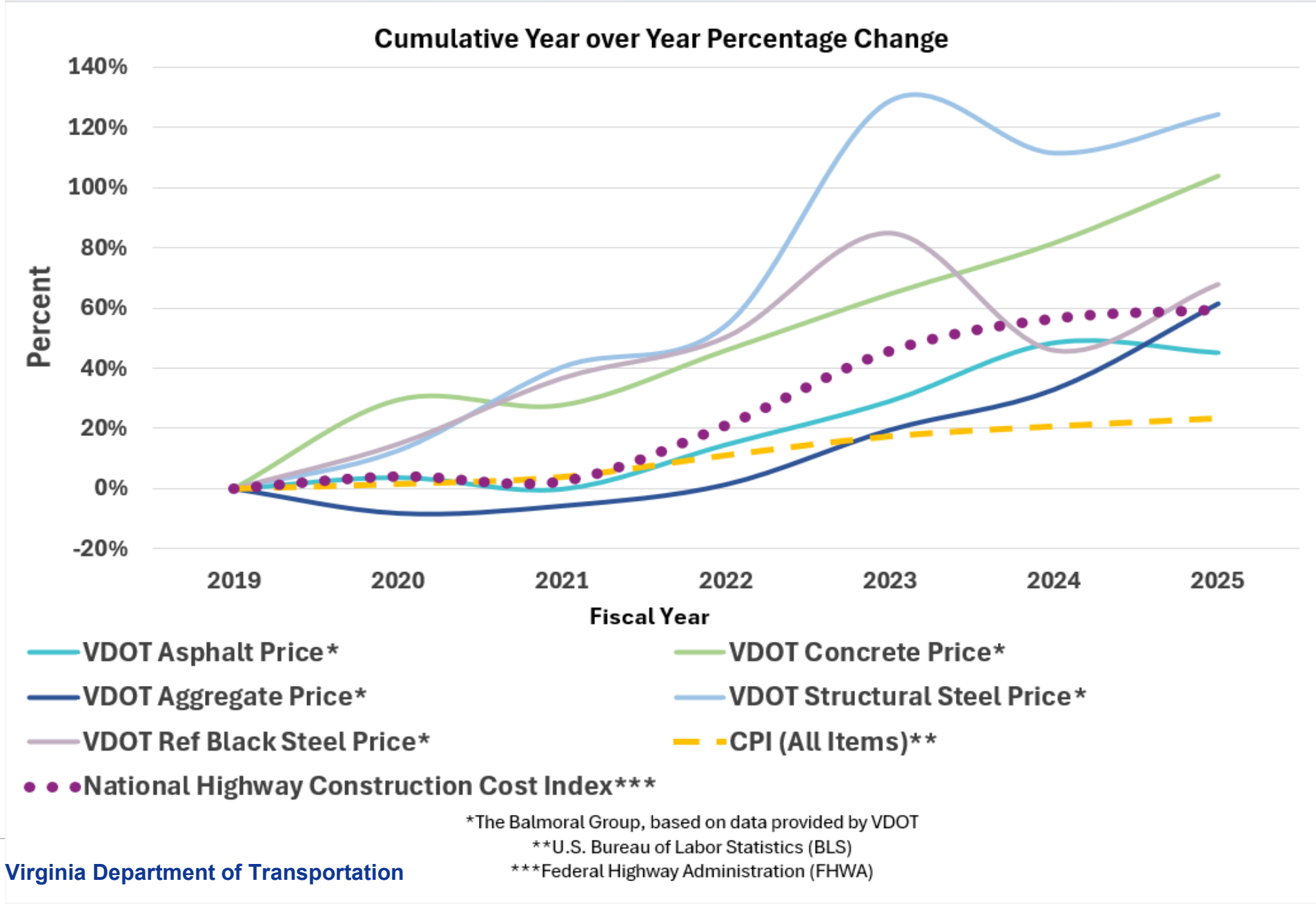
Lynchburg



Route 460 Rubblization

Pavement	2019 $	2026 $	Unit	% Increase
Base Mixes	$81.46	$110.18	Ton	35%
Intermediate Mixes	$73.21	$100.90	Ton	38%
Latex Modified - B	$277.53	$371.49	Ton	34%
Latex Modified - C	$213.91	$303.14	Ton	42%
Modified Double Seal	$2.16	$3.18	SY	47%
Modified Single Seal	$1.30	$2.21	SY	70%
Planing 0-2"	$1.75	$2.17	SY	24%
Planing Above 2-4"	$2.94	$3.47	SY	18%
Shoulder Stones	$35.09	$54.21	Ton	54%
Slurry Seal - A	$2.27	$3.51	SY	55%
Slurry Seal - B	$2.14	$3.12	SY	46%
Slurry Seal - C	$2.25	$3.29	SY	46%
SMA	$115.19	$158.45	Ton	38%
SMA-19.0	$103.66	$205.00	Ton	98%
Surface Mixes	$74.93	$110.35	Ton	47%
Tack	$1.39	$3.01	Gal	117%
Pavement marking Thermoplastic	$0.90	$0.99	LF	10%
Pavement marking B-6 tape	$3.48	$5.08	LF	46%
Pavement marking Latex	$0.07	$0.11	LF	57%

Current Trends: Commodities Price Change vs CPI vs NHCCI

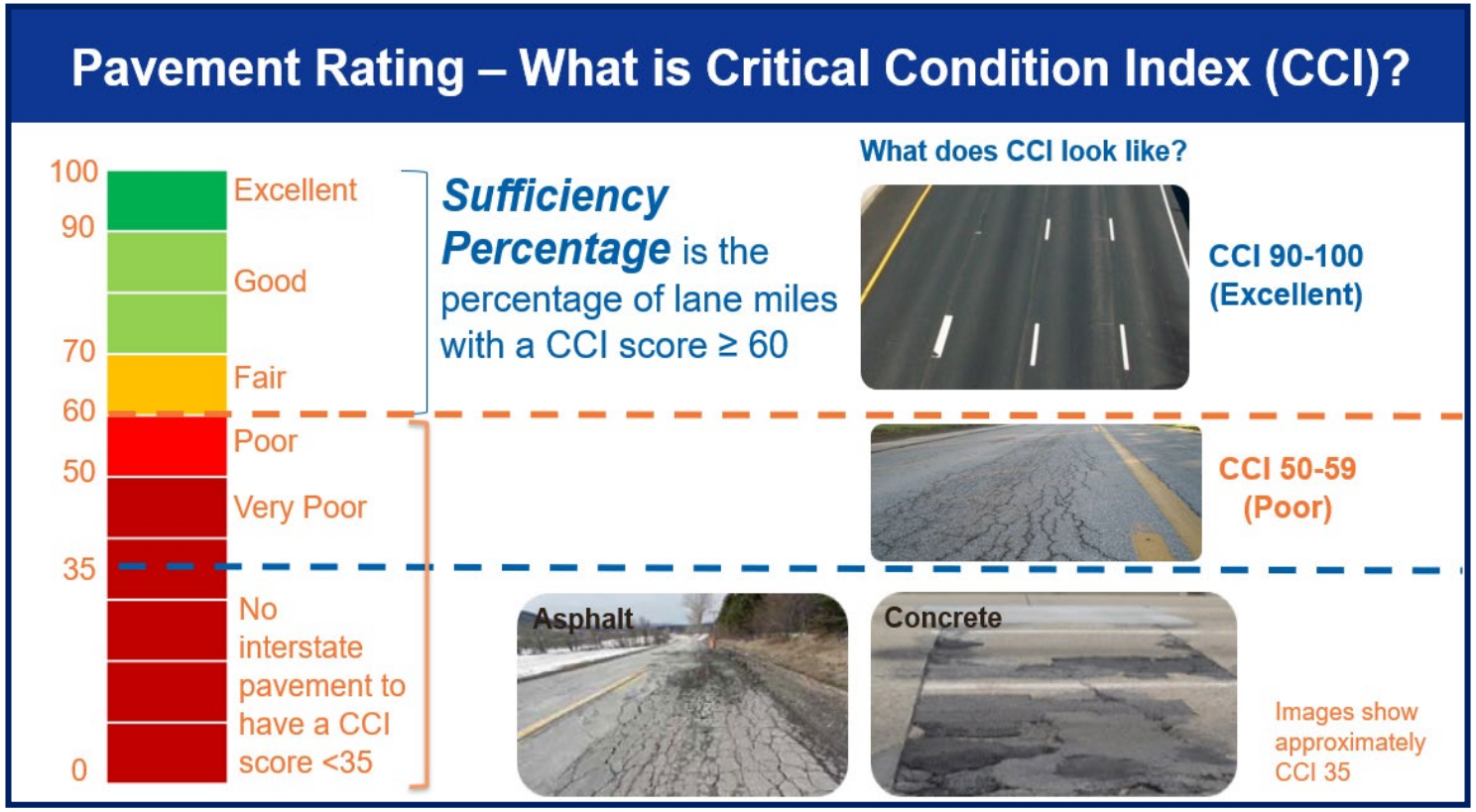


*The Balmoral Group, based on data provided by VDOT
**U.S. Bureau of Labor Statistics (BLS)
***Federal Highway Administration (FHWA)

Pavements

2019 Comprehensive Review: Summary of Findings

1. **Performance targets for an acceptable level of service (20-year outlook)**
   - Critical Condition Index (CCI) to measure comprehensive pavement condition
   - Annual data collection on all Interstate, Primary and parts of the Secondary network
   - Determination of %Sufficiency by system
     a. Interstate:
        - %Sufficiency ≥ 82
        - No pavement section with CCI < 35
     b. Primary:
        - AADT ≥ 3500 - %Sufficiency ≥ 82
        - AADT < 3500 - %Sufficiency ≥ 75
     c. Secondary:
        - AADT ≥ 3,500 - %Sufficiency ≥ 82
        - AADT < 3500 - %Sufficiency ≥ 60



2019 Comprehensive Review: Summary of Findings – Cont'd

2. **Optimal investment strategy based on 2019 inventory & unit costs:**
   - $463 M for the years 1 - 6 (in 2019 $)
   - $499 M for the years 7 - 20 (in 2019 $)

3. **2019 Summary - Pavement Target and Investment Recommendation**

2019 Summary - Pavement Investment Options

2019 investment: $425M per year, FY 2020

Targets, % Sufficiency			Avg. Total Cost per Year, $ Millions					
			Years 1-6			Years 7-20		
IS	PR	SC	IS	PR	SC	IS	PR	SC
2019 Investment – Current Directive			88	171	227	111	193	203
82%	82%	65%	$486			$507		
			($61)			($82)		
Proposed Investment – Proposed Target			88	150	225	111	185	203
82%	82% for ≥ 3,500 75% for < 3,500	82% for ≥ 3,500 60% for < 3,500	$463			$499		
			($38)			($74)		

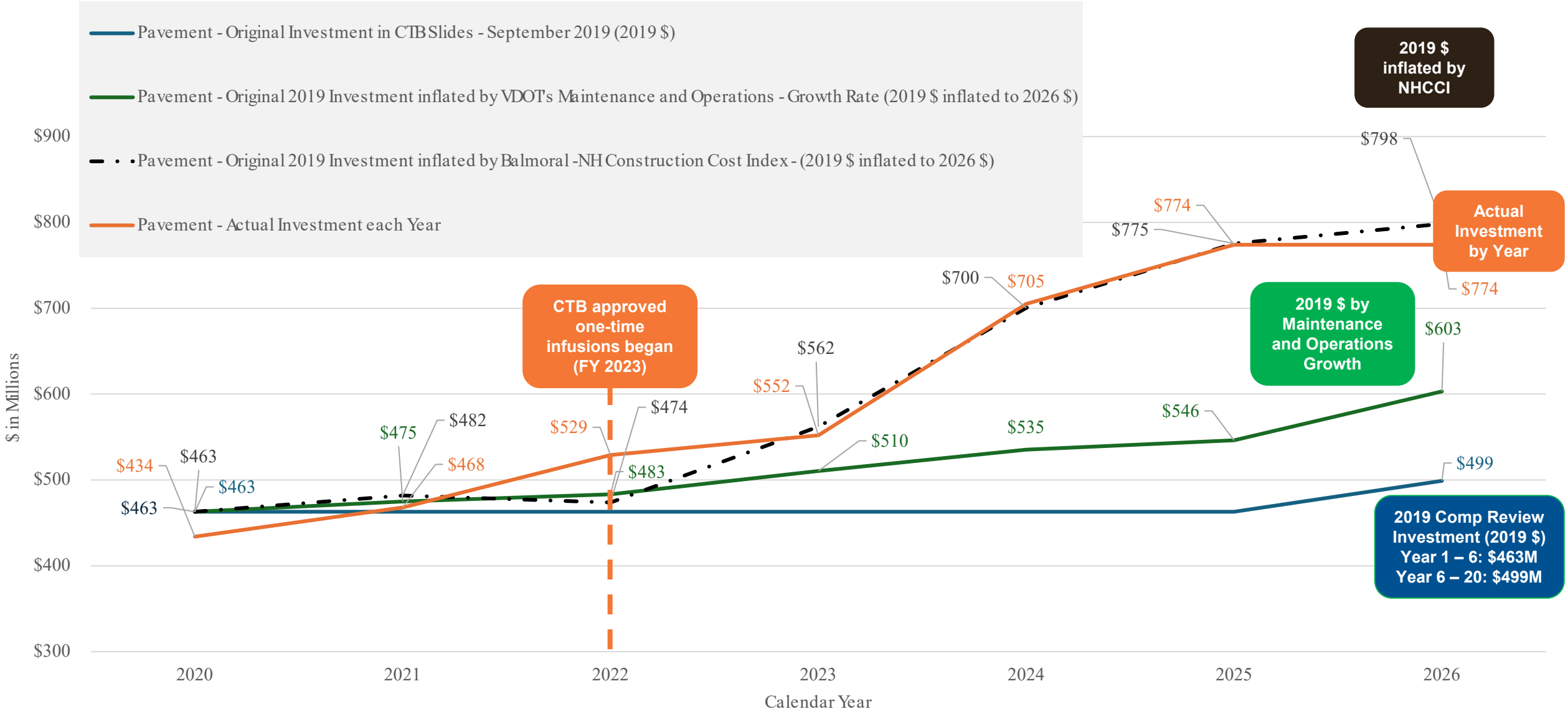
Current Directive Proposed Targets *All amounts in 2019 dollars

Pavement Investment Comparison 2019 to Current

1. **2019 Analysis held investment constant for comparison purposes**
   - Values not meant to be held constant
2. **Applying the Maintenance and Operations Growth Rate to the 2019 investment amounts ($463M/$499M), CTB pavement performance measures would not have been met**
3. **CTB approved one-time infusions beginning in FY 2023* into the Maintenance and Operations Program in order to meet CTB approved performance targets**
   - These one-time infusions allowed the pavement program to keep pace with actual costs which correlates with NH Construction Cost Index
4. **Maintenance and Operations Growth Rate and NH Construction Cost Index are not in alignment**
   - NH Construction Cost Index is a better indicator of transportation costs

*February 2023 - CFO presentation to the CTB – pavement program crosses fiscal years

Pavement Investment since 2019 – Comparison (2020 – 2026)
2019 / Maintenance and Operations Growth Rate / NHCCI / Actual Investment



*NOTE: 2025 and 2026 subject to change as projects are closed out

Goals of 2026 Re-Baseline

1. Are the 2019 performance metrics and targets appropriate?

2. How did the actual performance compare with the prediction?

3. Optimization of investment strategy

- Based on current inventory, condition and unit costs
  - VDOT maintained pavements inventory – 130,527
  - Hard Surfaced pavement lane miles – 119,407
    - Interstate – 5,697
    - Primary - 22,051
    - Secondary – 91,659
- All scenarios begin in 2028
- See table for the four scenarios

Scenario Table

Scenarios	Description
1	**Current Funding - $600M (2026 $)** **(Maintenance and Operations - $529M and State of Good Repair Programs – avg $70M)**
2	**Actual Investment - $774M (2026 $) – Continue current investment** **(Current Funding - $600M plus CTB Approved additional funding)**
3	**Investment Needed to Meet Current 2019 CTB Approved Targets – Meet CTB Targets** **(Years 1-6: Average Annual $825M / Years 7-20: Average Annual - $853M / 2026 $)** **Interstate:** %Sufficiency: 82; No pavement section with CCI < 35 **Primary:** AADT ≥ 3,500; %Sufficiency: 82 AADT < 3,500; %Sufficiency: 75 **Secondary:** AADT ≥ 3,500; %Sufficiency: 82 AADT < 3,500; %Sufficiency: 60
4	**Investment Need to Meet Current Interstate Performance and 2019 CTB Approved Targets for Primary/Secondary – Maintain Current Performance** **(Years 1-6: Average Annual $833M / Years 7-20: Average Annual $841M / 2026 $)** **Interstate:** %Sufficiency: 91; No pavement section with CCI < 35 **Primary:** AADT ≥ 3,500; %Sufficiency: 82 AADT < 3,500; %Sufficiency: 75 **Secondary:** AADT ≥ 3,500; %Sufficiency: 82 AADT < 3,500; %Sufficiency: 60

Changes Since 2019

1. Cost of services and goods have increased, outpaced inflation
2. Average age of the interstate system is 50 years. Aging inventory results in faster deterioration
3. Number of lane miles has increased between 2019 and 2026
   - Approximately 1500 additional lane miles – over 220 lane miles on the Interstate
4. Significant weather events in recent years have caused increased deterioration in pavements

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Pavement: Re-baseline Scenarios

INTERSTATE	Annually (2026 $)		Total Average Amount over 20 Years (2026 $)
	Average 1-6	Average 7-20	
Current Funding ($600M)	$118M	$118M	$2,360M
Actual Investment ($774M)	$148M	$148M	$2,960M
Investment Needed to Meet Current CTB Targets ($825M/$853M)	$151M	$179M	$3,412M
Investment Needed to Maintain Current Performance ($833M/$841M)	$159M	$167M	$3,292M

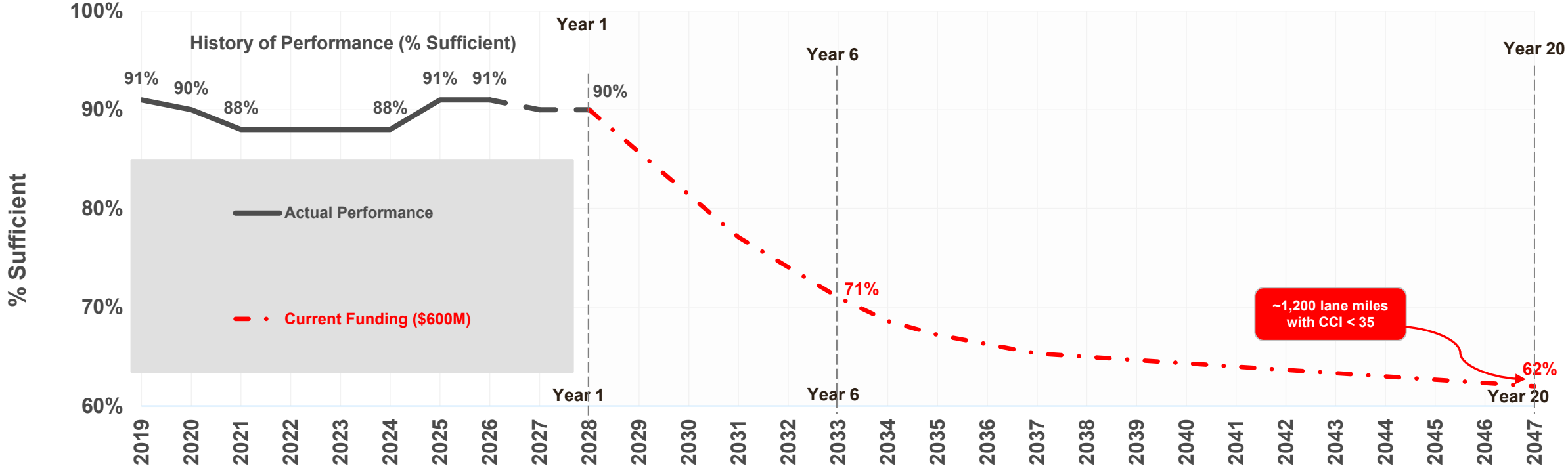
PRIMARY	Annually (2026 $)	Total Average Amount over 20 Years (2026 $)
	Average 1 – 20	
Current Funding ($600M)	$236M	$4,720M
Actual Investment ($774M)	$307M	$6,140M
Investment Needed to Maintain Current Performance ($833M/$841M) [Meet CTB Targets]*	$330M	$6,600M

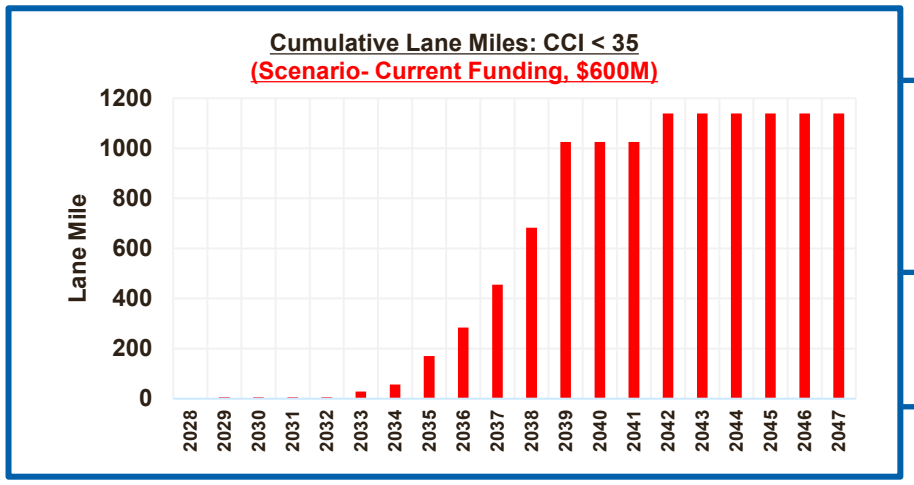
SECONDARY	Annually (2026 $)	Total Average Amount over 20 Years (2026 $)
	Average 1 - 20	
Current Funding ($600M)	$246M	$4,920M
Actual Investment ($774M)	$319M	$6,380M
Investment Needed to Maintain Current Performance ($833M/$841M) [Meet CTB Targets]*	$344M	$6,880M

*Primary and Secondary Systems - Meet CTB Targets

NOTE: Year 1 is FY2028

Interstate Network: 20-Year Outlook - 5,697 Lane Miles



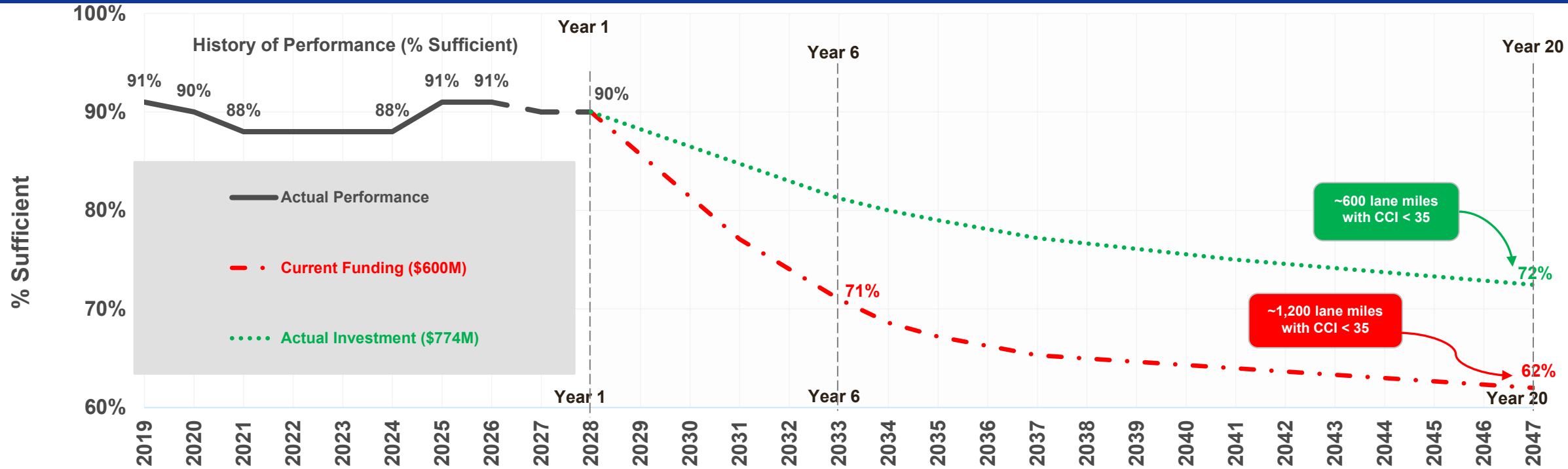


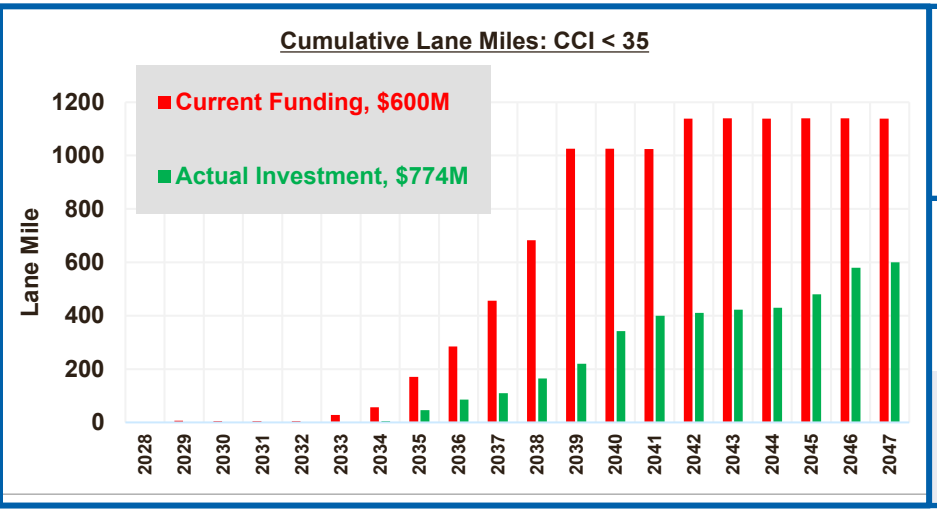
Scenario	Annually (2026 $) Average 1-20	Total 20 Years	Maintain CCI > 35 for the Analysis Period?
Current Funding ($600M)	$118M	$2,360M	No (~ 1200 lane miles accumulated CCI<35)



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Interstate Network: 20-Year Outlook - 5,697 Lane Miles



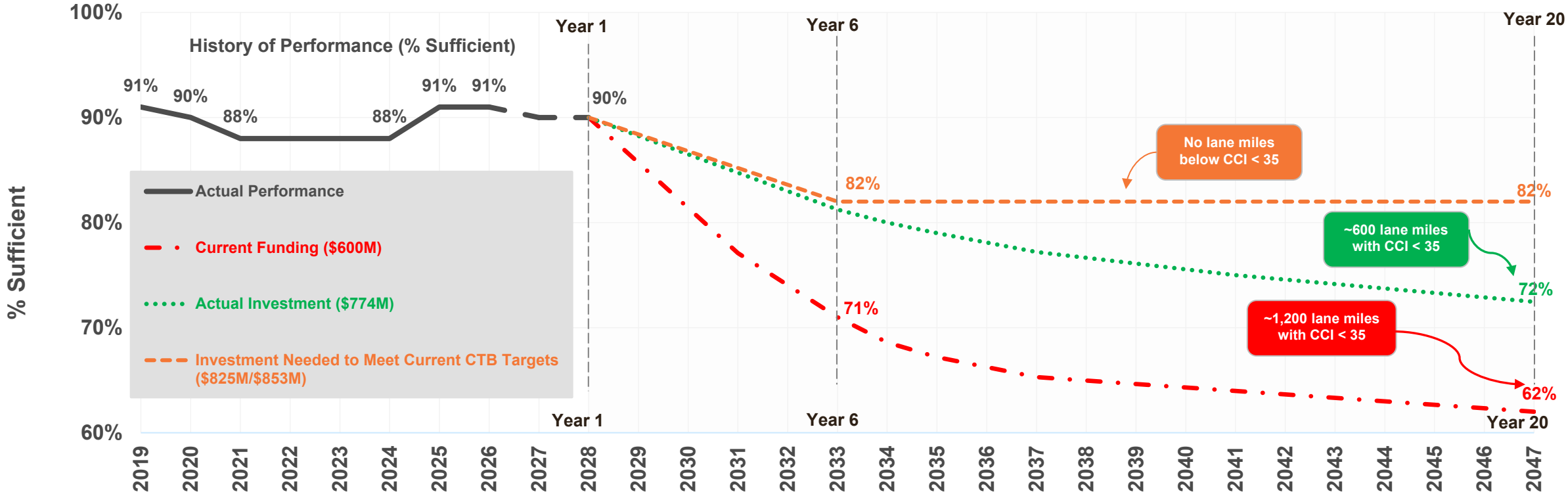


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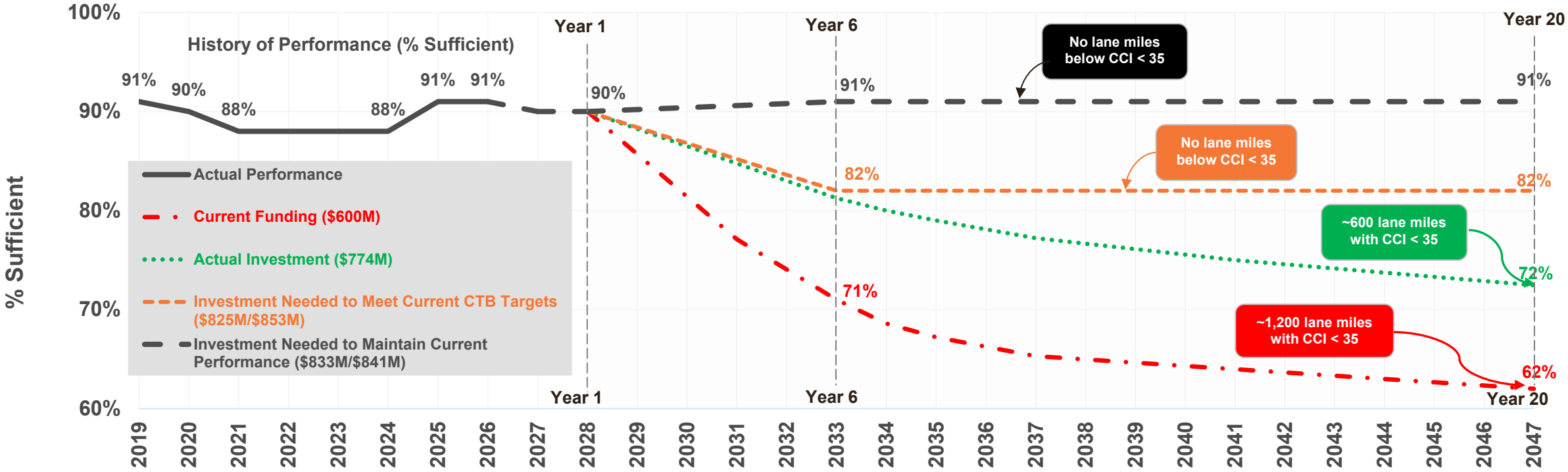
Interstate Network: 20-Year Outlook - 5,697 Lane Miles



Scenario	Annually (2026 $)		Total 20 Years	Maintain CCI > 35 for the Analysis Period?
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Interstate Network: 20-Year Outlook - 5,697 Lane Miles



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Investment Needed to Meet Current CTB Targets ($825M/$853M)	$151M	$179M	$3,412M	Yes
Investment Needed to Maintain Current Performance ($833M/$841M)	$159M	$167M	$3,292M	Yes

NOTE: Year 1 is FY2028

Why It Costs Less to Maintain a Higher Percent Sufficiency

Higher % sufficiency is less expensive over 20-year lifecycle

- **Higher targets keep more lanes miles in the PM/CM windows (higher CCI), shifting the work mix away from RM/RC and delaying heavy intervention**
- **Less deficient pavement, more PM/CM performed instead of the more costly RM/RC**



Preventive (PM) · CCI 80 - 90

Avg $80K per lane mile

Surface covered — crack sealing, surface treatments, minor patching



Corrective (CM) · CCI 55 - 65

Avg $320K per lane mile
(4 x more expensive than PM)

Surface layer replaced — mill & overlay (1.5–2″), moderate patching



Restorative (RM) · CCI 45 - 55

Avg $640K per lane mile
(2 x more expensive than CM)

Two or more asphalt layers replaced — 4″+ overlay, full-depth patching

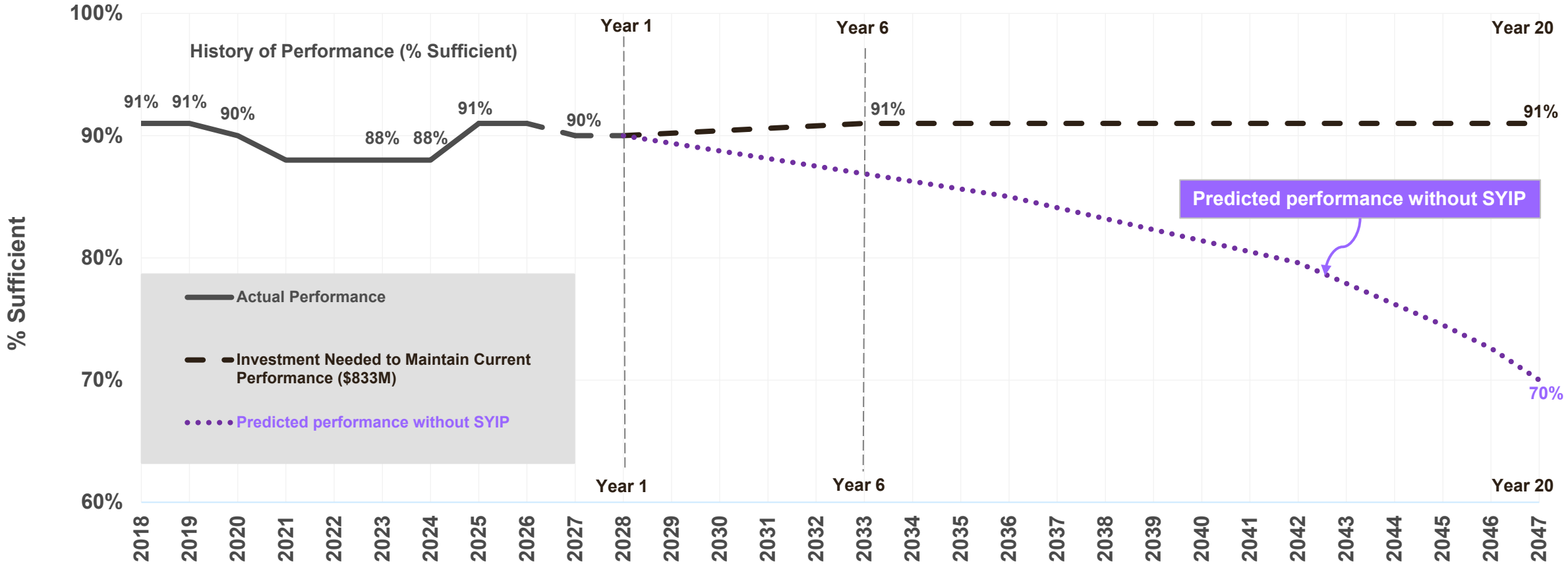


Reconstruction (RC) · CCI < 35

Avg $1.28M per lane mile
(2 x more expensive than RM)

Base and/or subbase repaired — replace base layers, full-depth recycling

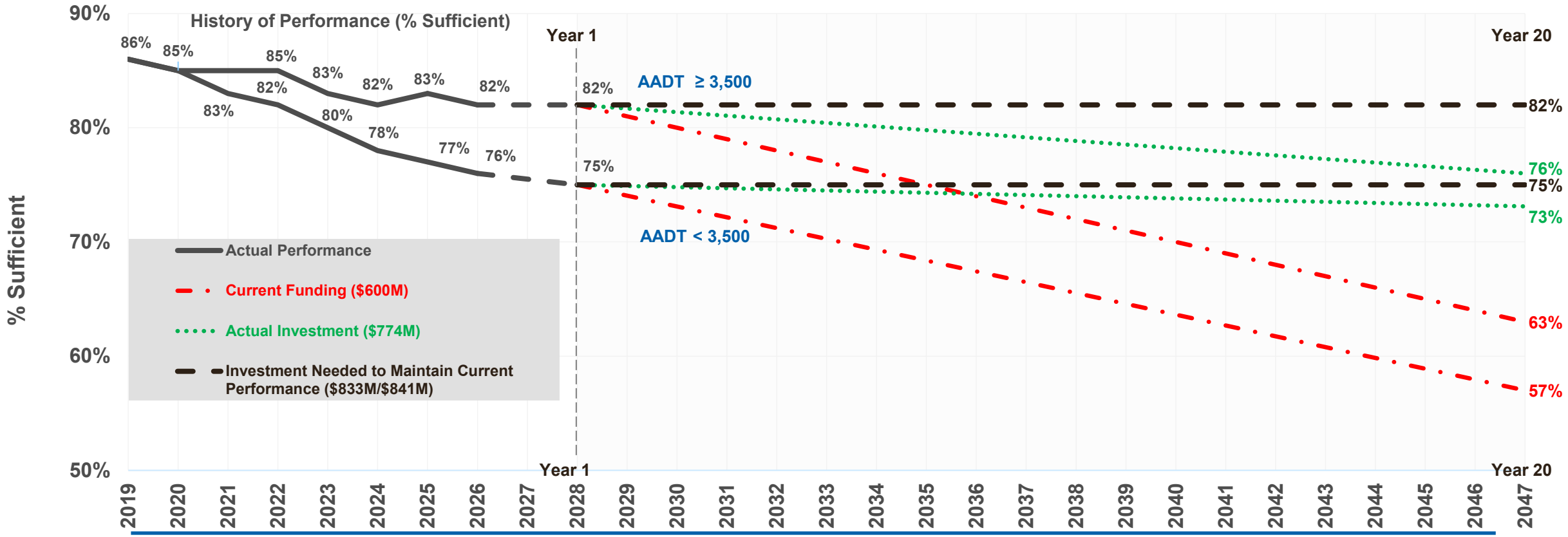
Interstate Network: 20-Year Outlook - 5,697 Lane Miles



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NOTE: Year 1 is FY2028

Primary Network: 20-Year Outlook - 22,051 Lane Miles

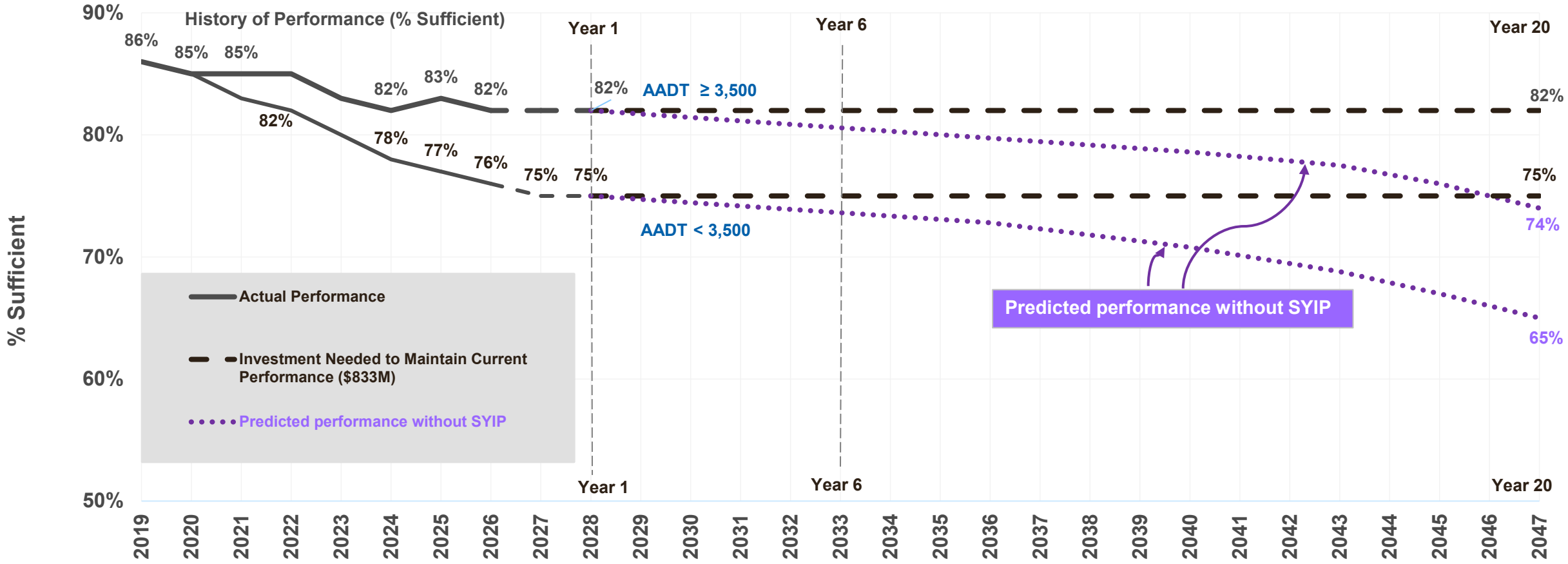


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Investment Needed to Maintain Current Performance ($833M/$841M) [Meet CTB Targets]*	$330M	$6,600M

*Primary System - Meet CTB Targets

NOTE: Year 1 is FY2028

Primary Network: 20-Year Outlook - 22,051 Lane Miles

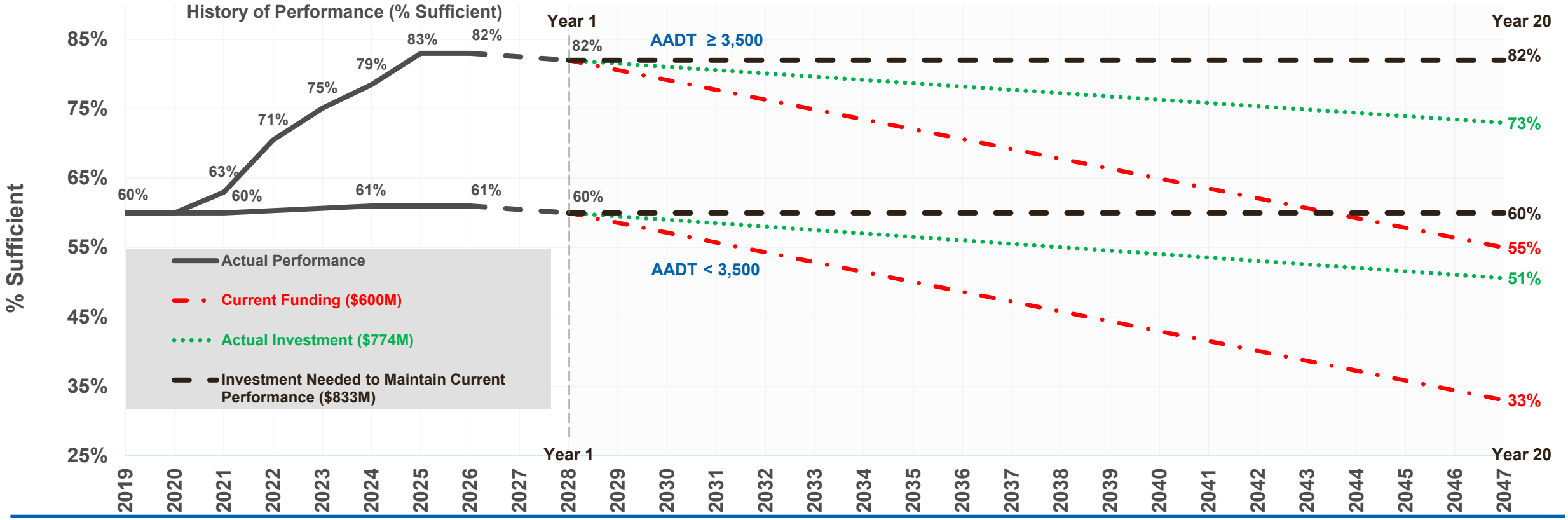


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Investment Needed to Maintain Current Performance ($833M/$841M) [Meet CTB Targets]*	$330M	$6,600M

*Primary System - Meet CTB Targets

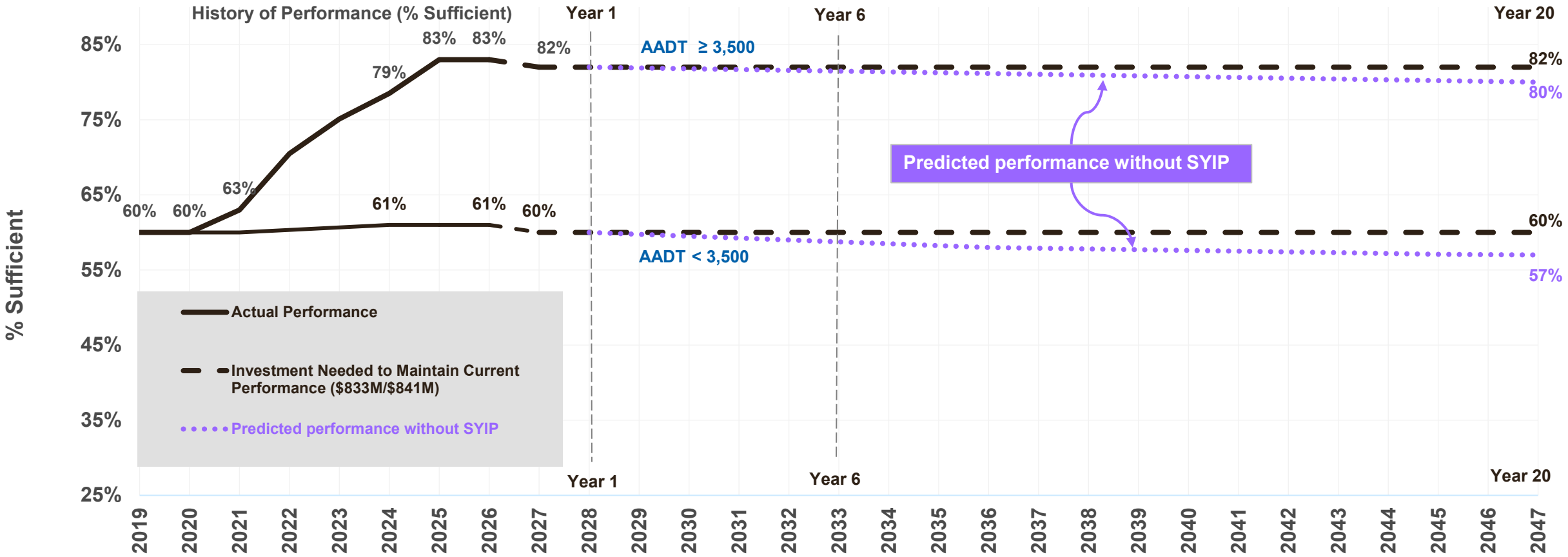
NOTE: Year 1 is FY2028

Secondary Network: 20-Year Outlook – 91,266 Lane Miles



Scenarios	Annually (in 2026 $) Average 1 - 20	Total Average Amount over 20 Years (2026 $)
Current Funding ($600M)	$246M	$4,920M
Actual Investment ($774M)	$319M	$6,380M
Investment Needed to Maintain Current Performance ($833M/$841M) [Meet CTB Targets]*	$344M	$6,880M

Secondary Network: 20-Year Outlook - 102,151 Lane Miles



Scenario	Annually (in 2026 $) Average 1 - 20	Total Average Amount over 20 Years (2026 $)
Investment Needed to Maintain Current Performance ($833M/$841M) [Meet CTB Targets]*	$344M	$6,880M

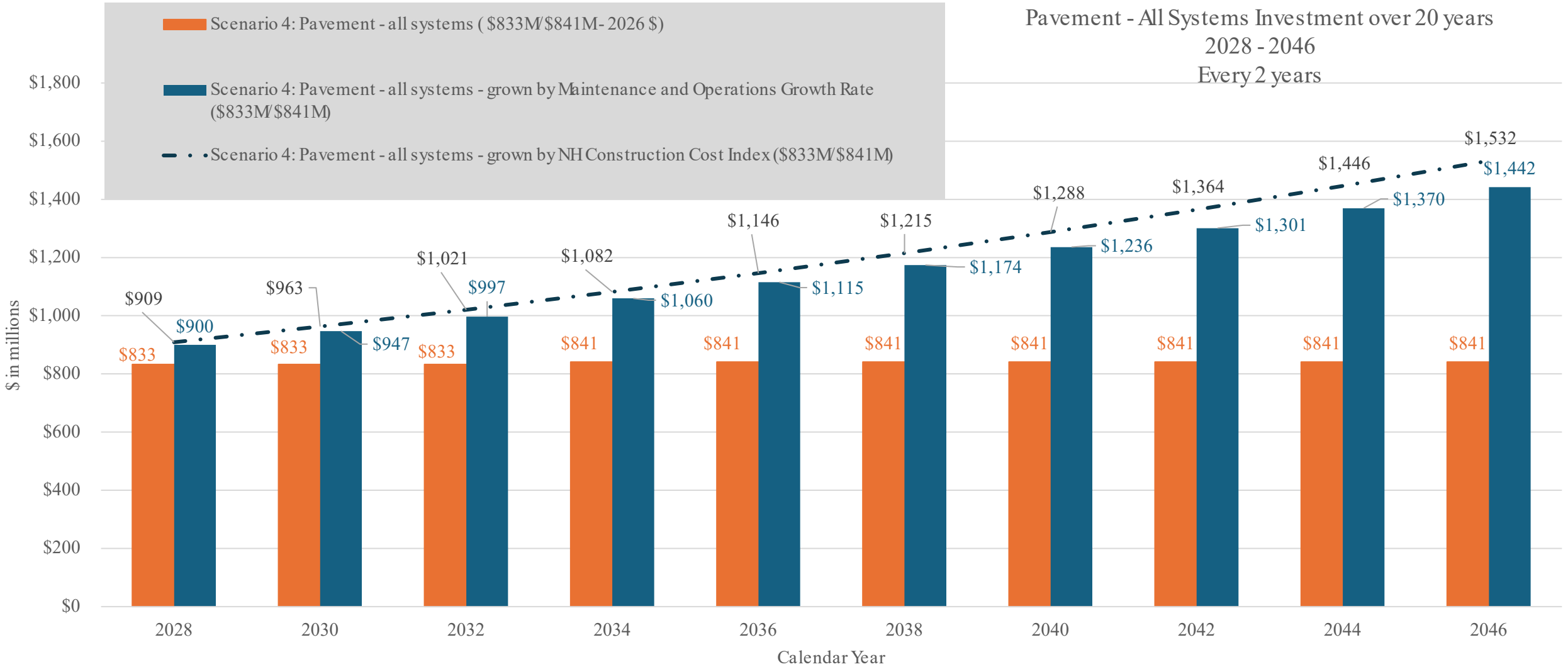
*Secondary System - Meet CTB Targets

NOTE: Year 1 is FY2028

Pavement: Re-baseline Scenario Investment Summary – 2026 $/Begin 2028

CTB Targets, % Sufficiency					Avg. Total Cost per Year, $ Millions					
IS	PR		SC		Years 1-6			Years 7-20		
82% CCI≥35	82% for ≥ 3,500	75% for < 3,500	82% for ≥ 3,500	60% for < 3,500	IS	PR	SC	IS	PR	SC
Scenario 1: Current Funding - $600M					$118	$236	$246	$118	$236	$246
Predicted Performance					71%	77% 70%	75% 49%	62%	63% 57%	55% 33%
Additional Investment Needed for Scenario 1					$0					
Scenario 2: Current Investment Target - $774M					$148	$307	$319	$148	$307	$319
Predicted Performance					81%	80% 75%	80% 58%	72%	76% 73%	73% 51%
Additional Investment Needed for Scenario 2					($174)					
Scenario 3: Current CTB Targets Years 1 - 6 = $825M / Years 7 – 20 = $853M					$151	$330	$344	$179	$330	$344
Predicted Performance					82%	82% 75%	82% 60%	82%	82% 75%	82% 60%
Additional Investment Needed for Scenario 3					($225)			($253)		
Scenario 4: Interstate Current Performance (91%) and Primary and Secondary Current Performance at CTB Targets Years 1 - 6 = $833M / Years 7 – 20 = $841M					$159	$330	$344	$167	$330	$344
Predicted Performance					91%	82% 75%	82% 60%	91%	82% 75%	82% 60%
Additional Investment Needed for Scenario 4					($233)			($241)		

Proposed Pavement Investment Summary – 2028 - 2046
Inflated by Maintenance and Operations Growth Rate and NHCCI



Bridges

2019 Comprehensive Review: Summary of Findings

1. **Performance targets for an acceptable level of service (50-year outlook)**
   - Average general condition rating (weighted by importance) > 5.6
   - Minimum percentage of bridges not poor (good or fair condition) for each highway system
   - No posted structures on the Interstates
2. **Optimal investment strategy based on 2019 inventory & unit costs**
   - $384M for bridge work and $56M for inspection, routine maintenance (2019 Dollars)
     - Maintenance and Operations Program and State of Good Repair Program
   - Invest 25% funding in bridge replacement and 75% in bridge preservation
3. **2019 Summary - Structures Target and Investment Recommendation**

Targets, % Not-Poor			
IS	PR	SC	All Systems Average GCR
Proposed Investment – Proposed Target			
97% No Postings	93%	90%	Average GCR ≥ 5.6

Avg. Total Cost per Year, $ Millions		
Years 1-50		
IS	PR	SC
113	158	113
$384		

Goals of 2026 Re-Baseline

1. **Are the 2019 performance metrics appropriate?**
2. **How did the actual performance compare with the prediction?**
3. **Optimization of investment strategy**
   - **Based on current funding level, current inventory condition and current unit costs**
     - 21,240 highway bridges owned by VDOT or NBI localities
       - Interstate – 2,435
       - Primary – 5,753
       - Secondary – 13,052
     - Structures excluded are Special Structures, toll roads, other government agencies, federal lands
   - **All scenarios begin in 2028**
     - Scenario 1 Current Funding ($415M in 2026 $)
     - Scenario 2 Current Funding and continuation of Federal Bridge Formula funds ($530M in 2026 $)
     - Scenario 3 Funding needed to meet the CTB approved targets on all systems ($639M in 2026 $)

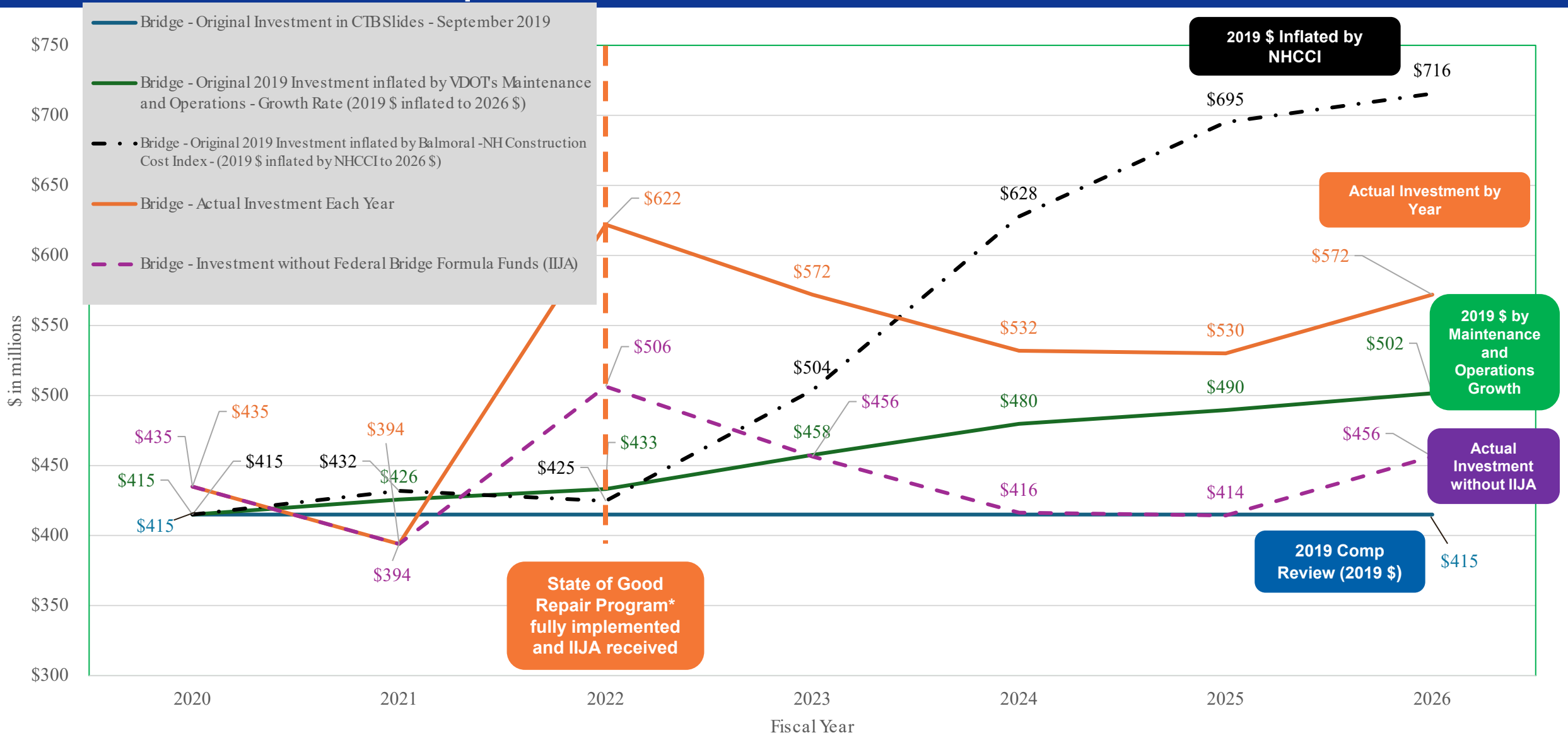
Changes Since 2019

1. **Cost of services and goods have increased, outpaced inflation**
   - New federal bridge safety inspection standards (SNBI) adopted. Approximate 25% increase in cost
2. **Average age has increased from 50 to 55**
3. **Number of bridges in inventory of bridges has increased (2019 to 2026)**
   - Additional 189 structures
   - Additional 2,300,000 square feet of deck area
4. **IIJA (Bridge Formula) funds have supplemented funding levels through 2026 ($578M)**
5. **New federal requirement for emergency vehicles adopted, leading to more posted bridges**

Bridge Investment Comparison 2019 to Current

1. **Bridge Program investment increased in FY 2022**
   - State of Good Repair full implementation (July 1, 2021)
   - Federal Authorization – IIJA – bridge formula funding
   - Bridge program has non-federally eligible structures on primary and secondary systems
2. **2019 Analysis held investment constant for comparison purposes**
   - Values not meant to be held constant
3. **Applying the Maintenance and Operations Growth Rate to the 2019 investment amounts ($415M), CTB bridge performance measures would not have been met**
4. **Maintenance and Operations Growth Rate and NH Construction Cost Index are not in alignment**
   - NHCCI is a better indicator of transportation costs

Bridge Investment Since 2019 – Comparison (2020 – 2026)
2019 / Maintenance and Operations Growth Rate / NHCCI / Actual Investment



*2015 Session of the General Assembly – July 1, 2021

Changes Since 2019: Unit Costs

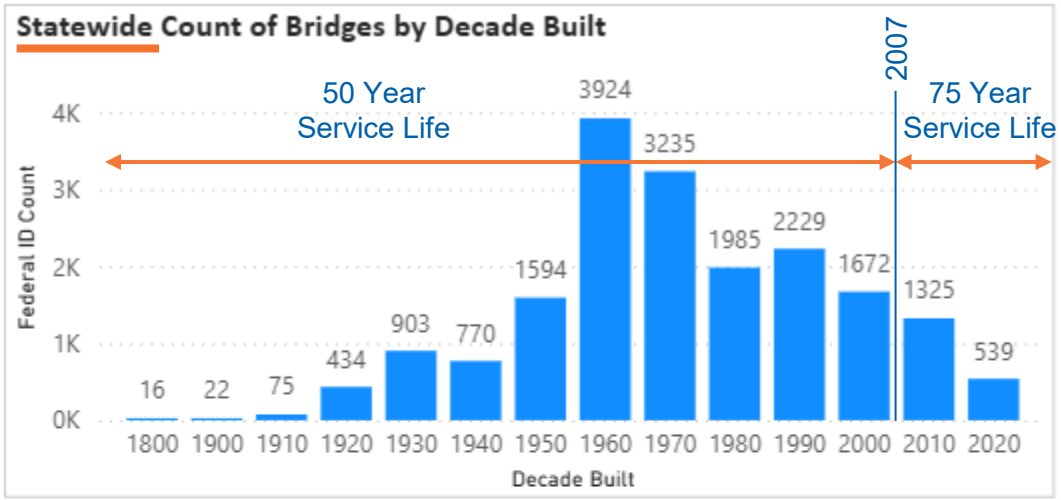
Cost increases vary by work type but exceed most major inflation indices

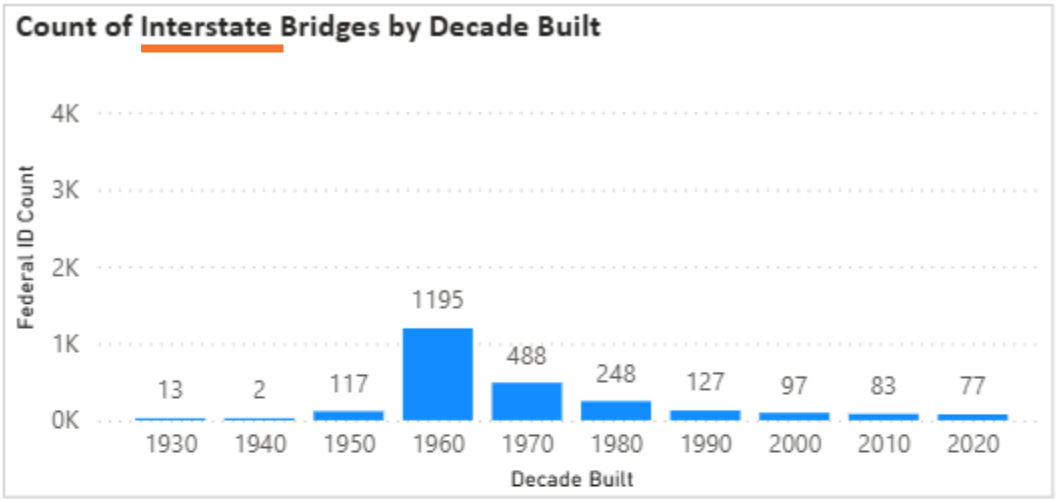
1. Percentage increases vary from 20% to 249% for common bridge activities
2. Bridge safety inspection cost ~25% increase due to new federal requirements

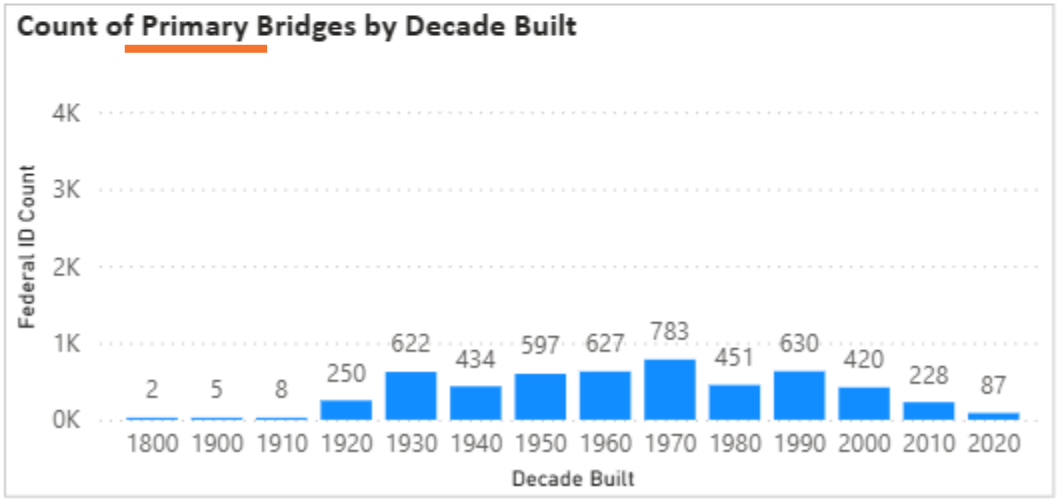
Structure Replacement (Major Items)	2019 $	2026 $	Unit	% Increase
Concrete Class A3, Substructure	$1,200	$2,300	CY	92%
LOW Q (0 to 100CY)	$1,800	$3,200	CY	78%
MID Q (100 to 500CY)	$980	$1,700	CY	74%
HI Q (>500CY)	$750	$1,500	CY	100%
Structural Excavation	$51	$120	CY	135%
Steel Pile	$75	$160	LF	113%
Temporary Sheet Piling	$65	$120	SF	85%
Concrete Class A4, Superstructure	$1,300	$2,900	CY	123%
LOW Q (0 to 100CY)	$1,500	$4,100	CY	173%
MID Q (100 to 500CY)	$1,200	$2,200	CY	83%
HI Q (>500CY)	$960	$1,700	CY	77%
CRR Class I Reinf. Steel	$3	$6	LB	100%
CRR Class III Reinf. Steel	$4	$6	LB	50%
LOW Q (0 to 70K)	$3.50	$6.00	LB	71%
MID Q (70K to 150K)	$3.70	$5.30	LB	43%
HI Q (>150K)	$960	$1,700	LB	58%
Structural Steel Plate Girders G50W	$2	$5	LB	150%
Prestressed Concrete Bem 61”X120’	$38,000	$56,000	EA	47%

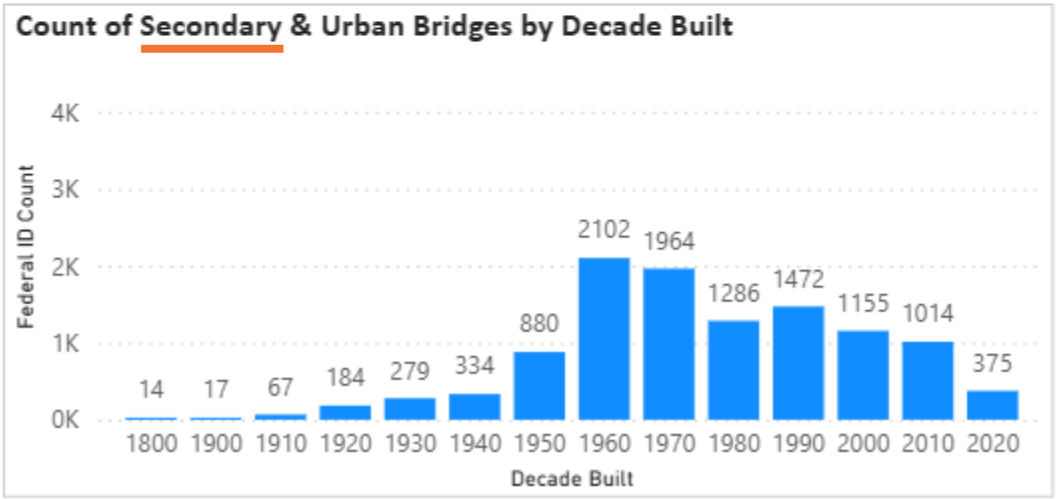
Structure Repair (Major Items)	2019 $	2026 $	Unit	% Increase
Concrete Slab Contract	$129	$236	SF	83%
Type B Patching	$740	$1,800	SY	143%
LOW Q (0 to 40SY)	$990	$2,400	SY	142%
MID Q (40 to 100SY)	$670	$1,600	SY	139%
HI Q (>100SY)	$620	$980	SY	58%
Overlay (Latex) - Furnish	$1,191	$1,878	SY	58%
Overlay (Latex) - Place	$76	$117	SY	55%
Epoxy Overlay	$56	$195	SY	249%
Structural Steel	$73	$88	LB	20%
Expansion Joint Reconstruction	$385	$744	LF	93%
LOW Q (0 to 100LB)	$460	$910	LB	98%
MID Q (40 to 100SY)	$360	$650	LB	81%
HI Q (>100SY)	$240	$400	LB	67%
Recoat Structure	$910	$2020	TON	122%
Bridges w/ Timber Decks (State Forces)	$161	$313	SF	194%
Culvert (Concrete / Metal)	$170	$425	SF	250%

Number of Bridges Built by Decade

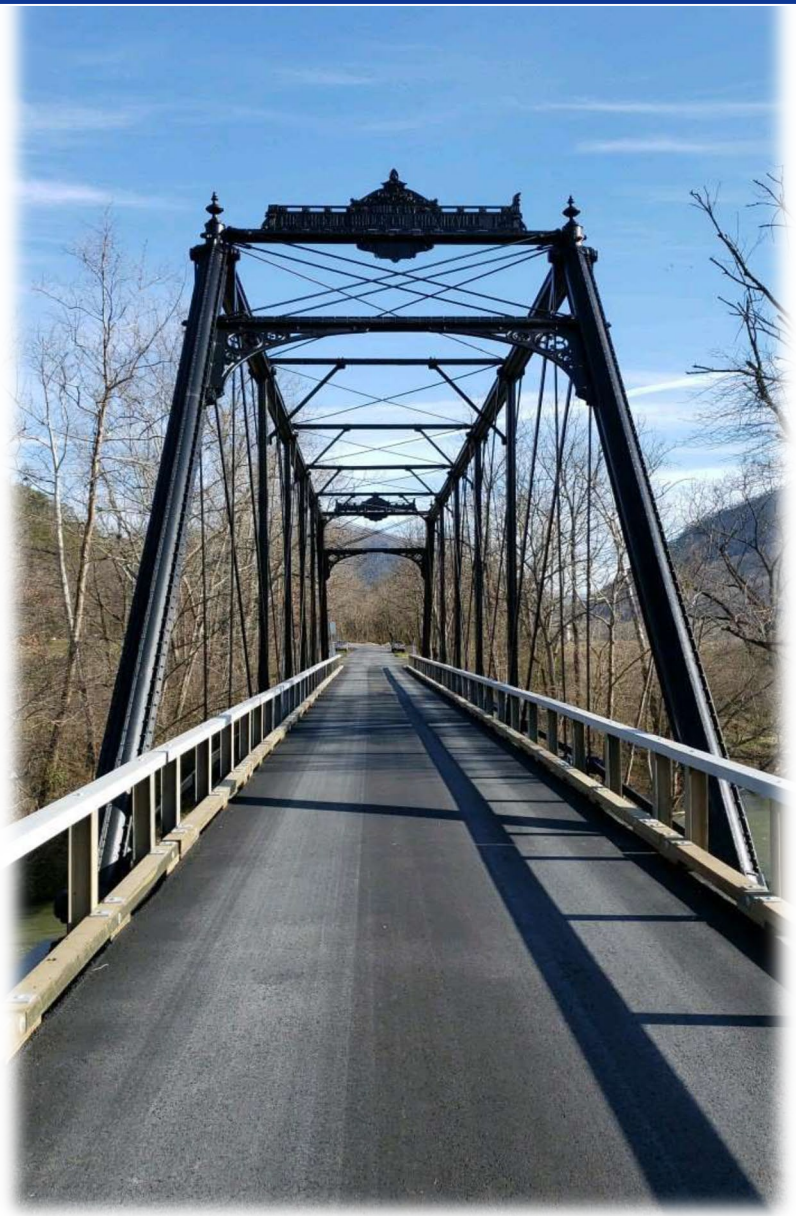








Bridges built by Decade: Rt. 685 (Ballpark Rd.) Over Craig Creek - Built in 1887



- VDOT owned
- Salem District
- Part of the *Historical Bridge Management Plan*
- Average Daily Traffic: 260
- Fair condition
- Botetourt County
- Pratt through truss
- 150’ truss, 270’ bridge
- Built by Phoenix Bridge Company to serve C&O Railroad



Bridge: Re-Baseline Scenarios

Anticipated Performances with Varying Funding Scenarios

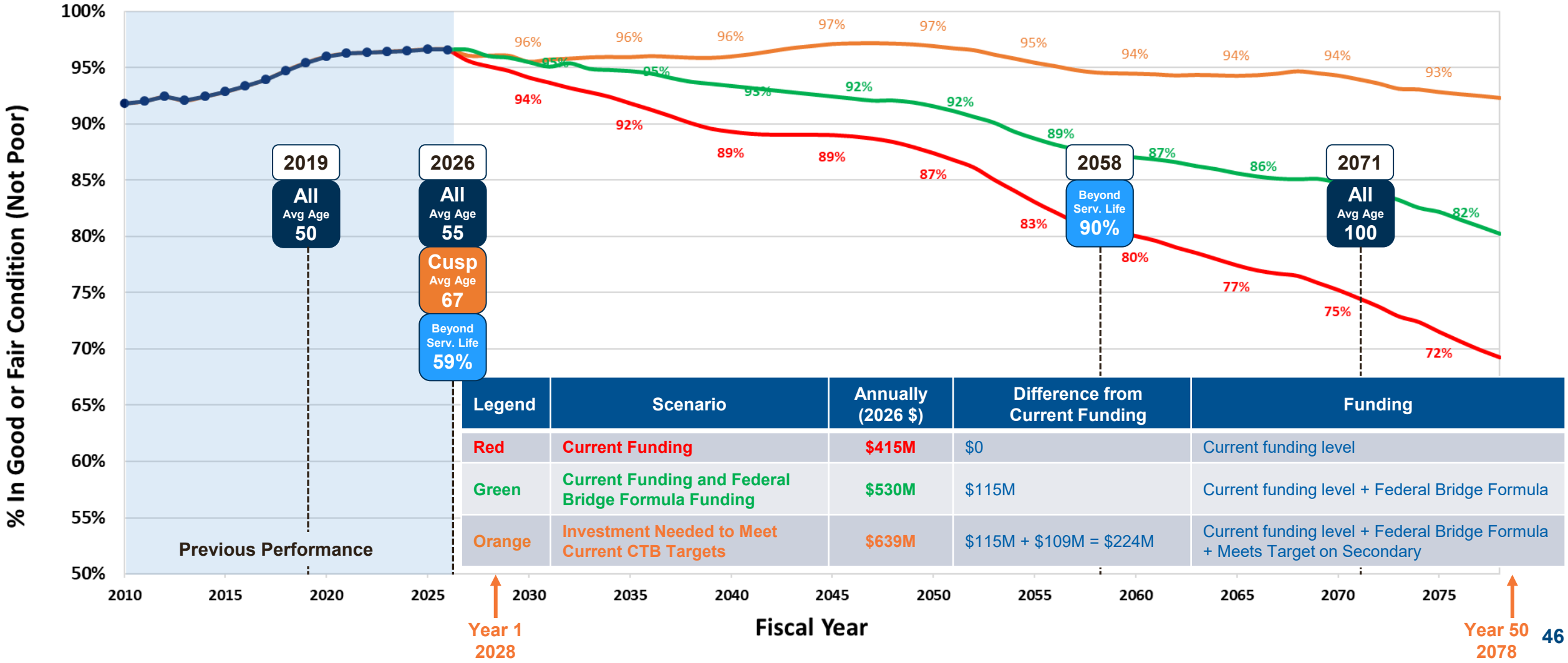
Legend	Scenario Description	Annually 2026 $				Difference from Current Funding	Funding
		Interstate	Primary	Secondary & Urban	Total		
Red	**Scenario 1: Current Funding ($415M in 2026 $)** Funding prioritized on interstates and primaries. Performance targets not met on any system.	$159M	$210M	$46M	$415M	$0	Current funding level (assumes federal bridge formula funding does not continue)
Green	**Scenario 2: Current Funding and Federal Bridge Formula Funding* (IIJA) ($530M in 2026 $)** **Continue with Current Investment** Meets targets on interstates and primaries but not secondaries	$179M	$261M	$90M	$530M	$115M	Current funding + $115M in federal bridge formula funding applied to interstates and primaries
Orange	**Scenario 3: Investment Needed to Meet CTB Targets ($639M in 2026 $)** **Meet CTB Targets** Meets targets on all systems which funds not federally eligible work	$179M	$261M	$199M	$639M	$115M + $109M = $224M	Current funding + $115M in new federal funding + $109M per year

*NOTE:

- VDOT received over $578M in federal bridge formula funding over the last 6 years.
- The annual federal bridge formula funds of $115M may continue in federal reauthorization.

All Systems: 50 Year Outlook

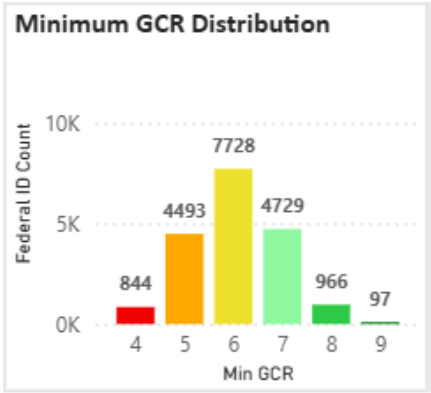
All Networks Combined - 50 Year Outlook - 21,240 Structures

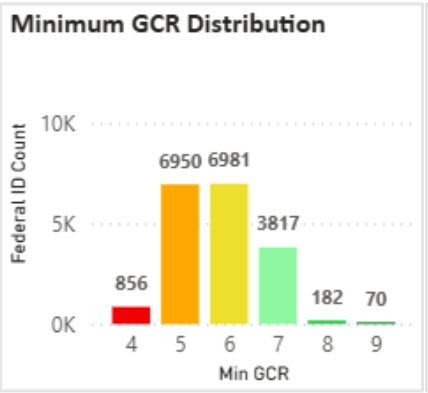


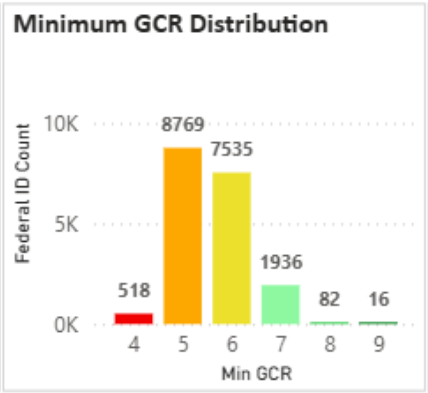
Legend	Scenario	Annually (2026 $)	Difference from Current Funding	Funding
Red	Current Funding	$415M	$0	Current funding level
Green	Current Funding and Federal Bridge Formula Funding	$530M	$115M	Current funding level + Federal Bridge Formula
Orange	Investment Needed to Meet Current CTB Targets	$639M	$115M + $109M = $224M	Current funding level + Federal Bridge Formula + Meets Target on Secondary

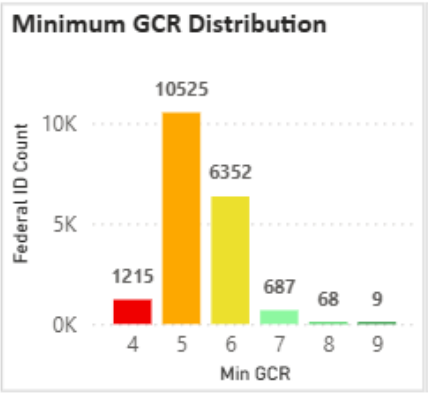
All Systems: GCR and Structure by Decade

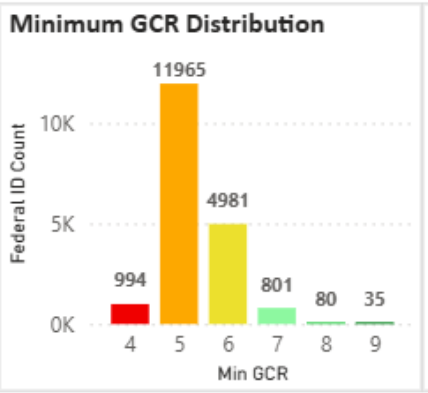
2028	2038	2048	2058	2068	2078

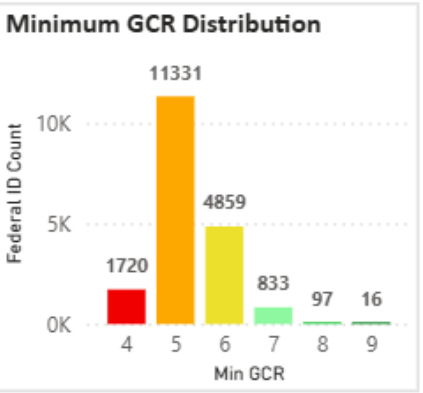




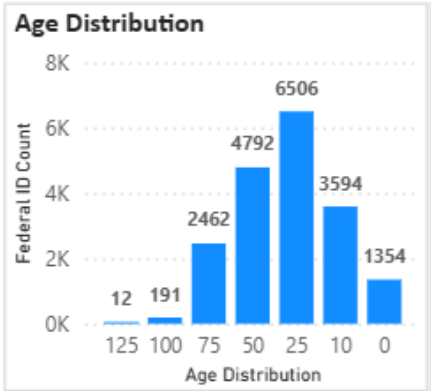


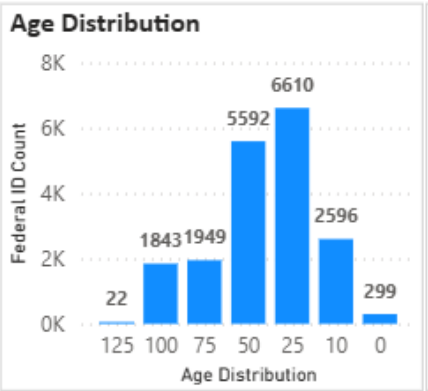


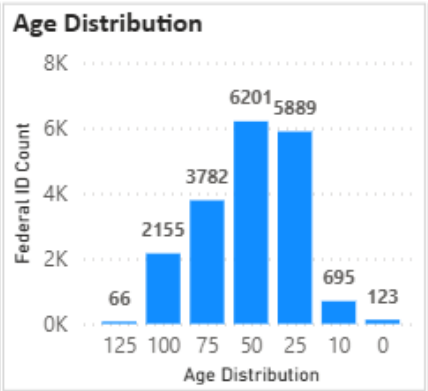


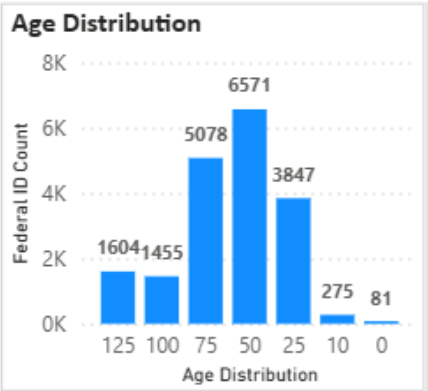


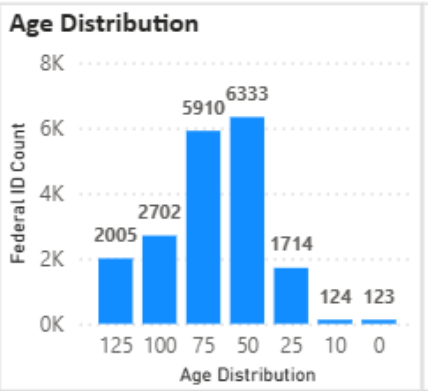
2028 ✕	2038 ✕	2048 ✕	2058 ✕	2068 ✕	2078 ✕

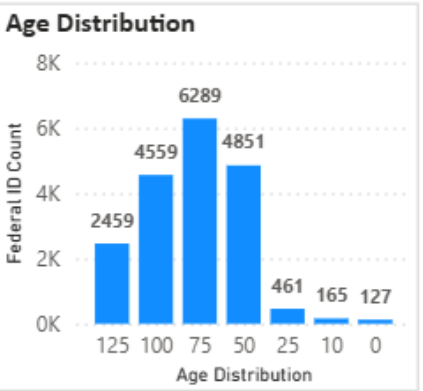




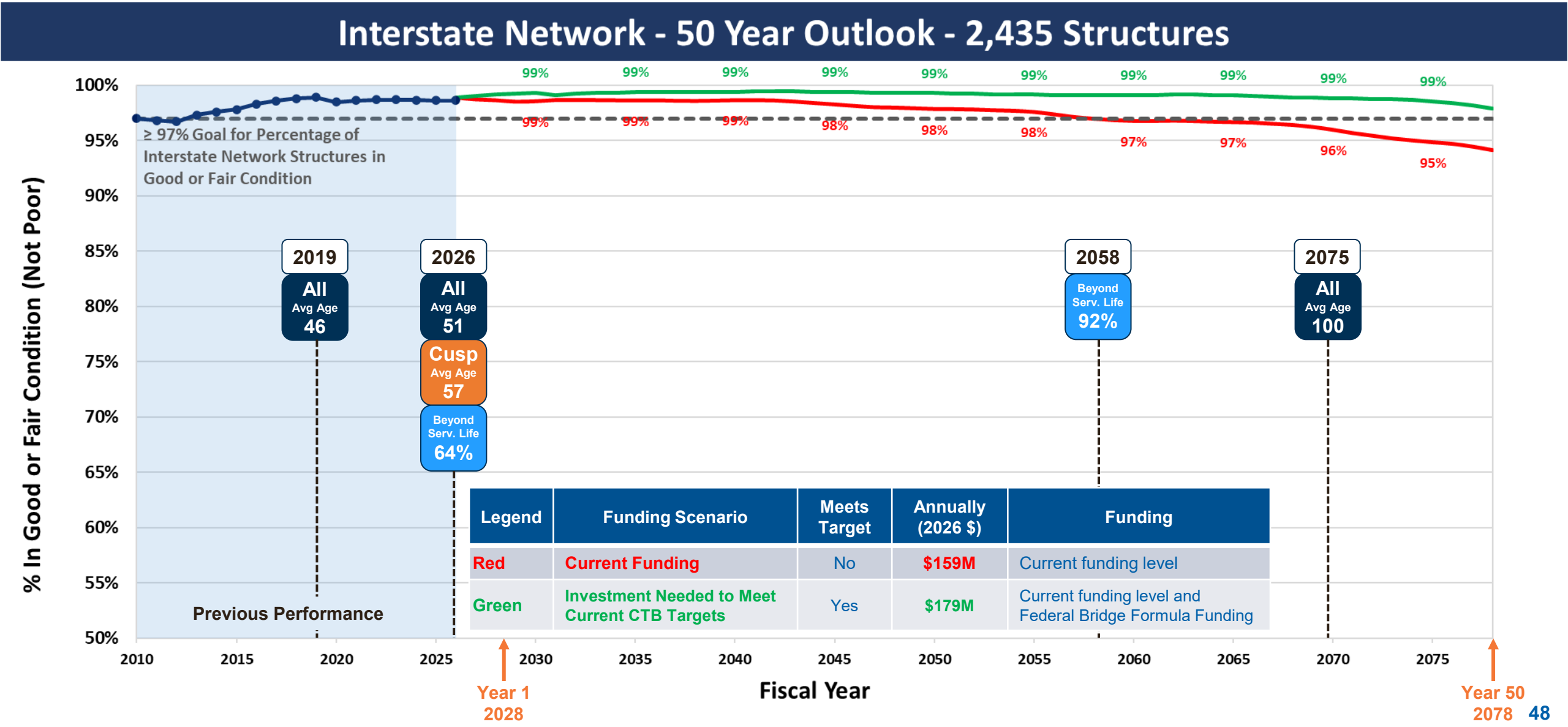






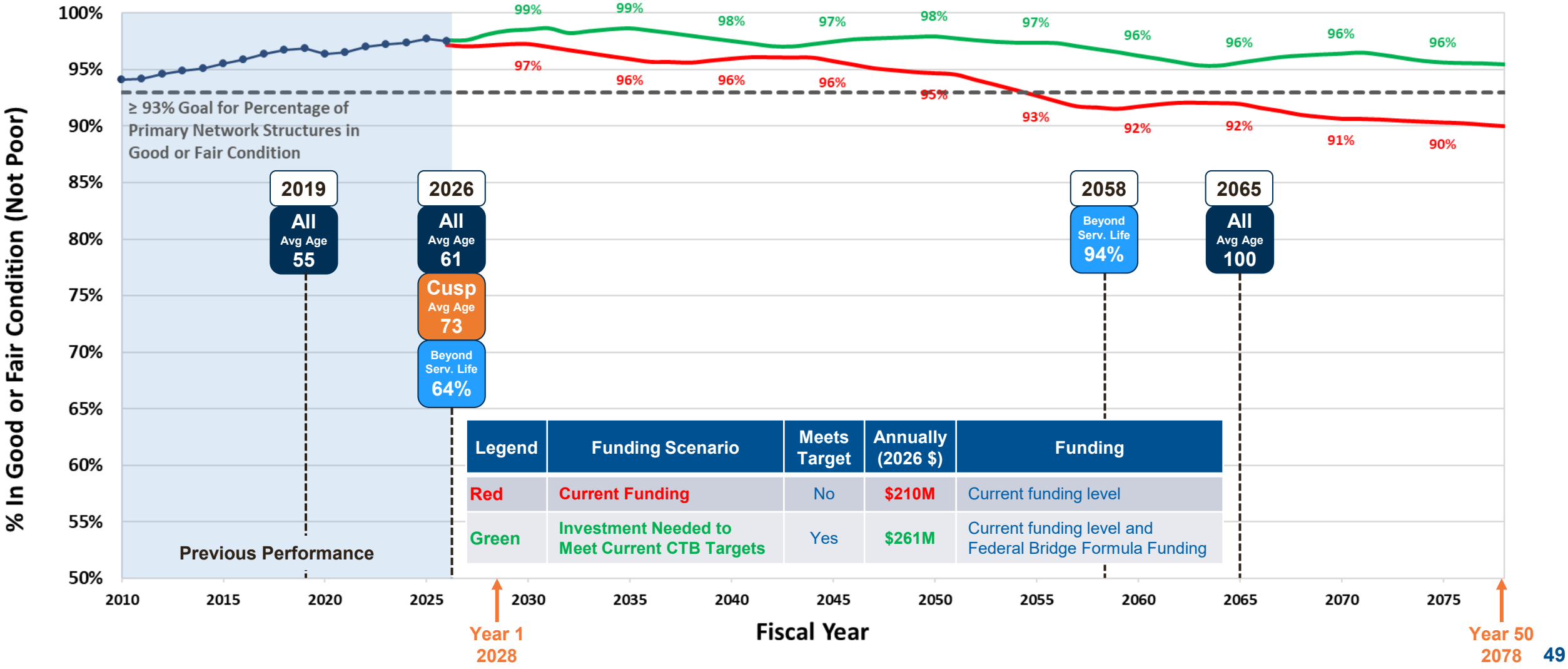


Interstate: 50 Year Outlook



Primary: 50 Year Outlook

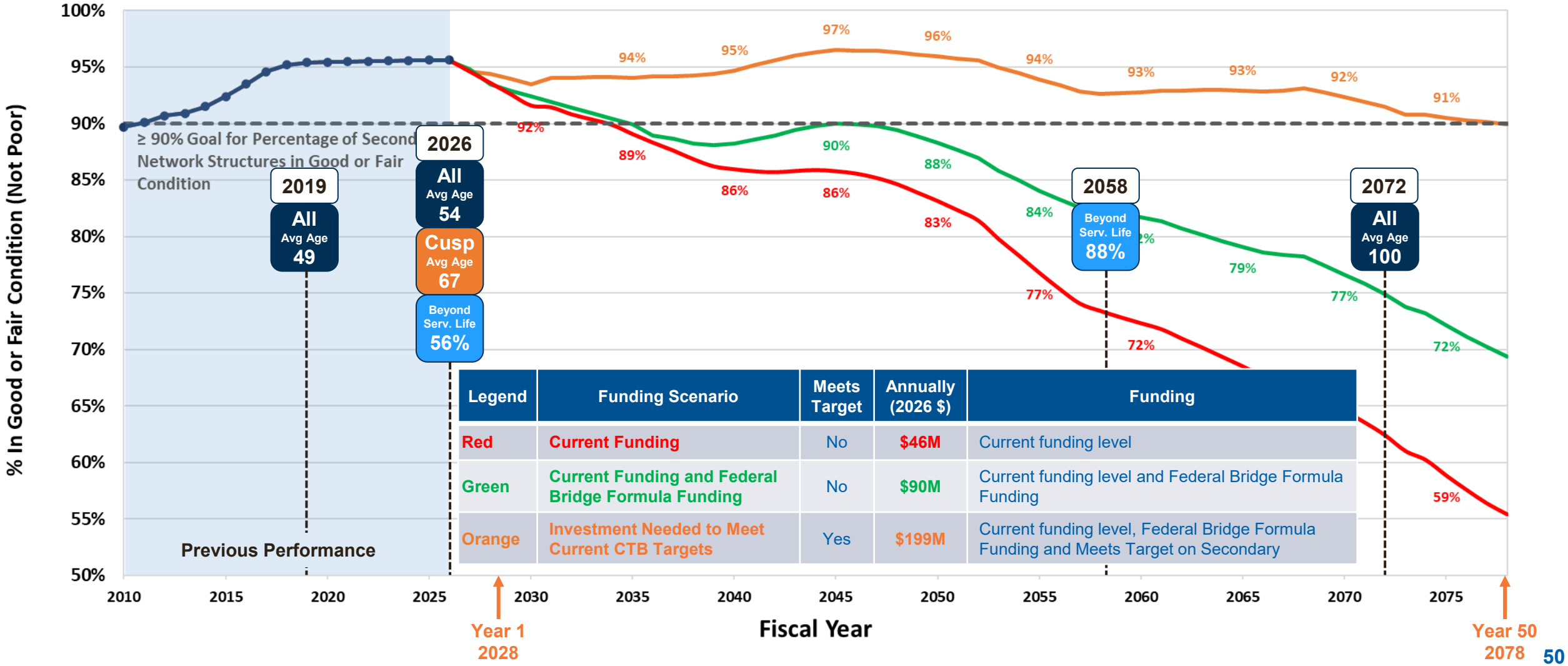
Primary Network - 50 Year Outlook - 5,753 Structures



Legend	Funding Scenario	Meets Target	Annually (2026 $)	Funding
Red	Current Funding	No	$210M	Current funding level
Green	Investment Needed to Meet Current CTB Targets	Yes	$261M	Current funding level and Federal Bridge Formula Funding

Secondary and Urban: 50 Year Outlook

Secondary Network - 50 Year Outlook - 13,052 Structures

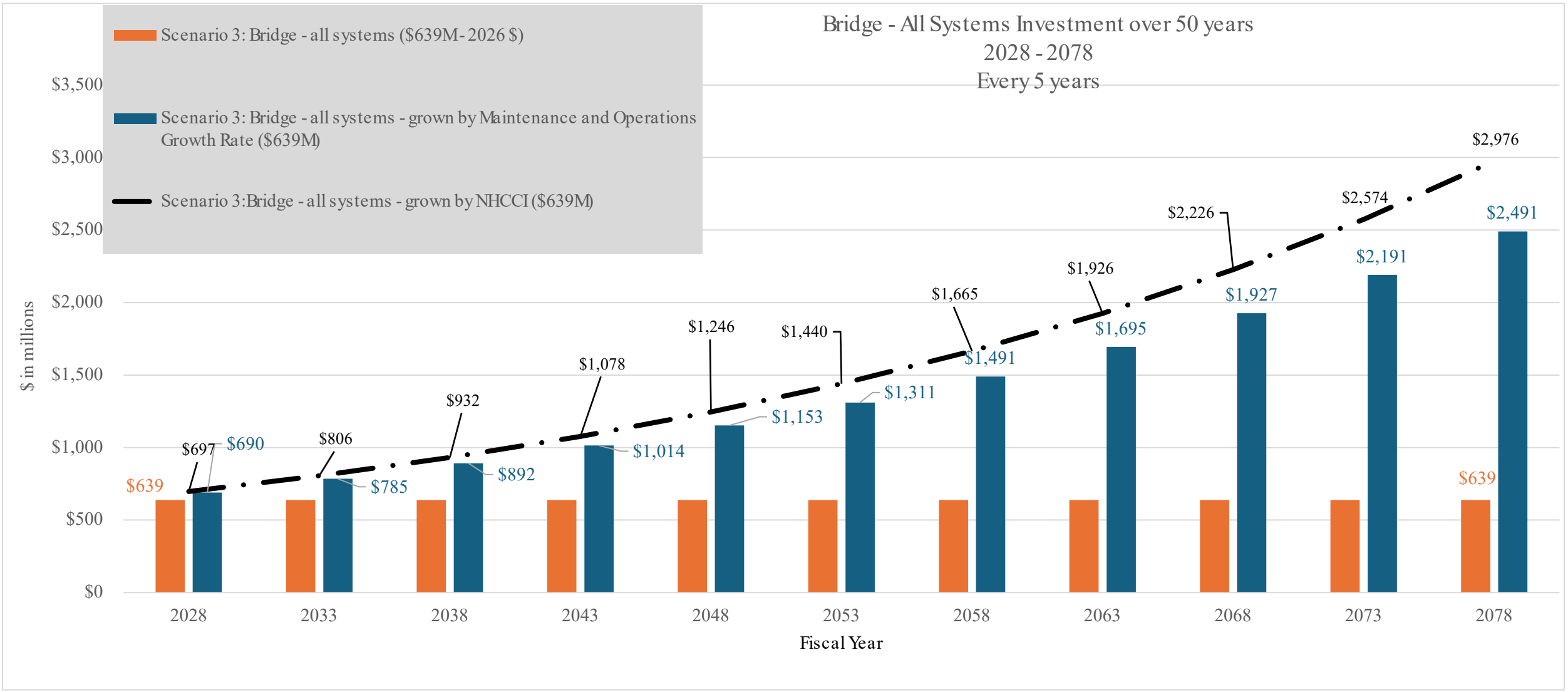


Legend	Funding Scenario	Meets Target	Annually (2026 $)	Funding
Red	Current Funding	No	$46M	Current funding level
Green	Current Funding and Federal Bridge Formula Funding	No	$90M	Current funding level and Federal Bridge Formula Funding
Orange	Investment Needed to Meet Current CTB Targets	Yes	$199M	Current funding level, Federal Bridge Formula Funding and Meets Target on Secondary

Bridge: Re-baseline Scenario Summary - 2026 $/Begin 2028

CTB Targets, % non-Poor				Avg. Total Cost per Year, $ Millions		
IS	PR	SC	All Systems Average GCR	1 - 50		
97% No Postings	93%	90%	Average GCR ≥ 5.6	IS	PR	SC
Scenario 1: Current Funding - $415M				$159	$210	$46
Predicted Performance				95%	90%	55%
Additional Investment Needed for Scenario 1				$0		
Scenario 2: Current Investment - $530M				$179	$261	$90
Predicted Performance				99%	96%	69%
Additional Investment Needed for Scenario 2 (difference from the $415M in Scenario 1)				($115)		
Scenario 3: Current CTB Targets Years 1 - 50 = $639M				$179	$261	$199
Predicted Performance				99%	96%	90%
Additional Investment Needed for Scenario 3 (difference from $415M in Scenario 1)				($224)		

Proposed Bridge Investment Summary
Inflated by Maintenance and Operations Growth Rate and NHCCI



Conclusion

- Maintenance and Operations Program growth is not keeping pace with actual costs
- CTB will need to consider trade-offs related to system condition and funding available for construction
- One-time infusions or base increase reduces the amount available in the Six-Year Improvement Program

NEXT STEPS

Upcoming CTB Meetings

Description	CTB Meeting Date
Special Structures	September 15, 2026
Routine Maintenance Set Targets	October 14, 2026
CTB approval	December 9, 2026