COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Nicholas Donohue
Chairperson

1221 East Broad Street
Richmond, Virginia 23219

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

COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
March 17, 2026
9:00 a.m.

1. Funding Overview
   Kimberly Pryor, Virginia Department of Transportation

2. VDOT FY2026 Emergency Response Budget
   Kimberly Pryor, Virginia Department of Transportation

3. VPRA Capital Budget Update
   DJ Stadtler, Virginia Passenger Rail Authority

4. DMV Moves Update/SJ 28
   Allan Fye, Virginia Department of Rail and Public Transportation

5. Economic Development Access Program
   Alleghany County – Alleghany Regional Commerce Center
   Angel Deem, Virginia Department of Transportation

6. SMART SCALE
   Laura Schewel, Deputy Secretary of Transportation

7. Overview of Consent Agenda Concept
   Laura Schewel, Deputy Secretary of Transportation

8. Virginia Highway Safety 101
   Stephen Read, Virginia Department of Transportation

9. Legislative Update
   Carter Hutchinson, Deputy Secretary of Transportation

10. Federal Transportation Grant Anticipation Notes and Refunding Notes and Authorization for Ongoing Issuance and Sale of Revenue Refunding Bonds
Kimberly Pryor, Virginia Department of Transportation

11. Freedom of Information Act Administrative Update
Joshua Heslinga, Virginia Department of Transportation

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

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

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

# # #


VDOT
Virginia Department of Transportation

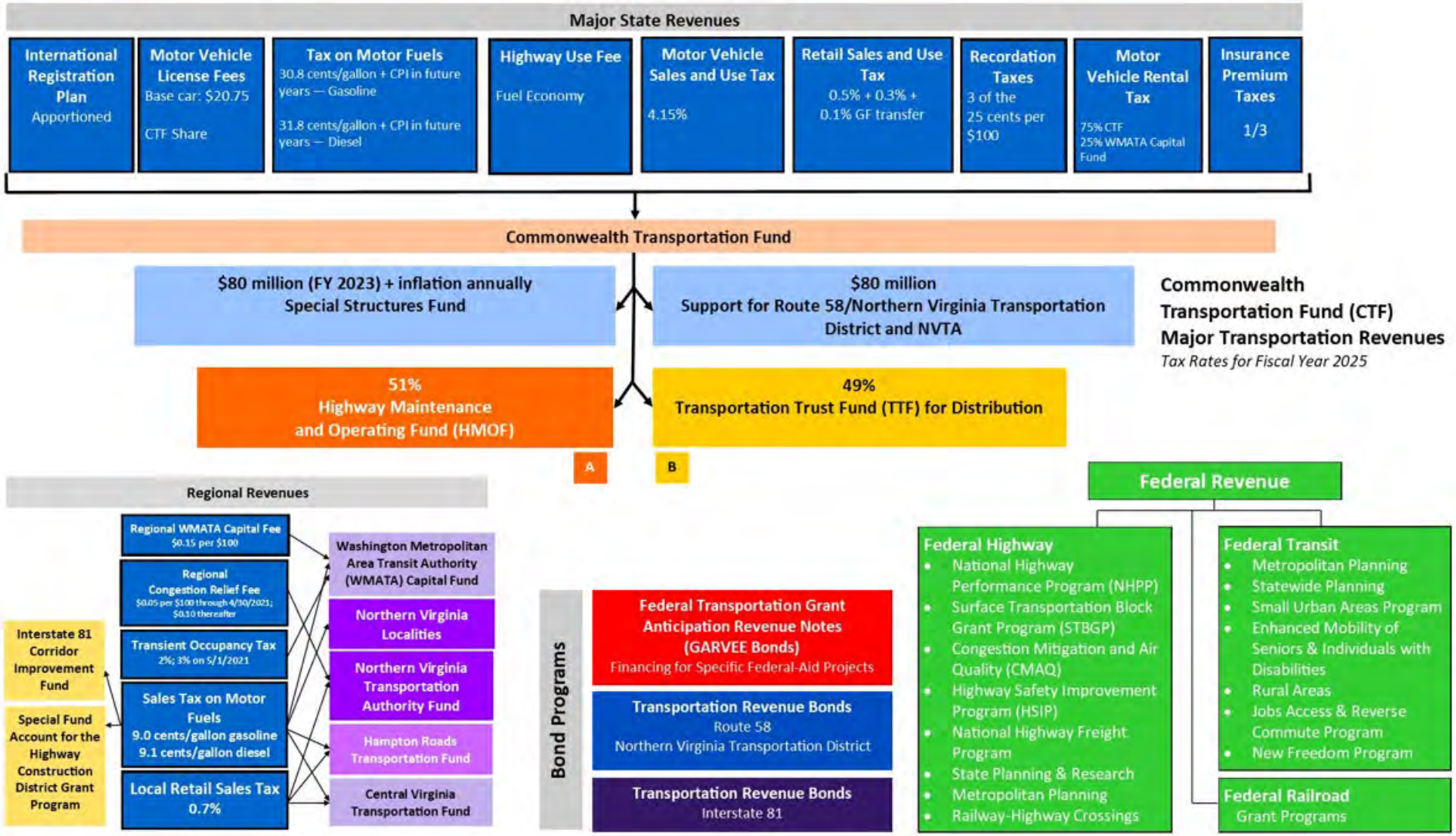
Commonwealth Transportation Fund (CTF) Overview Revenues and Allocations

Kimberly Pryor, Chief Financial Officer

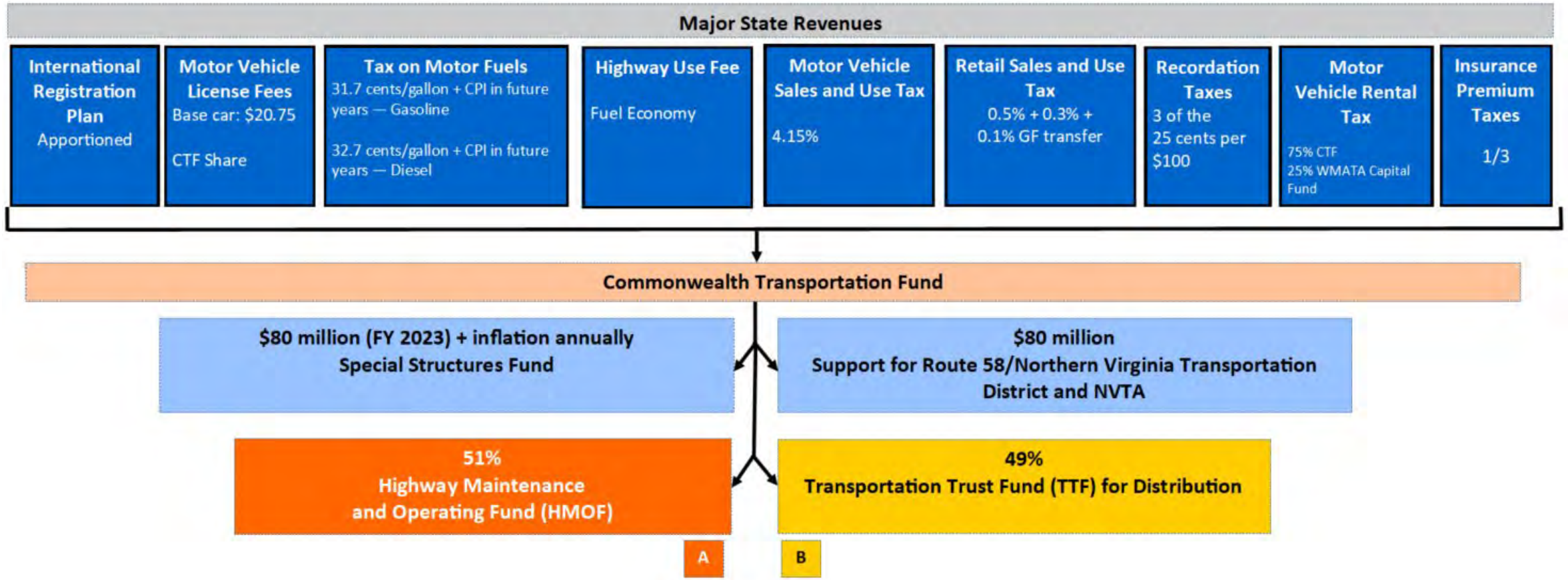
March 17, 2026

MAJOR REVENUE SOURCES

Commonwealth Transportation Fund (CTF) Major Revenues



Major State Revenues



Major revenue sources are deposited to the CTF, and after required off-the-top distributions, remaining funds are split between the HMOF and TTF

Regional Revenues

WMATA Capital Fund

Regional WMATA Capital Fee $0.15 per $100
Transient Occupancy Tax 2%; 3% on 5/1/2021
Sales Tax on Motor Fuels 9.3 cents/gallon gasoline; 9.4 cents per gallon diesel

HRTF

Sales Tax on Motor Fuels 9.3 cents/gallon gasoline; 9.4 cents per gallon diesel
Local Retail Sales Tax 0.7%

NOVA Localities (PRTC/NVTC)

Sales Tax on Motor Fuels 9.3 cents/gallon gasoline; 9.4 cents per gallon diesel

Supplemental Highway Construction District Grant Program

Sales Tax on Motor Fuels 9.3 cents/gallon gasoline; 9.4 cents per gallon diesel

NVTA Fund

Regional Congestion Relief Fee $0.05 per $100 through 4/30/2021; $0.10 thereafter
Local Retail Sales Tax 0.7%

I-81 Corridor Fund

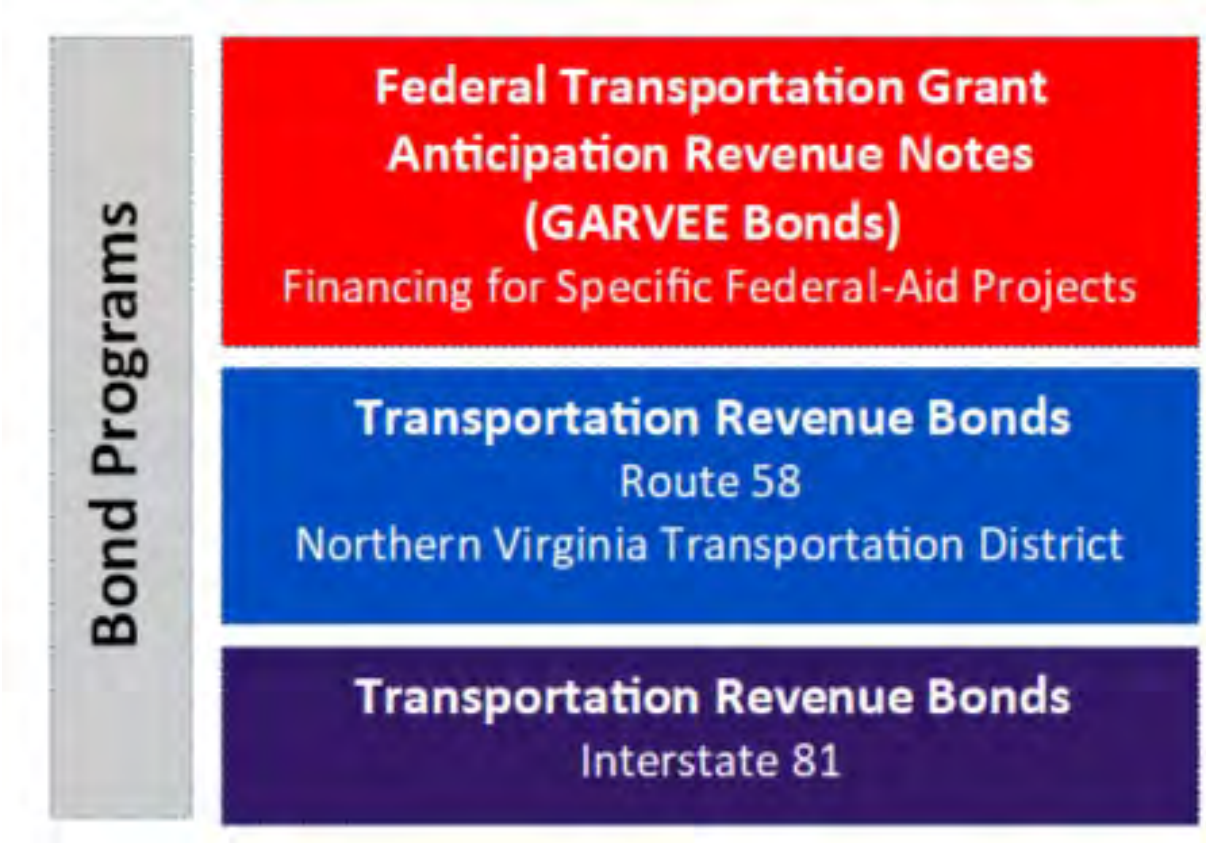
- Sales Tax on Motor Fuels 9.3 cents/gallon gasoline; 9.4 cents per gallon diesel

CVTA

Sales Tax on Motor Fuels 9.3 cents/gallon gasoline; 9.4 cents per gallon diesel
Local Retail Sales Tax 0.7%

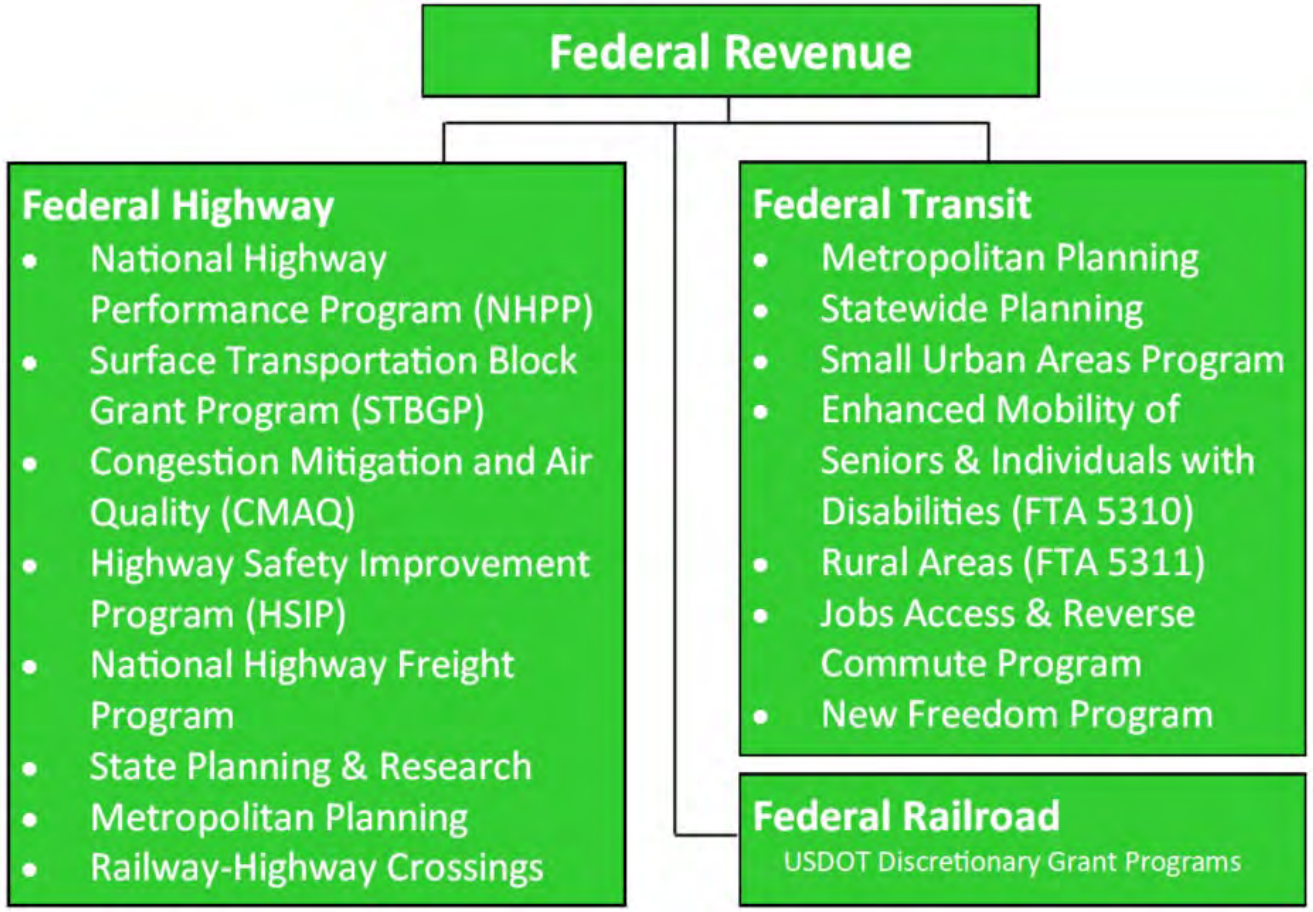
- Various taxes and fees provide support to the regional authorities and WMATA Capital Fund
- The Regional Sales Tax on Motor Fuels is applied statewide and provides support to the regional authorities, as well as the I-81 Corridor Improvement Fund and the Highway Construction District Grant Program

Major Bond Programs



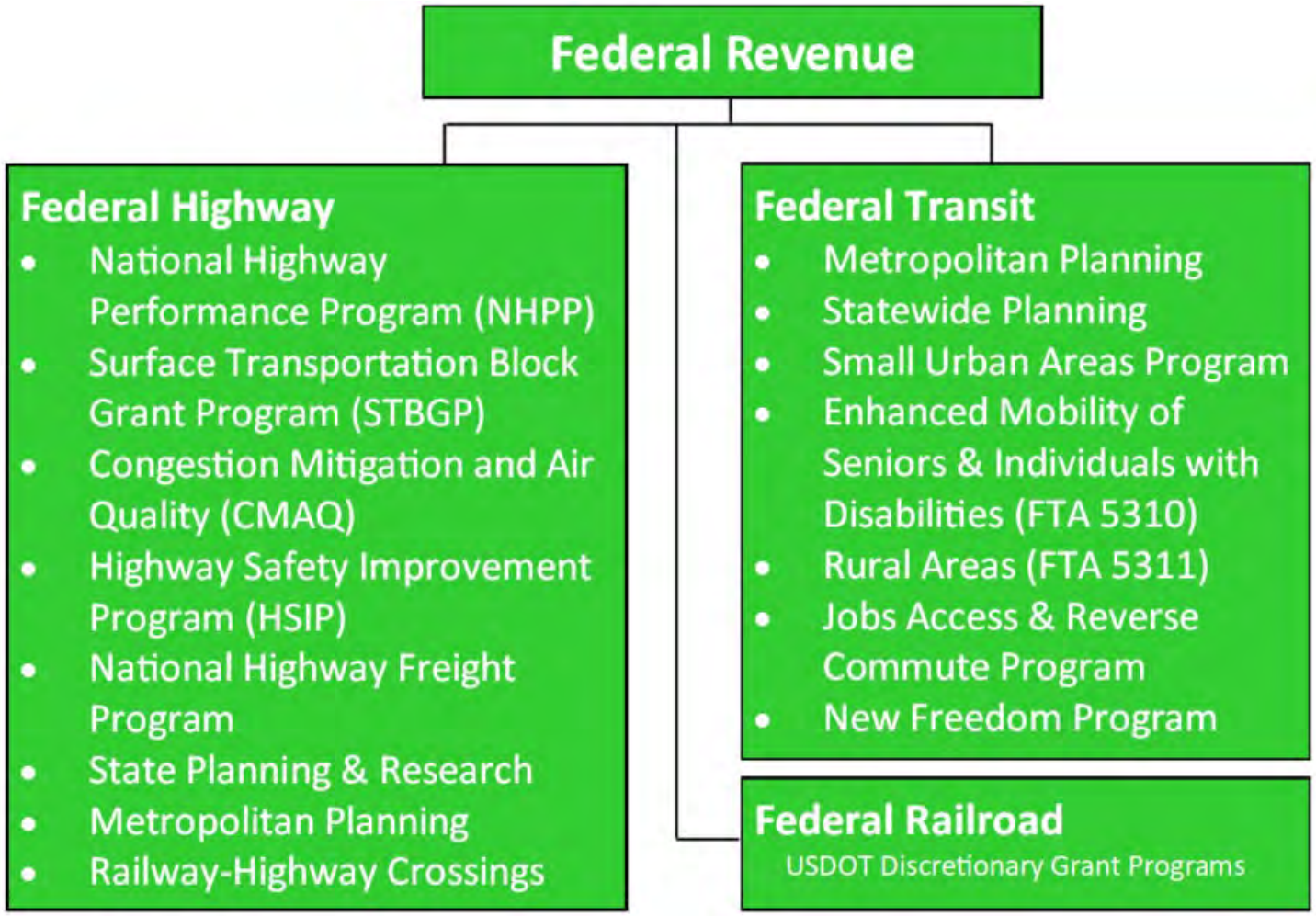
- GARVEE – supported by future federal funds; projects must meet a VTrans Need or be eligible for the Interstate Operations and Enhancement Program
- Route 58 – supported by the Route 58 Fund and dedicated to priority projects identified in the Code
- Interstate 81 – limited to projects in the Interstate 81 Corridor Improvement Program

Major Federal Revenues - FHWA



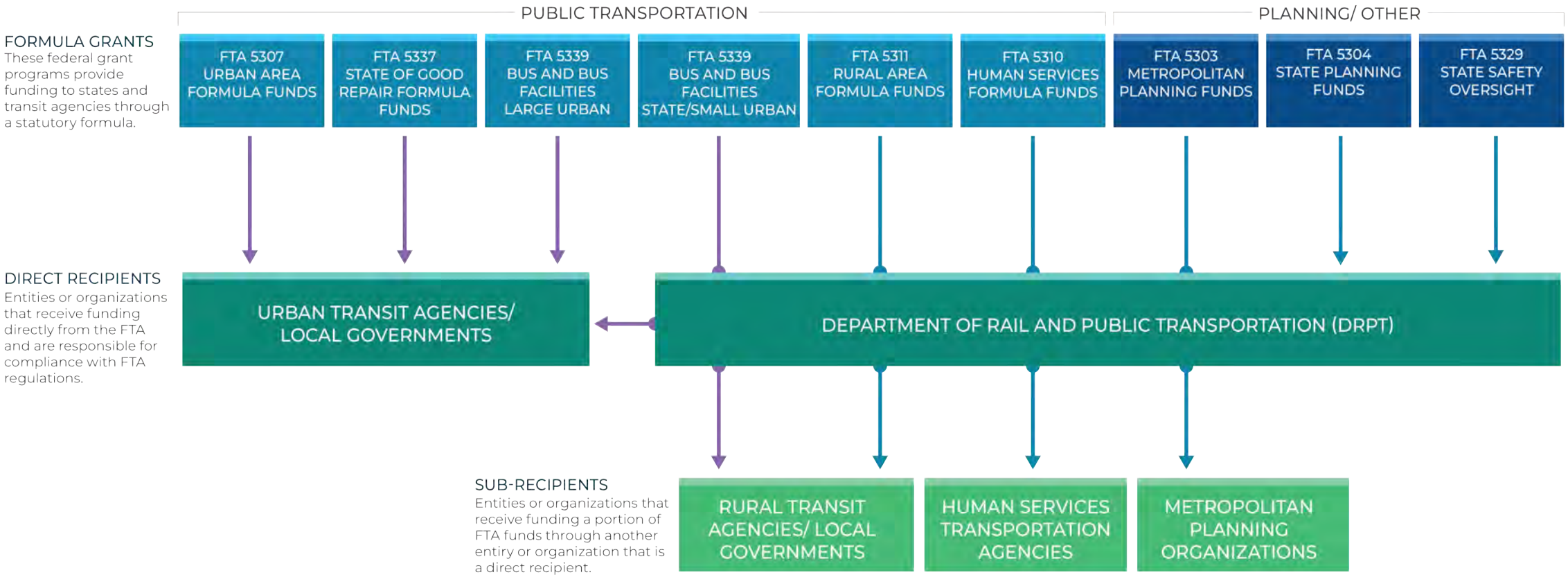
- Most FHWA funds flow through the Construction Formula
- By Code certain federal fund types are excluded from the formula
  - Congestion Mitigation Air Quality, Transportation Alternatives, Regional Surface Transportation Program, and other federal funds with specific rules that include major restrictions on the types of projects that may be funded, excluding restrictions on the location of projects with regard to highway functional or administrative classification or population

Major Federal Revenues – FTA and FRA



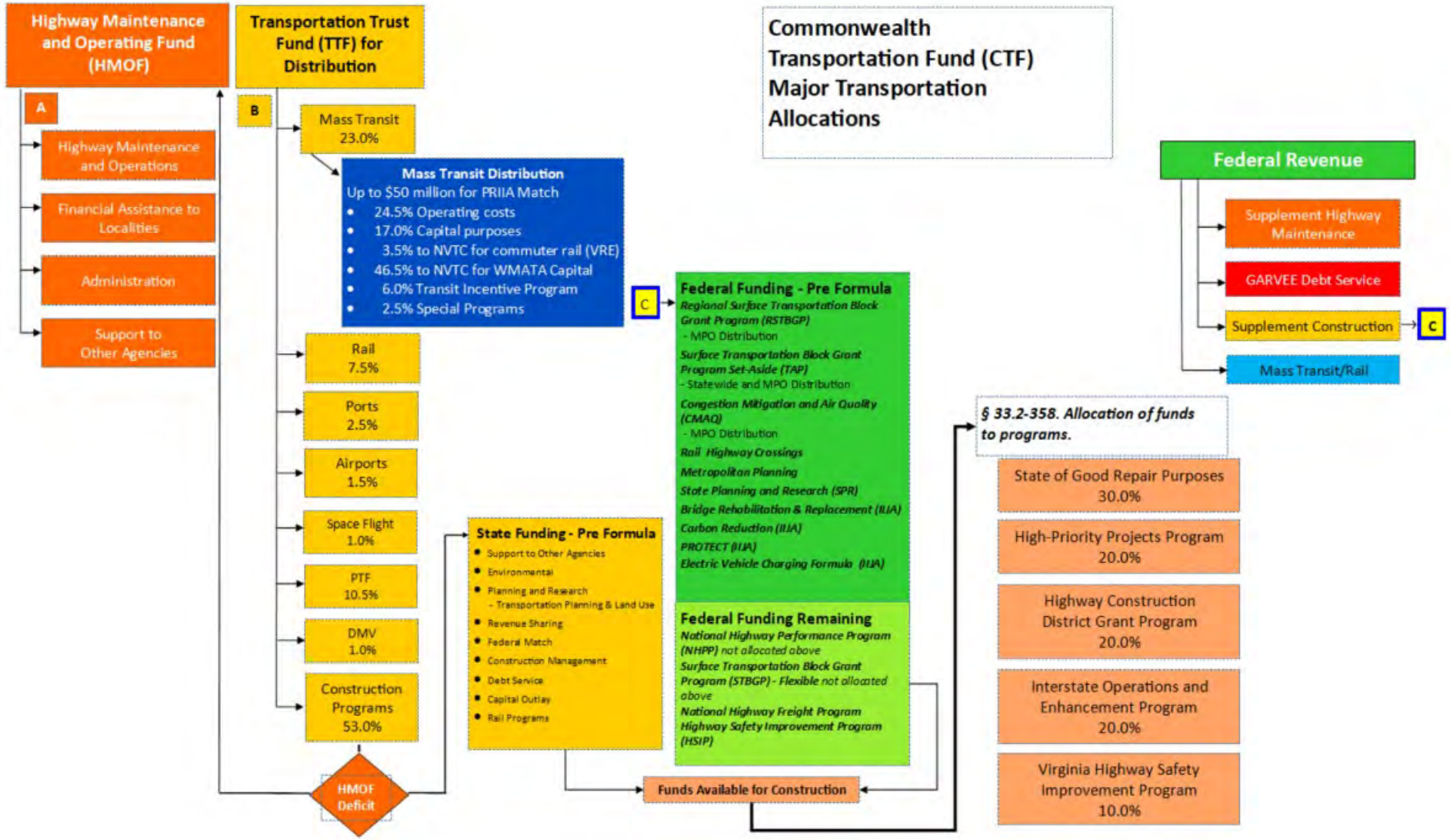
Major Federal Revenues – FTA and FRA

Federal Transit Admistration (FTA) Formula Funding

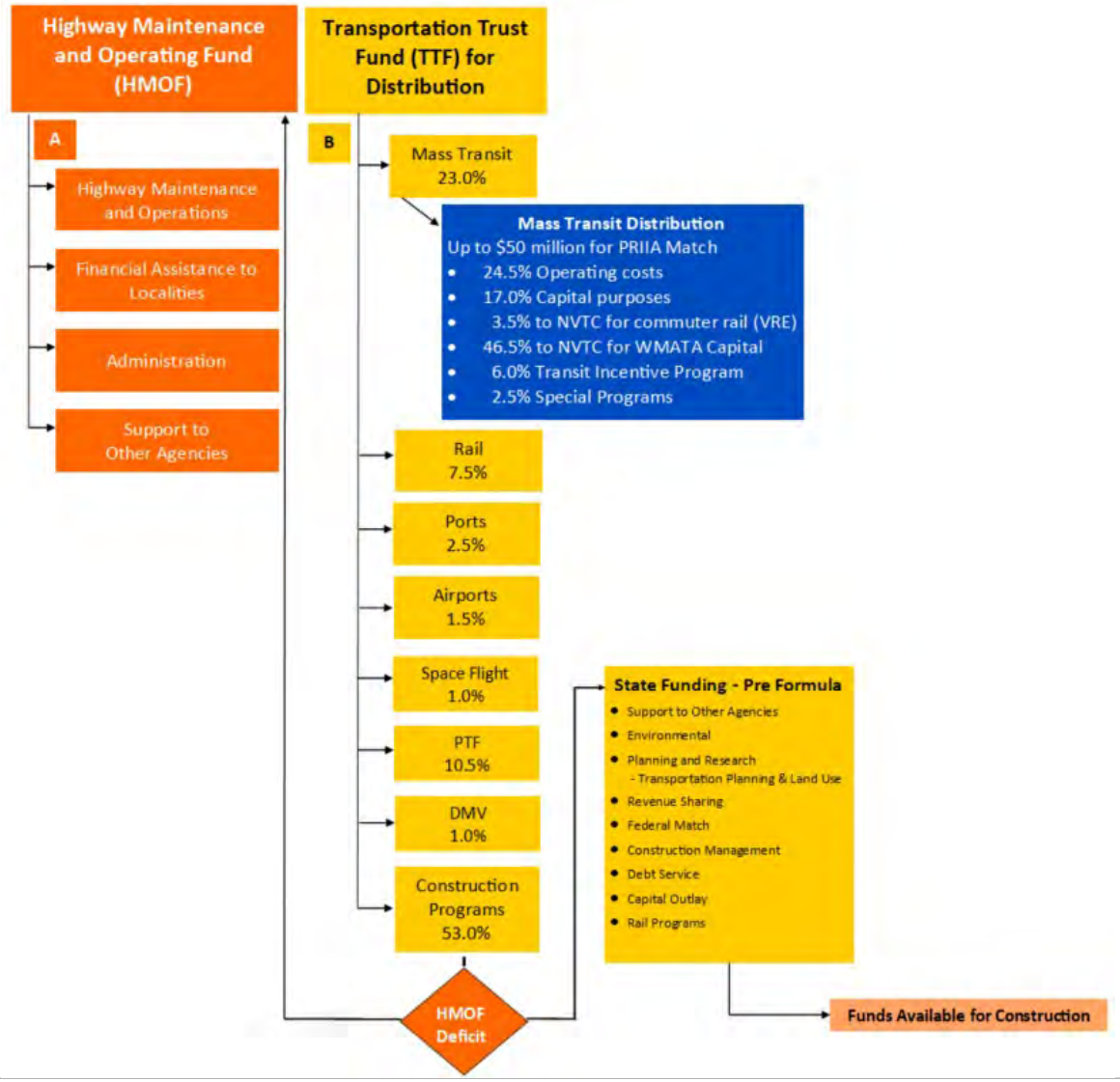


MAJOR ALLOCATIONS

Commonwealth Transportation Fund Major Transportation Allocations

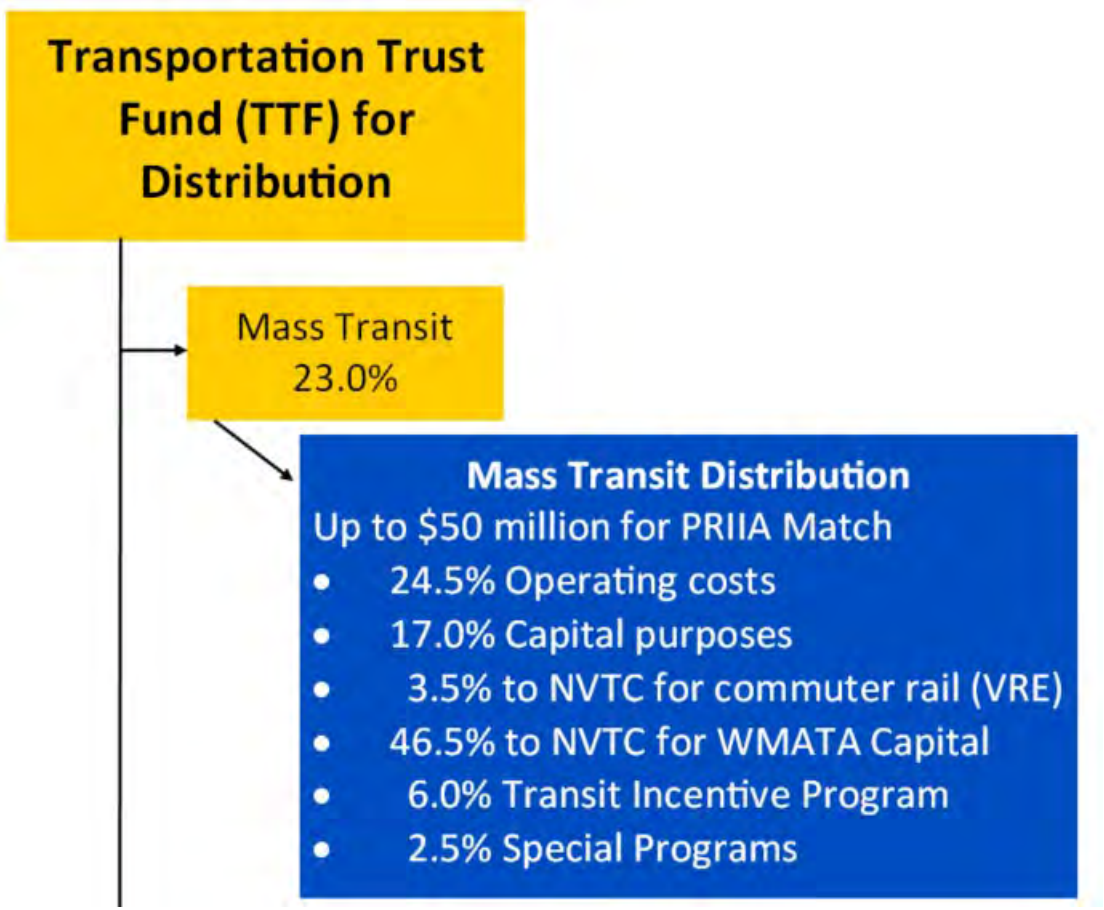


HMOF and TTF Distribution



- HMOF supports maintenance and operations, financial assistance to localities, certain administrative costs, and support for other agencies
- The TTF is distributed to the various modes, including 53% for Construction Programs
- If revenues to the HMOF are insufficient to support the needs, funds from those available for Construction Programs are provided back to the HMOF (state crossover)

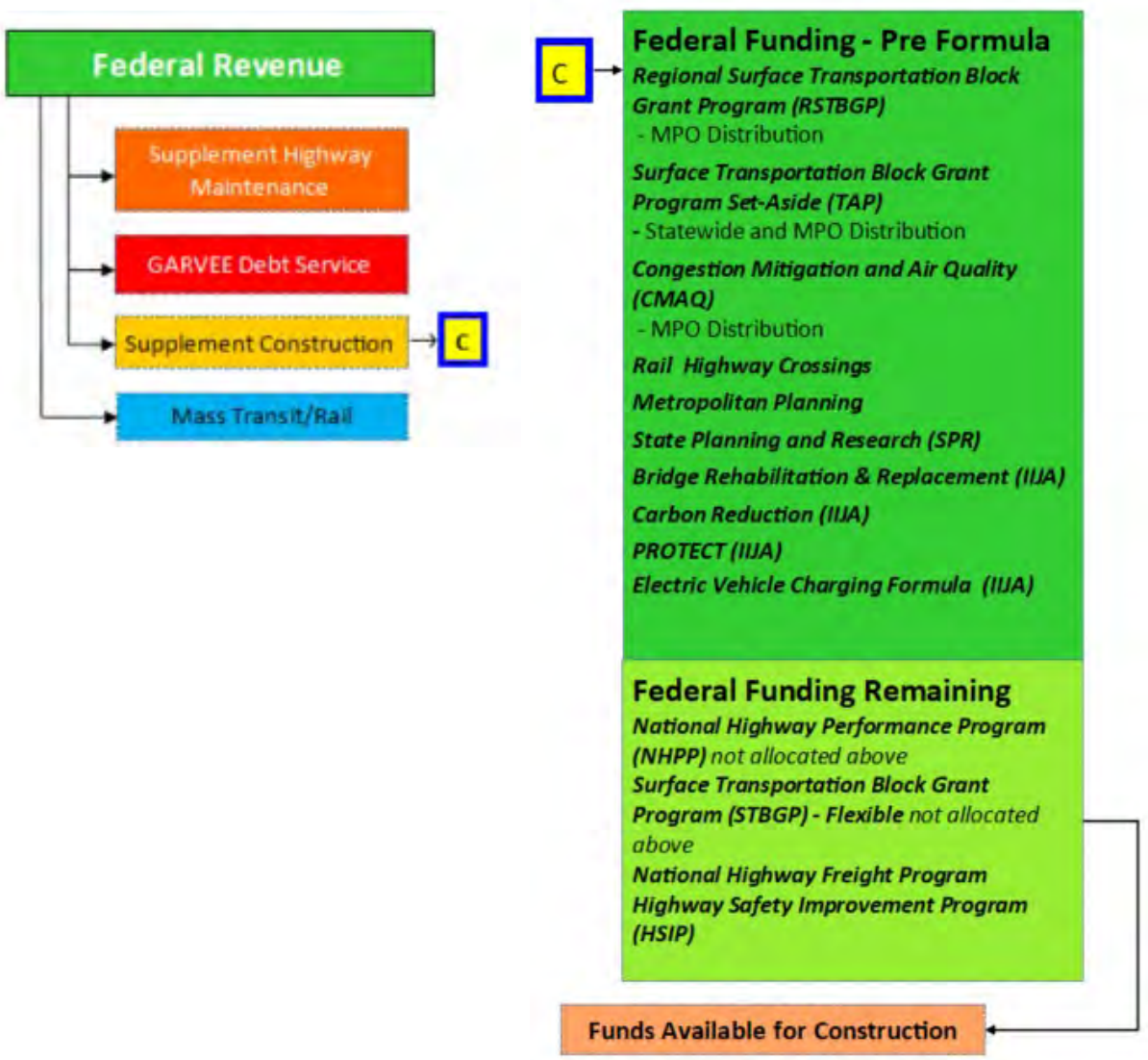
Mass Transit Distribution



- Of the state and federal funding to public transportation
  - 67%: Commonwealth Mass Transit Funds
  - 33%: Toll revenues, dedicated revenues to the WMATA Capital Fund, and federal revenue
- Excludes local funding

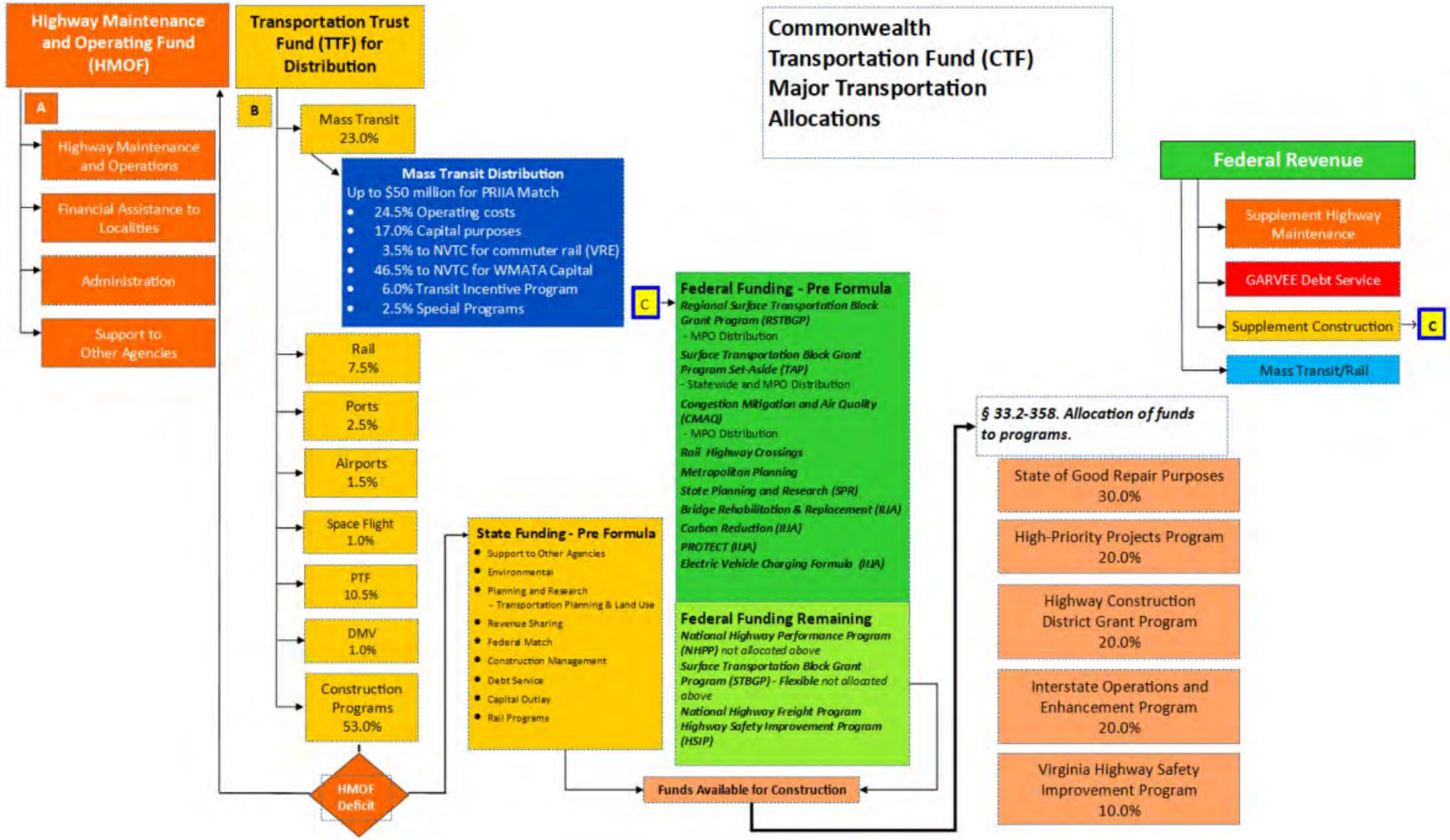
*Source FY2026 SYIP

Federal Funds



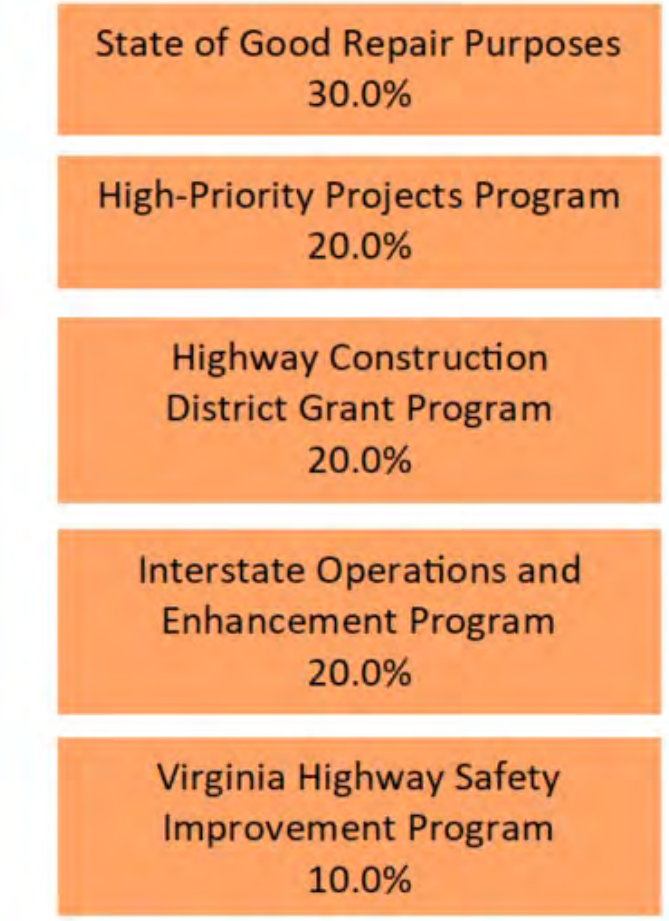
- The first call on federal revenues is to satisfy debt service requirements associated with the GARVEE bond program
- Federal funds are also used to satisfy any deficit in the HMOF
- Remaining funds support Construction Programs
  - Federal funds with narrowly defined uses do not flow through the Construction Formula
  - Remaining federal funds flow through the Construction Formula

Commonwealth Transportation Fund Major Transportation Allocations



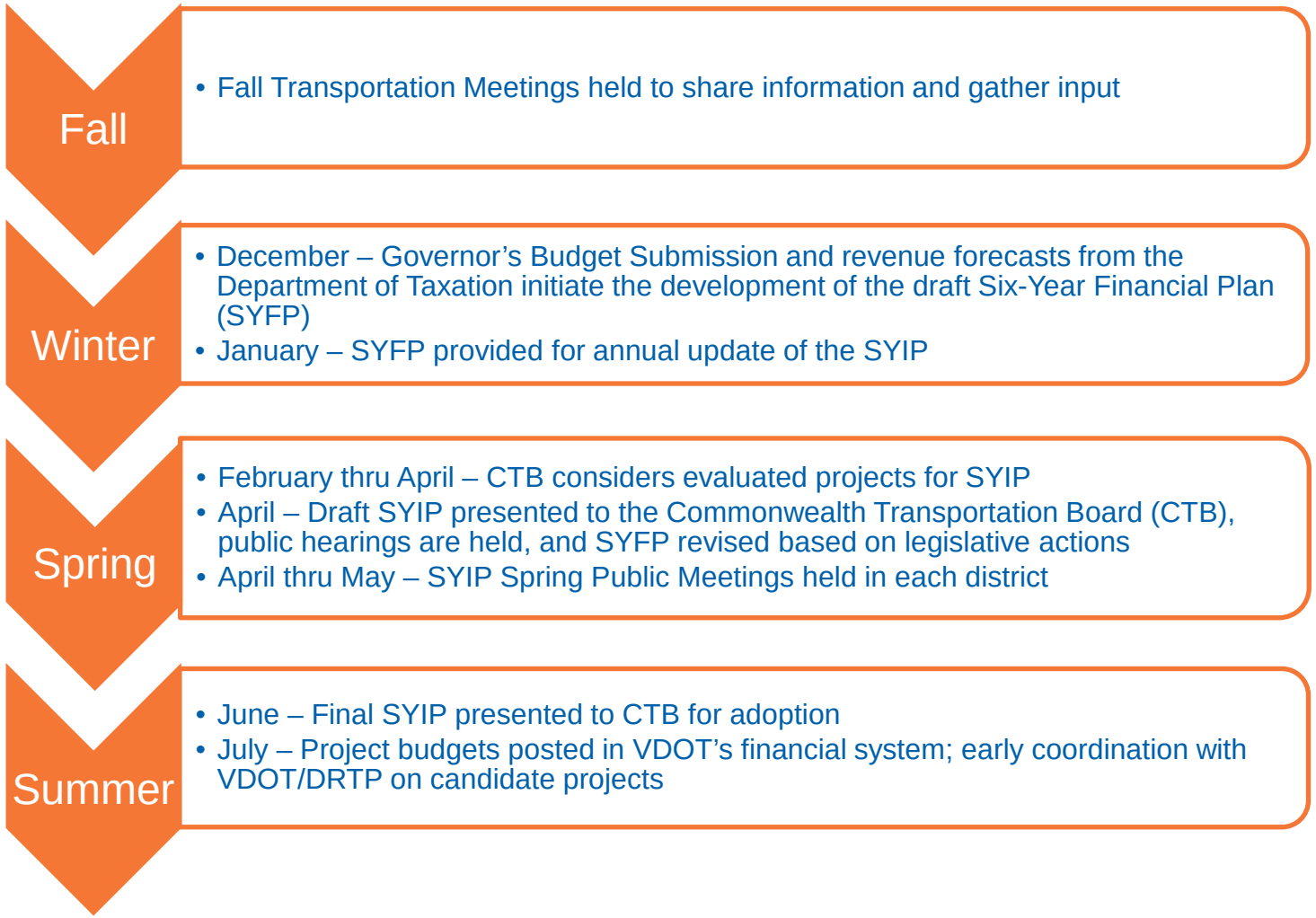
Construction Formula Distribution

§ 33.2-358. Allocation of funds to programs.



- Federal and state funds available for construction are distributed to the five core funding programs
- Each funding program has a transparent, data driven process for project selection
- The Six-Year Improvement Program (SYIP) includes projects funded through one or more construction funding programs and is updated annually

Six-Year Improvement Program (SYIP) Annual Cycle




VDOT
Virginia Department of Transportation


VDOT
Virginia Department of Transportation

VDOT FY2026 Emergency Response Budget

Kimberly Pryor, Chief Financial Officer

March 17, 2026

VDOT FY2026 Emergency Response Budget

- **VDOT budgeted $225 million in FY2026 for emergency response, which includes winter weather operations**
- **The Commonwealth experienced multiple statewide events in December through February**
- **VDOT continues to collect invoices from the statewide storms, but current expenditures exceed the budget**
- **Current estimated cost is $385* million, resulting in an anticipated deficit of $160* million**

**Subject to change.*

Summary of Anticipated Costs

(in millions)	Expenditures through March 5, 2025	Estimated Costs Remaining*	Total	Current Budget	Estimated Deficit*
Emergency Response	$340.0	$45.0	$385.0	$225.0	($160.0)
General Assembly Action – Employee Bonus in June 2026**	0	12.0	12.0	0	(12.0)
TOTAL	**$340.0**	**$57.0**	**$397.0**	**$225.0**	**($172.0)**

**Subject to change.*
***Employee Bonus approved in February 2025 was not included in the FY2026 budget.*

Savings Strategies Implemented

- **In late February, VDOT implemented the following administrative actions to save money**
  - Paused recruitment for certain positions
  - Limited travel, shifting to virtual where possible
  - Deferred planned purchases
  - Consolidated planned recognition and training events
  - Limited discretionary spending
  - Reviewed balances across all programs, excluding Highway Construction Programs
- **These efforts identified an estimated $35 million in administrative and other savings**

Savings Strategies Implemented

- **Districts identified potential savings in the Maintenance and Operations Program**
  - Deferred planned activities
  - Identified program reserves
  - Swept surpluses from prior commitments and completed projects
  - Delayed implementation of planned work
- **These efforts identified and estimated $35 million in savings from the Maintenance and Operations Program**

Summary of Anticipated Deficit and Strategies to Address

(in millions)	Estimated Deficit*
Emergency Response	($160.0)
General Assembly Action – Employee Bonus in June 2026	(12.0)
TOTAL DEFICIT*	**($172.0)**
Estimated Savings from Administrative and Other Programs*	35.0
Estimated Savings from Maintenance and Operations Program*	35.0
Estimated Increase in Crossover*	102.0
TOTAL SAVINGS AND INCREASED CROSSOVER	**$172.0**

**Subject to change.*

The increase in crossover directly reduces the funds available for construction

Preliminary Recommended Budget Adjustments

- **Continue implementation of savings strategies**
- **Revise the FY2026 Budget**
  - Apply identified savings from other program areas
  - Apply identified savings from the Maintenance and Operations Budget
  - Increase Crossover from the Construction Program
    - Anticipate being able to offset FY2026 decreases with uplift in FY2027 without impacting projects
  - Preliminary amounts are subject to change due to final receipts and other factors
  - Seek Board action on the Revised FY2026 Budget in May


VDOT
Virginia Department of Transportation

VIRGINIA PASSENGER RAIL AUTHORITY

VPRA Capital Budget Update

DJ Stadtler, Executive Director
March 17, 2026



Purpose of Today's Update

- Provide update on key VPRA capital projects
- Provide update on Ridership
- **Review VPRA's FY 2027 Capital Budget**

Virginia Passenger Rail Authority

- Independent political subdivision created by 2020 General Assembly – fully governmental
- Given all powers necessary for carrying out its statutory purposes:
  - Design, build, finance, and maintain rail facilities
  - Direct recipient of USDOT Grants
  - Eminent domain powers
- Owns rail assets and right of way
- Partners with Amtrak and VRE to operate passenger and commuter rail service
- Governed by a 15-Member Board
- Board hires the Executive Director
  - DJ Stadtler, hired in 2021



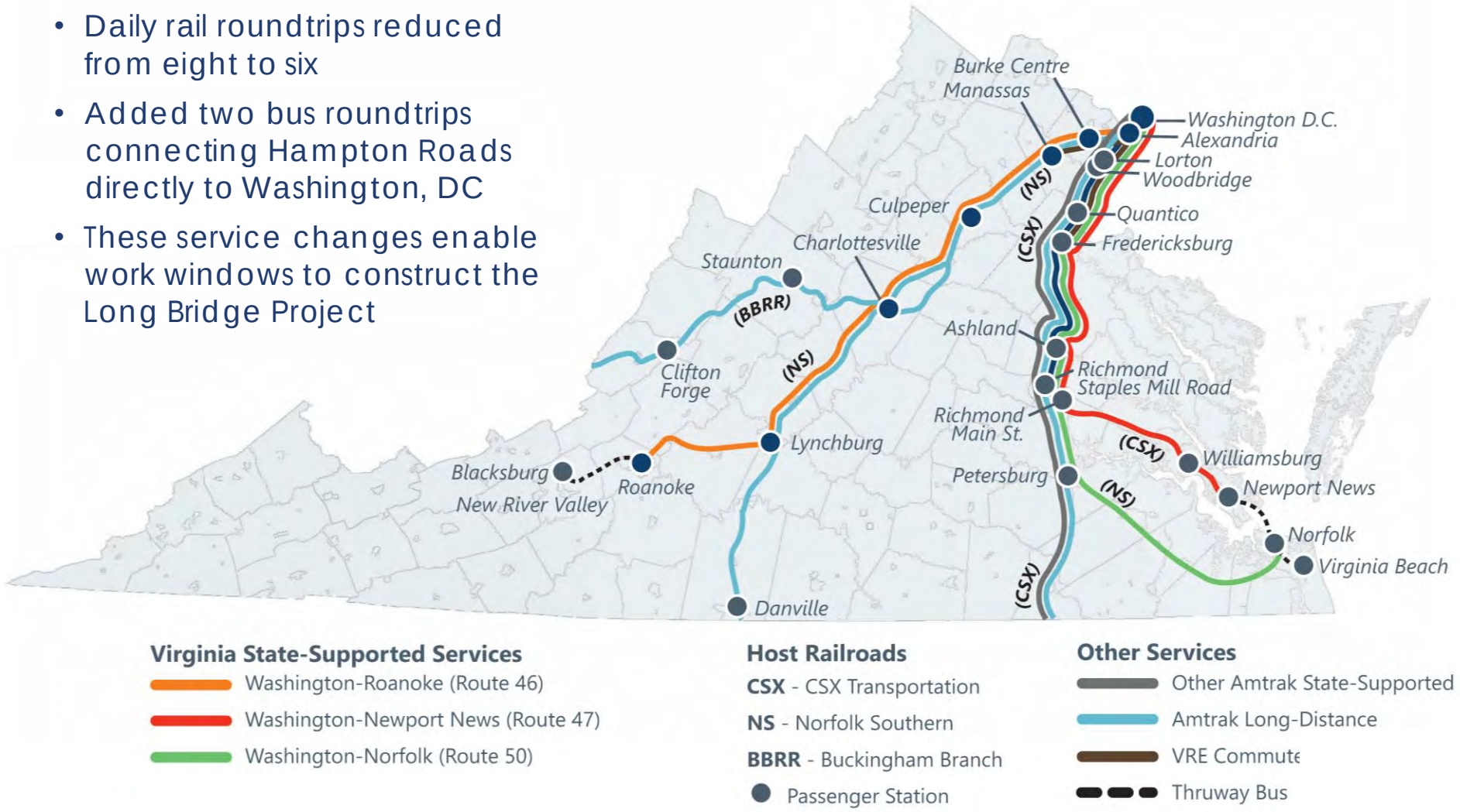
Virginia Passenger Rail Network 2026

- State-Supported Amtrak Service: Six daily roundtrips
  - Roanoke: 2
  - Newport News: 2
  - Norfolk: 2

  Two additional bus roundtrips serve Hampton Roads
- Six Amtrak Long-Distance Roundtrips
- One NC State-Supported Roundtrip
- Two Virginia Railway Express (VRE) Commuter Routes: 16 daily roundtrips
  - Manassas: 8
  - Fredericksburg: 8

Service changes went into effect on January 12, 2026

- Daily rail roundtrips reduced from eight to six
- Added two bus roundtrips connecting Hampton Roads directly to Washington, DC
- These service changes enable work windows to construct the Long Bridge Project



Virginia Code

§ 33.2-298. Annual budget

The Authority shall prepare and submit a detailed annual operating plan and budget to the Transportation Board by February 1 of each fiscal year. The Authority shall also prepare and submit for approval any proposed capital expenditures and projects for the following fiscal year to the Transportation Board by February 1.
The Transportation Board shall have until May 30 to approve or deny any capital expenditures, and, in the event the Transportation Board has not approved or denied the Authority's proposed capital expenditures by such deadline, such expenditures shall be deemed approved. The operating plan and budget shall be in a form prescribed by the Transportation Board and shall include information on expenditures, indebtedness, and other information as prescribed by the Transportation Board.

Purpose of Today's Update

- Provide update on key VPRA capital projects
- *Provide update on Ridership*
- ***Review VPRA's FY 2027 Capital Budget***

I-95 Corridor Capital Projects ($ in millions)

Project Description	Estimate Level	Expenses Incurred to Date	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
Required Projects									
Long Bridge - North	4	$109.4	$371.5	$330.1	$262.3	$230.6	$238.0	$105.0	$1,646.9
Long Bridge - South	4	128.7	188.4	264.1	204.2	113.4	111.1	3.4	1,013.3
Alexandria Fourth Track	6	50.2	57.6	102.2	28.4	-	-	-	$238.4
Franconia to Lorton Third Track	5	19.3	17.0	59.0	129.1	49.9	-	-	274.3
Franconia-Springfield Bypass	6	36.3	144.6	137.9	146.4	65.8	1.8	-	532.8
Railroad Bridges over Newington Road	5	2.8	2.3	30.0	25.9	-	-	-	61.0
Potomac Creek Third Track (Siding A) Trackwork	5	10.7	14.5	34.9	90.8	22.2	-	-	173.1
Potomac Creek Third Track (Siding A) Roadwork	3	1.3	4.4	7.6	8.5	2.2	-	-	24.0
Taylorsville Third Track (Siding C)	1	-	1.5	19.5	24.8	21.6	18.7	-	86.1
Neabsco Creek to Woodbridge Third Track (Siding D)	1	0.2	2.9	20.8	25.9	30.0	27.0	9.0	115.8
Aquia Creek Third Track (Siding E)	1	0.2	1.6	18.6	33.8	30.0	12.4	-	96.6
Crossroads Third Track (Siding F)	1	0.3	6.9	31.8	40.4	38.5	25.0	-	142.9
L'Enfant Fourth Track and Station Improvements	3	0.5	0.1	0.1	18.1	18.0	16.5	-	53.3
Projects not required for service									
King and Commonwealth Bridges	6	4.0	17.7	58.5	17.5	-	-	-	97.7
Richmond Layover Facility	*	4.2	1.4	1.6	2.7	0.5	-	-	10.4
Other									
TRV Right of Way Transaction Costs	7	30.4	3.0	1.4	-	-	-	-	34.8
Total I-95 Corridor Rail Projects		$398.5	$835.4	$1,118.1	$1,058.8	$622.7	$450.5	$117.4	$4,601.4

Utility Relocation Projects									
Franconia to Lorton Third Track: Fairfax	4	0.7	4.1	13.9	7.7	-	-	-	26.4
Potomac Creek Third Track: Stafford	4	0.2	1.8	13.2	-	-	-	-	15.2
Total I-95 Corridor		$399.4	$841.3	$1,145.2	$1,066.5	$622.7	$450.5	$117.4	$4,643.0

Estimate Level 1: Rough Order of Magnitude 2: Conceptual Design 3: 30% Design 4: 60% Design 5: Final Design 6: Construction 7: Explicit Cost *Planning only

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

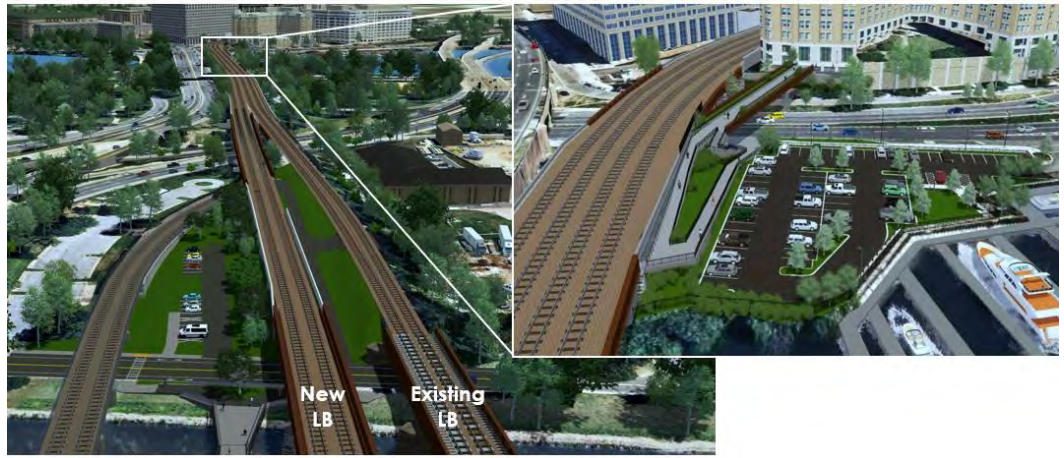
North Package (Progressive Design-Build)

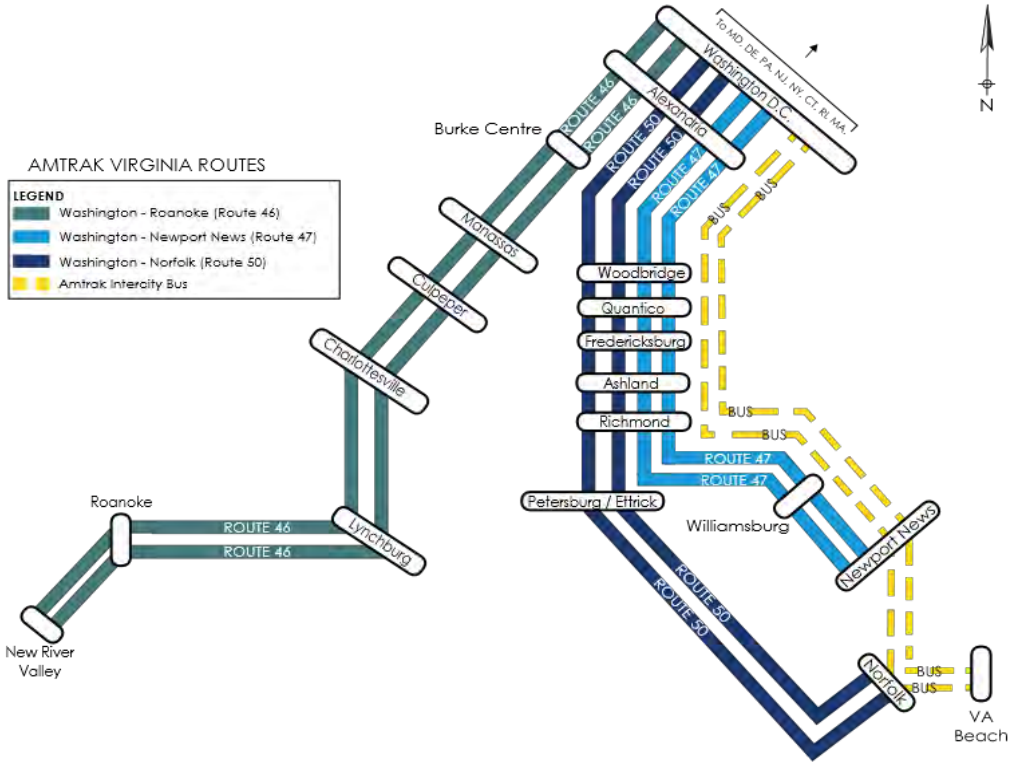
- Will construct new bridges over I-395, Ohio Dr SW, Washington Channel, & Maine Ave SW, as well as related infrastructure north of the Potomac
- Awarded to Skanska-Flatiron Joint Venture (SFJV) in December 2023 for Phase 1; Phase 2 contract (pricing) was executed in June 2025

VPRA

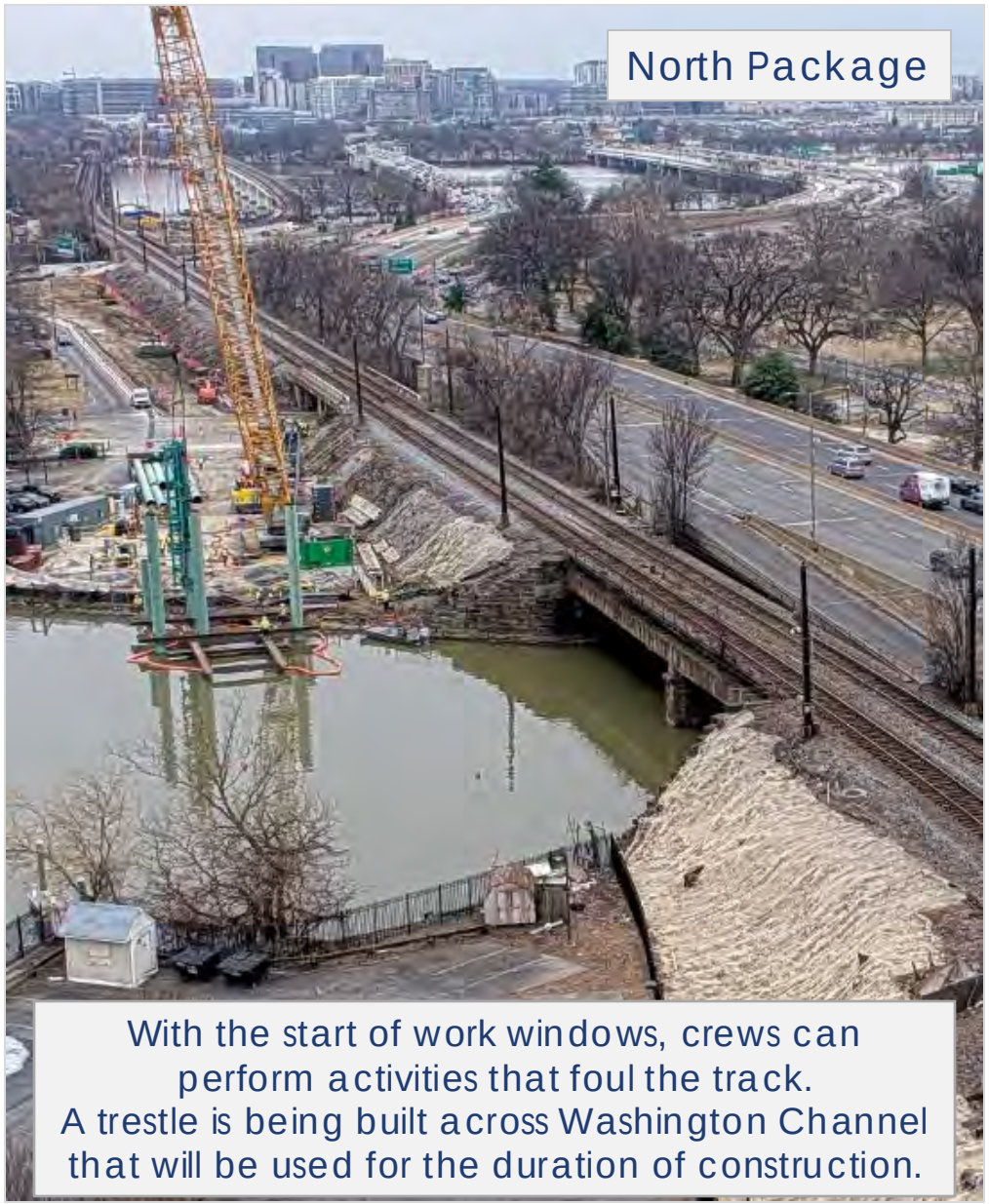
Long Bridge Construction Work Windows

- In order to construct the new Long Bridge for passenger rail, particularly the North Package, VPRA is coordinating with Amtrak, VRE, and CSX to facilitate a service outage from 8:15am – 1:00pm*.
- The work window will maximize construction activity and maintain maximum service and optimize performance for Amtrak, VRE, and CSX.
- DC Noise and Vibration laws restrict significant work to daytime hours.
- Beginning in January 2026, Amtrak VA service was reduced from 8 to 6 daily roundtrips and substituted with 2 bus trips. VRE adjusted 4 roundtrips to end at Alexandria.
- Due to customer feedback, VPRA on March 7 added two roundtrip bus trips from Richmond to Washington's Union Station.

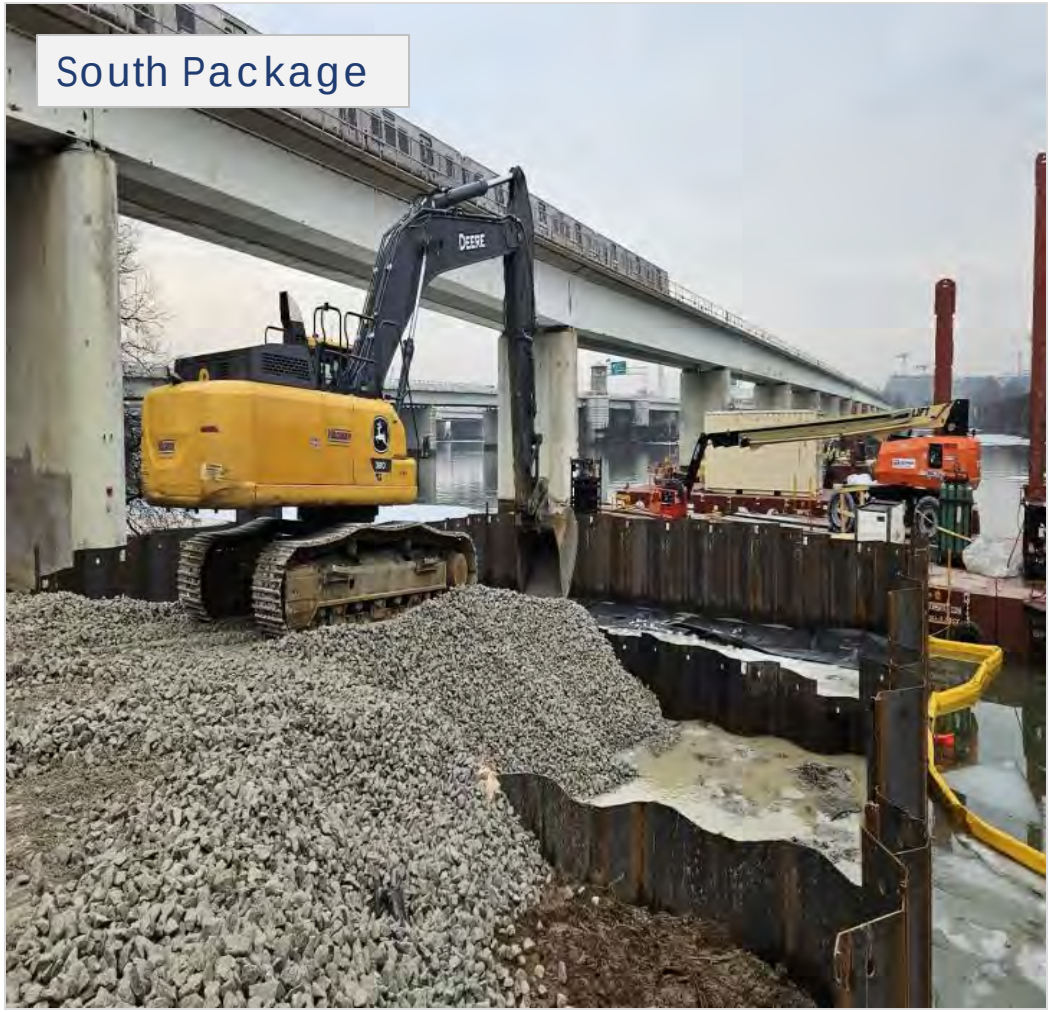




Long Bridge Construction Updates



With the start of work windows, crews can perform activities that foul the track.
A trestle is being built across Washington Channel that will be used for the duration of construction.



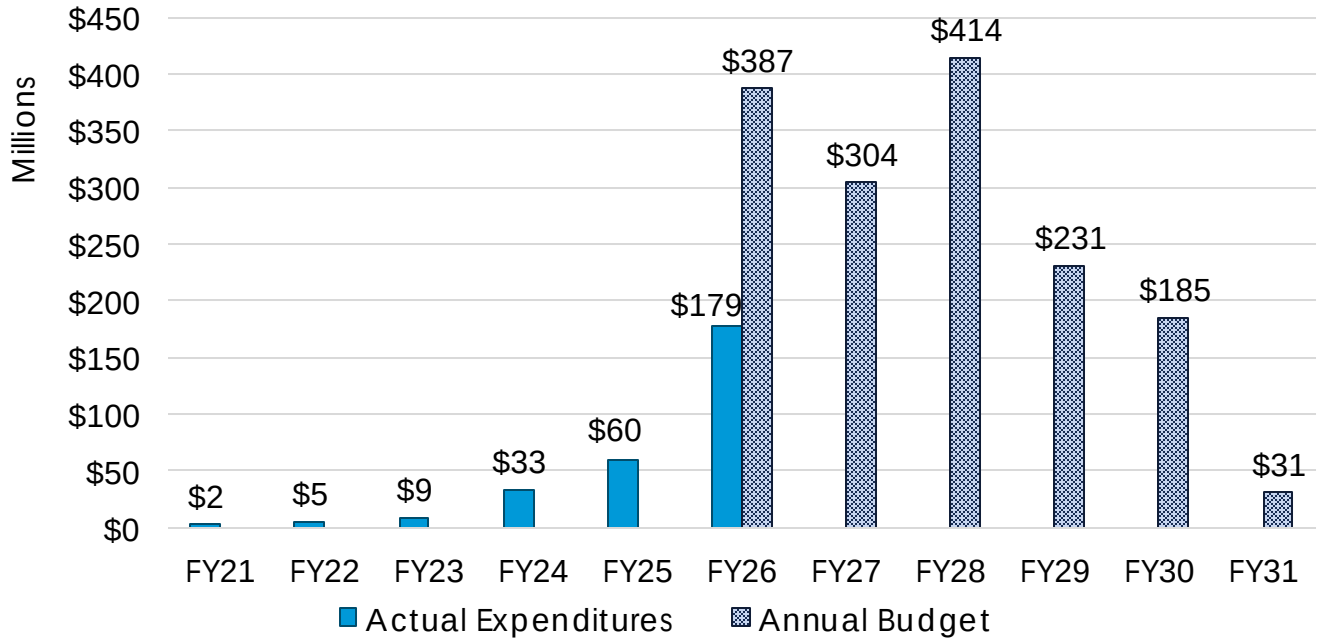
Crews are preparing access bulkheads on both shores of the river that will be used to launch construction equipment and materials onto barges.

Long Bridge North Package

Project Information			Financial Information ($M)				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY26 Pro Rata Budget	FY26 Actual	Variance (%)
2030	VPRA	90% Design	$1,647M	$288.0	$224.3	$178.6	20%

Contractor: Skanska-Flatiron Joint Venture (SFJV)

90% Design is in progress, using the information collected during geotechnical investigations and the test pile program. Progress is being made on early works packages for crash and retaining walls, trestle construction, tree clearing, and utility relocation. Construction field offices will be operational in early March.



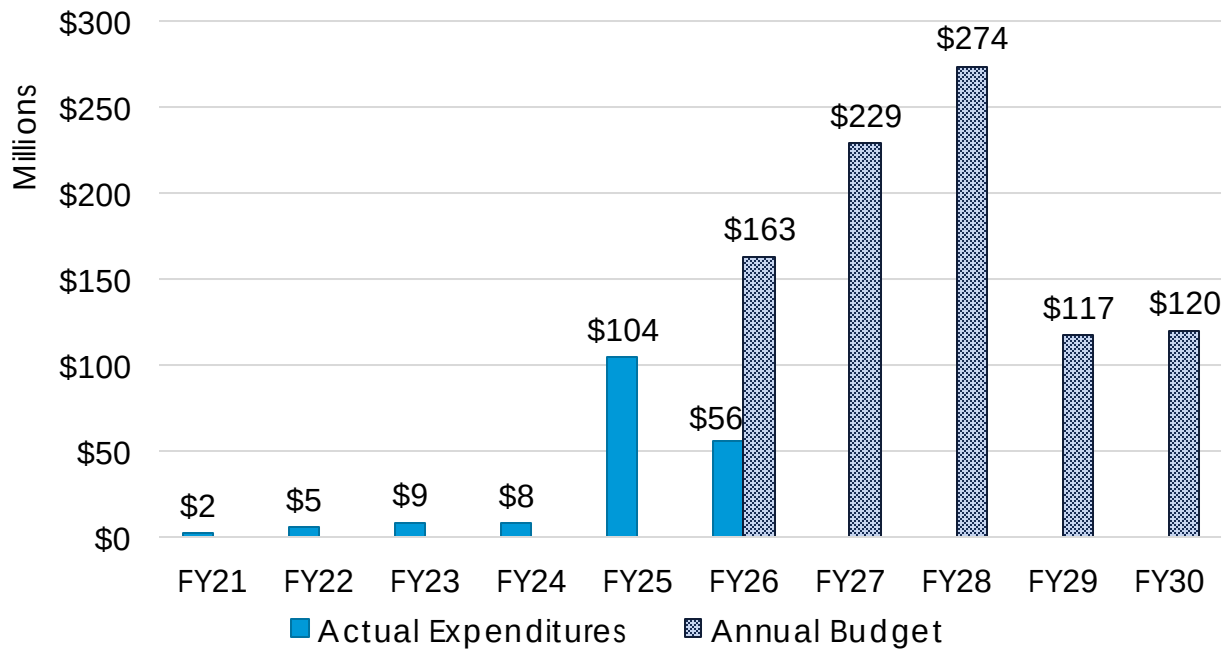


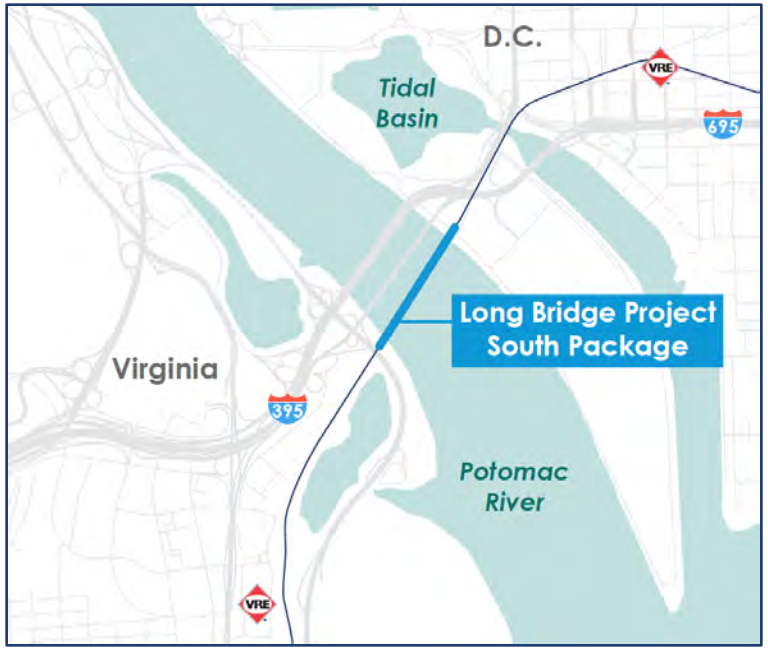
Long Bridge South Package

Project Information			Financial Information ($M)				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY26 Pro Rata Budget	FY26 Actual	Variance (%)
2030	VPRA	60% Design	$1,013M	$185.0	$102.0	$56.3	45%

Contractor: Long Bridge Rail Partners (LBRP) (Trumbull-Fay-Wagman)

Scope validation and 60% design development are underway. The unusually long period of cold weather has delayed the test pile program, which will begin as soon as conditions allow. The National Park Service extended the bed of river permit for this work thru July.





Alexandria Fourth Track

- CSX is constructing six miles of new fourth track between the AF (Alexandria) and RO (Rosslyn) interlockings
- Upon completion of the new Long Bridge, this continuous four-track corridor will enable freight and passenger train separation
- CSX awarded the construction contract to JB Fay – construction began late 2025, complete late 2027
- Close coordination with other projects in the corridor:
  - Crystal City VRE Station
  - Alexandria Station ADA Improvements
  - King St & Commonwealth Ave bridge replacements
  - CC2DCA pedestrian bridge



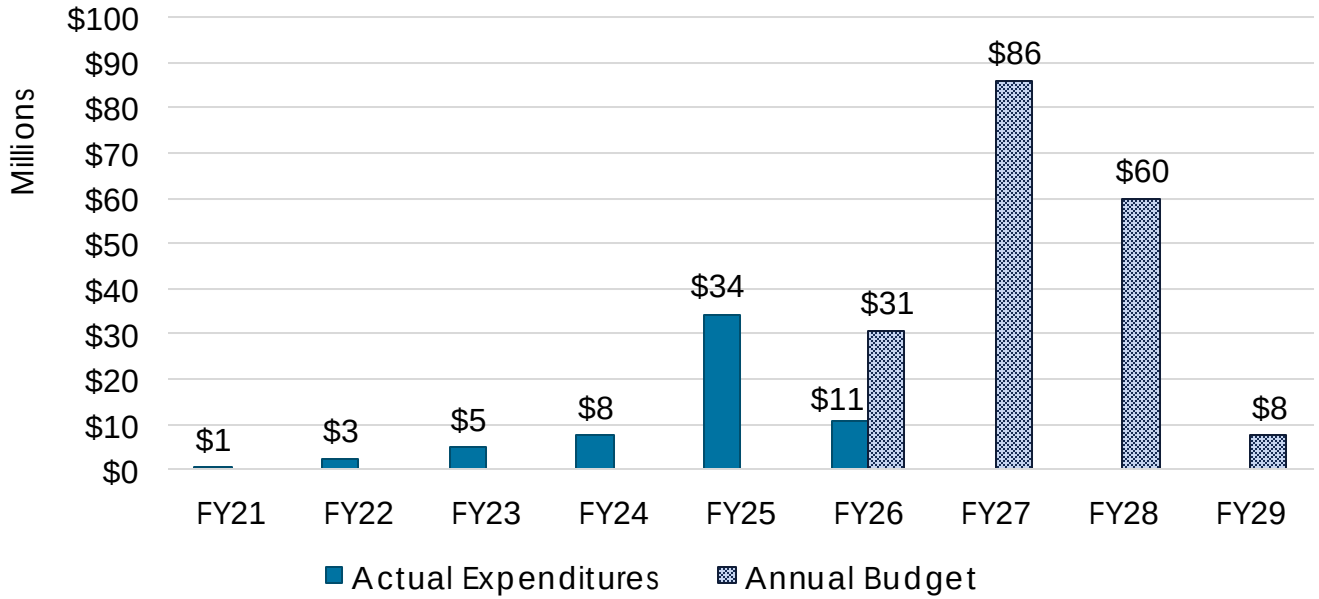
CSX is delivering materials on site

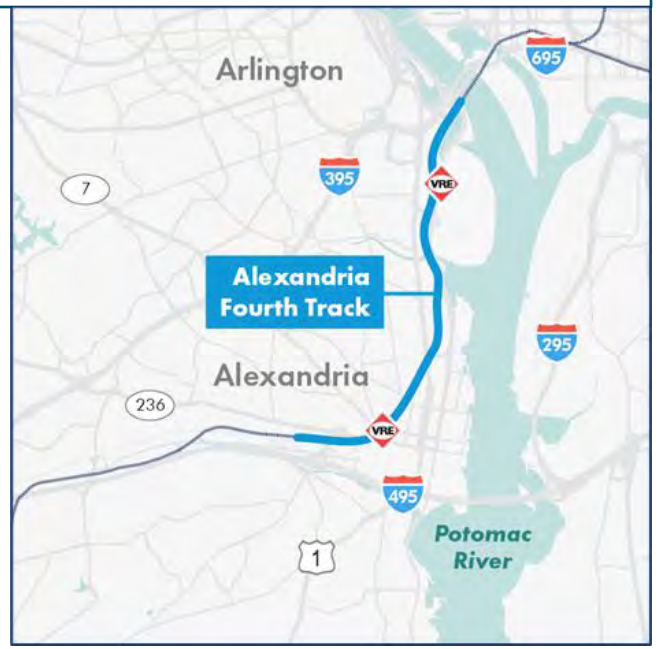
Alexandria Fourth Track

Project Information			Financial Information ($M)				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY26 Pro Rata Budget	FY26 Actual	Variance (%)
2027	CSX	Construction	$238M	$60.9	$17.9	$10.7	40%

Contractor: Fay

CSX issued full Notice to Proceed (NTP) to Fay on January 9. Duct bank construction in the corridor is complete and fiber relocation activities are scheduled to be complete in late March. As part of early works crossover construction, Fay began clearing, grubbing, and potholing for utilities at CP Rosslyn (northern interlocking) on February 17. Erosion & Sediment Control installation scheduled in March. Right-of-Way (ROW) negotiations are ongoing with WMATA.





Alexandria Station / King & Commonwealth Bridges

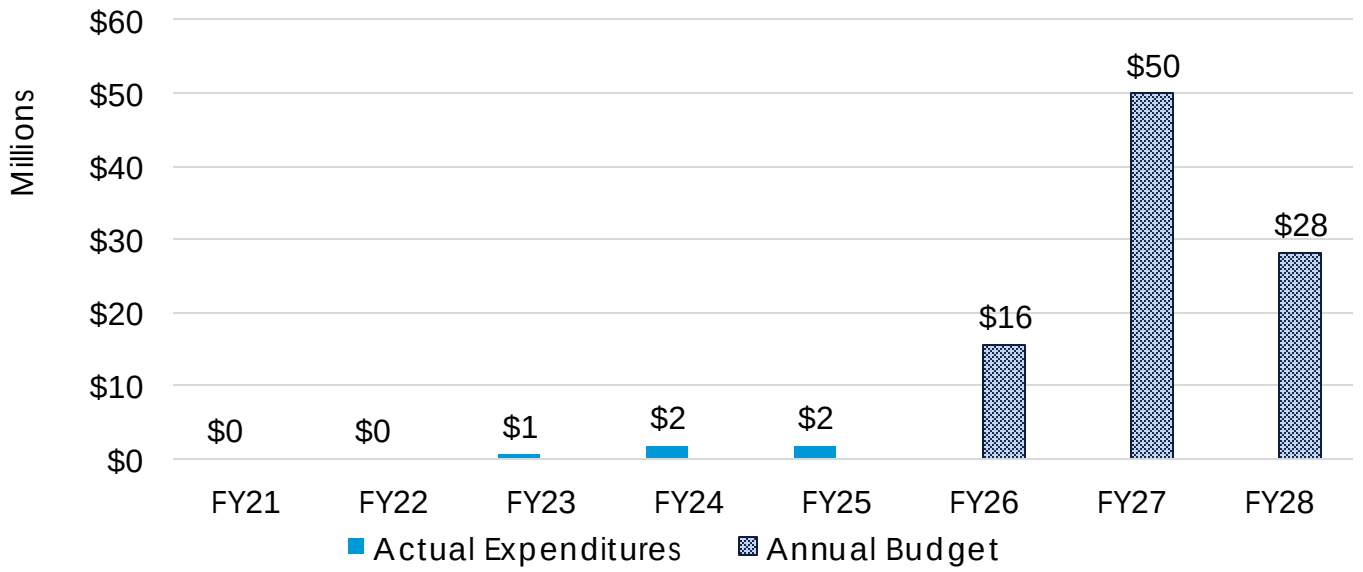
Project Information			Financial Information ($M)				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY26 Pro Rata Budget	FY26 Actual	Variance (%)
2028	VRE	Construction	$97.7M*	$3.4	$9.1	($0.6)**	107%

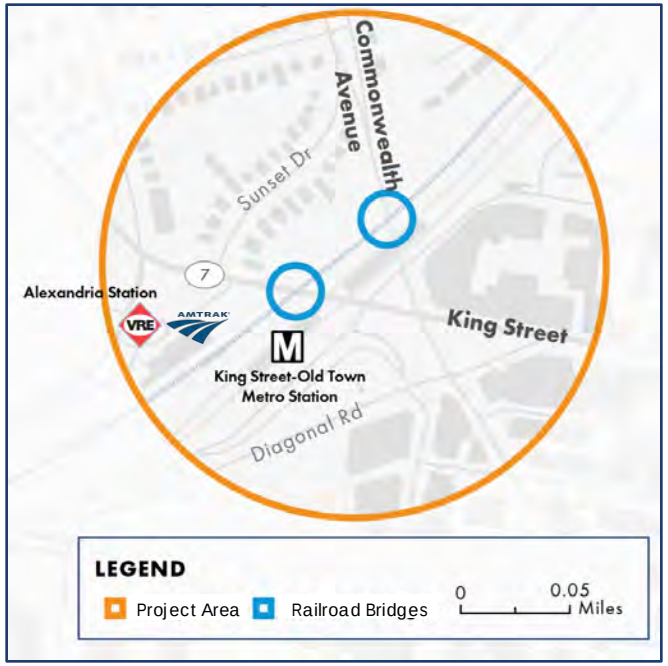
Contractor: Kokosing

VRE issued full Notice to Proceed (NTP) on January 30. On-site construction activities have begun. Major bridge construction is expected to begin in late March, pending permits from City of Alexandria.

* $97.7M VPRA Contribution to $141.1M VRE-led project.

**Note: The FY25 year-end accrual reversal has been recorded. Projects will carry negative balances until the FY25 invoices are received.





Franconia-Springfield Bypass

- The Bypass will be constructed south of the Franconia-Springfield WMATA & VRE station.
- $100M of FRA funds are included as part of this $532M project.
- The 0.9 mile bypass structure will allow passenger trains to:
  - Crossover to serve VRE stations on the west, north of Franconia and on the east, south of Franconia
  - Reduce conflicts between passenger and freight trains
- Construction activities have begun: track crossings, retaining walls, preparations for shoofly track
- Substantial completion estimated early 2029





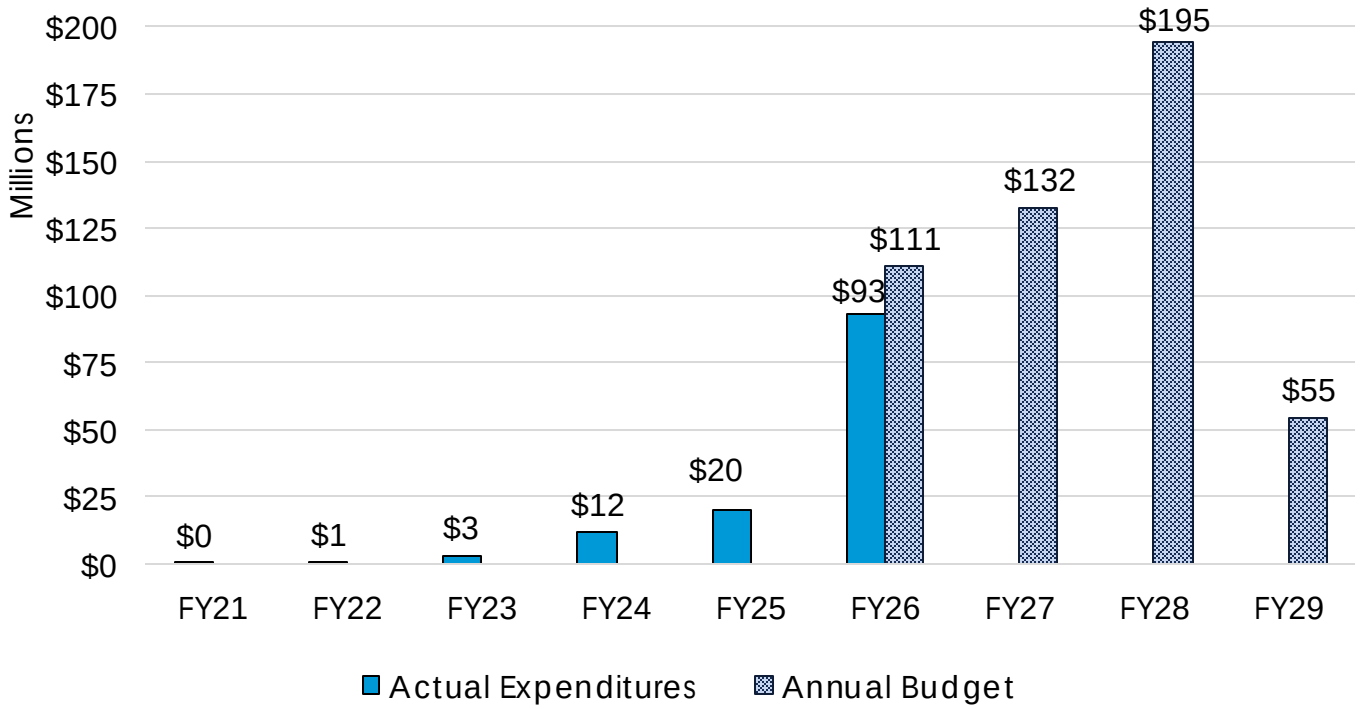
VPRA

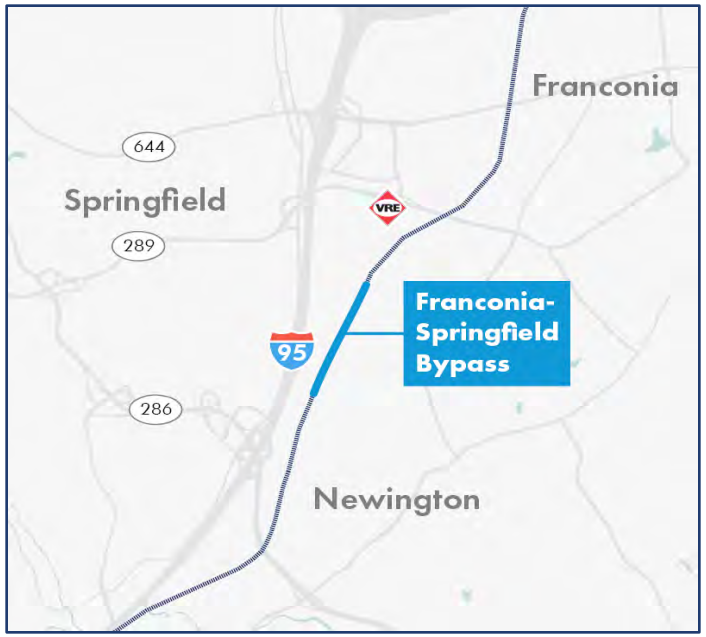
Franconia-Springfield Bypass

Project Information			Financial Information ($M)				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY26 Pro Rata Budget	FY26 Actual	Variance (%)
2029	VPRA	100% Design	$532M	$129.7	$64.6	$93.4	-45%

Contractor: FlatironDragados-Herzog Joint Venture (FHJV)

FRA obligated the $100 Million CRISI grant and the agreement was signed on December 8. A revised Construction General Permit was issued on January 2. A signed-and-sealed design submittal was received from Parsons on January 30. Property acquisitions are complete.

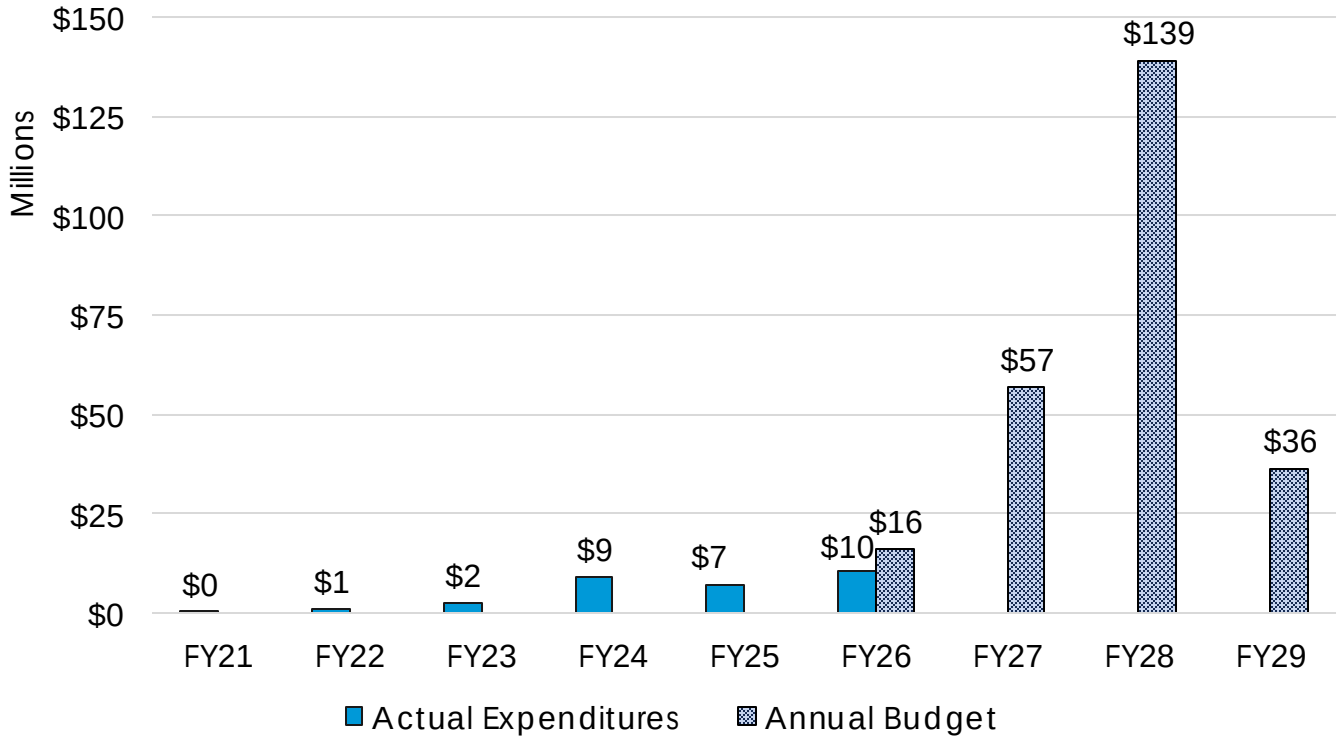


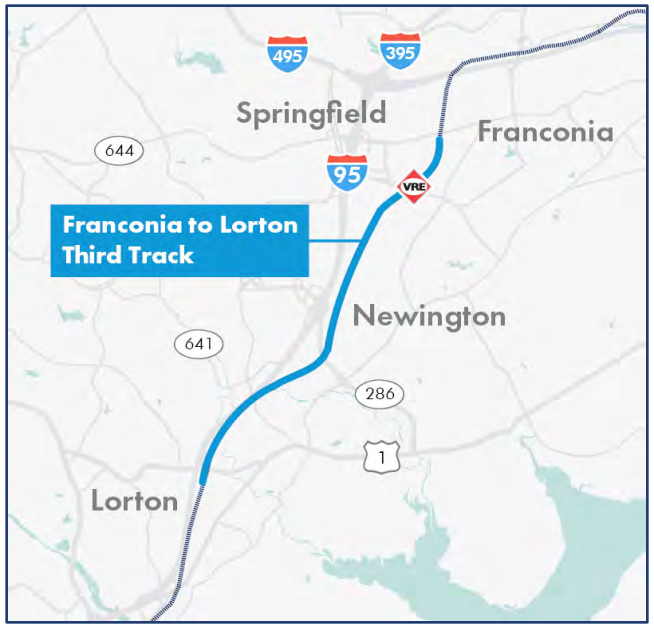


Franconia to Lorton Third Track

Project Information			Financial Information ($M)				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY26 Pro Rata Budget	FY26 Actual	Variance (%)
2029	CSX	100% Design	$274M	$29.6	$9.3	$10.3	-11%

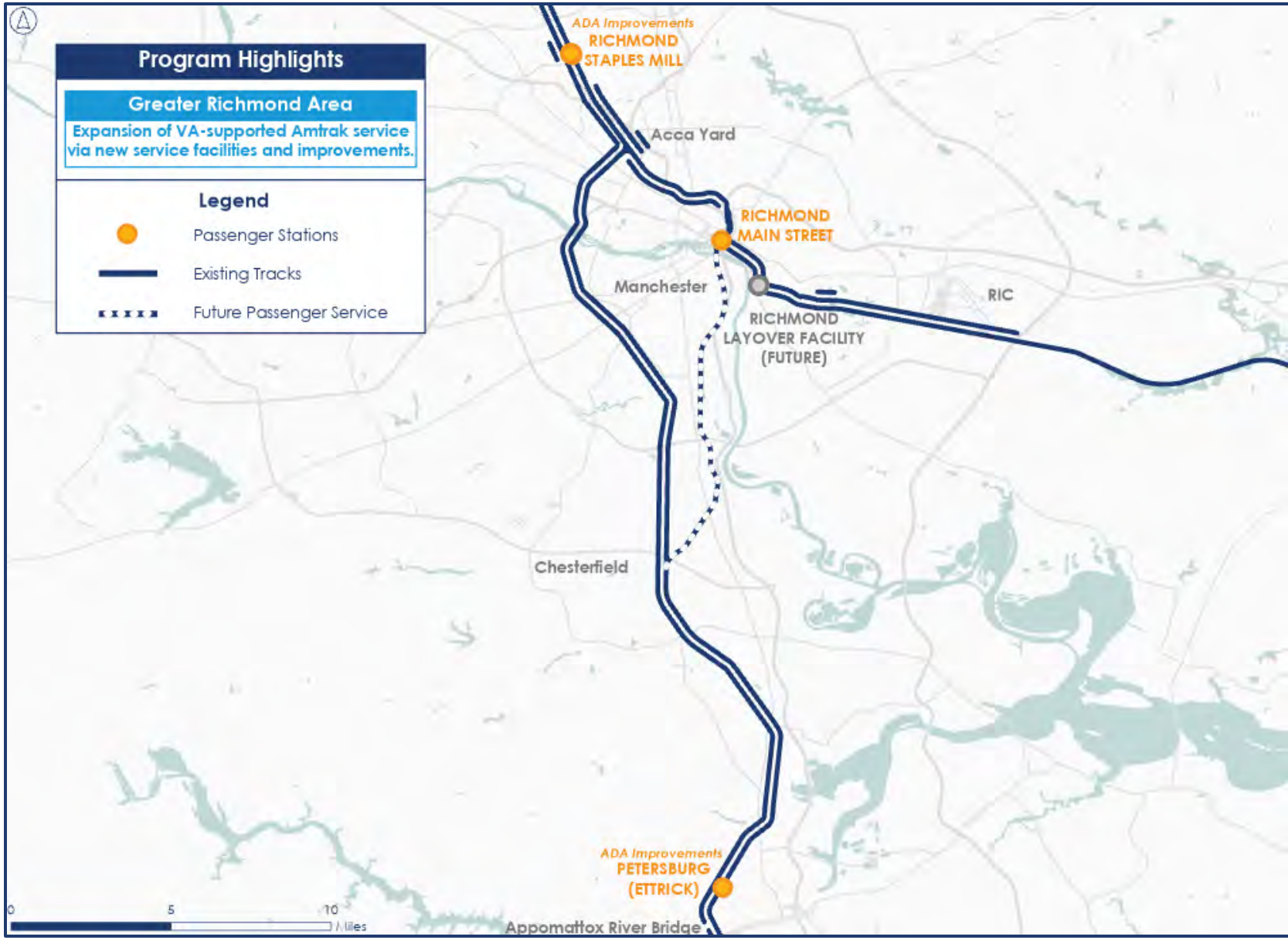
VPRA received the 100% Design conformed set on February 4. All environmental permitting is complete. Property acquisition appraisals are ongoing. Early track and signal work at the new Beltway Interlocking began February 17 and is expected to be completed in May. CSX expects to advertise the contractor procurement in Summer 2026.





Richmond Area Improvements

- Virginia acquired the right to extend trains originating and terminating at Staples Mill to Main Street – first extension September 27, 2021
- Richmond Layover Facility – at Fulton Yard to support future increased service to Richmond
- Staples Mill Station – ADA and SoGR Improvements
- Ettrick Station – ADA Improvements, Platform and Canopy reconstruction



Western Rail Corridor / Other Capital Projects ($ in millions)

Project Description	Estimate Level	Expenses Incurred to Date	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
Cambria Platform & Radford Layover	6	$24.0	$37.2	$13.8	-	-	-	-	$75.0
Total Western Rail Corridor Projects		$24.0	$37.2	$13.8	-	-	-	-	$75.0

Project Description	Estimate Level	Expenses Incurred to Date	FY26	FY27	FY28	FY29	FY30	FY31	Total Project Budget
Ettrick Station Improvements	5	$1.1	$1.6	$8.7	$7.1	-	-	-	$18.5
Ettrick Station Planning	1	-	0.4	0.9	-	-	-	-	1.3
Staples Mill Station Improvements	3	0.5	0.5	5.2	8.9	0.1	-	-	15.2
Platform & Station Improvements	1	0.5	0.3	1.2	6.1	3.1	-	-	11.2
Manassas Line - Transaction	7	315.0	-	42.0	-	-	-	-	357.0
Manassas Line & Seminary Passage Transaction Costs	7	4.0	-	1.3	-	-	-	-	5.3
Manassas Line - Capital Maintenance	2	0.1	9.9	5.0	1.9	5.1	10.7	5.8	38.5
S-Line 30% Design	7	0.6	8.3	29.0	1.6	-	-	-	39.5
Total Other Capital Projects		$321.8	$21.0	$93.3	$25.6	$8.3	$10.7	$5.8	$486.5

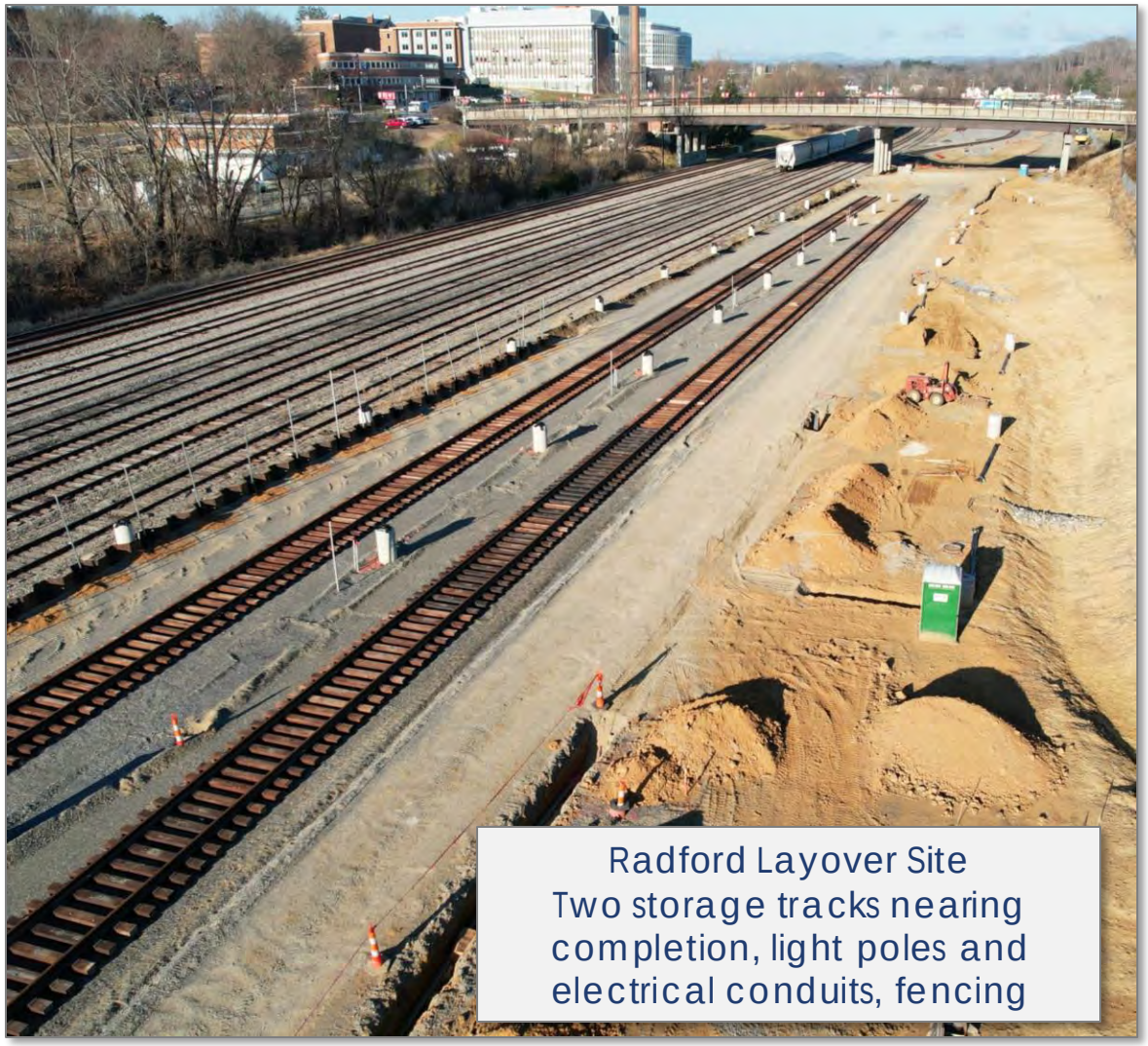
Estimate Level 1: Rough Order of Magnitude 2: Conceptual Design 3: 30% Design 4: 60% Design 5: Final Design 6: Construction 7: Explicit Cost

New River Valley Construction Updates

Groundbreaking ceremony was held in April 2025; Once the track and platform in Christiansburg and layover facility in Radford are complete Amtrak service can be extended to the NRV; estimated 2027



Cambria Station Site
Platform construction, parking lot grading, retaining walls, station track and turnouts



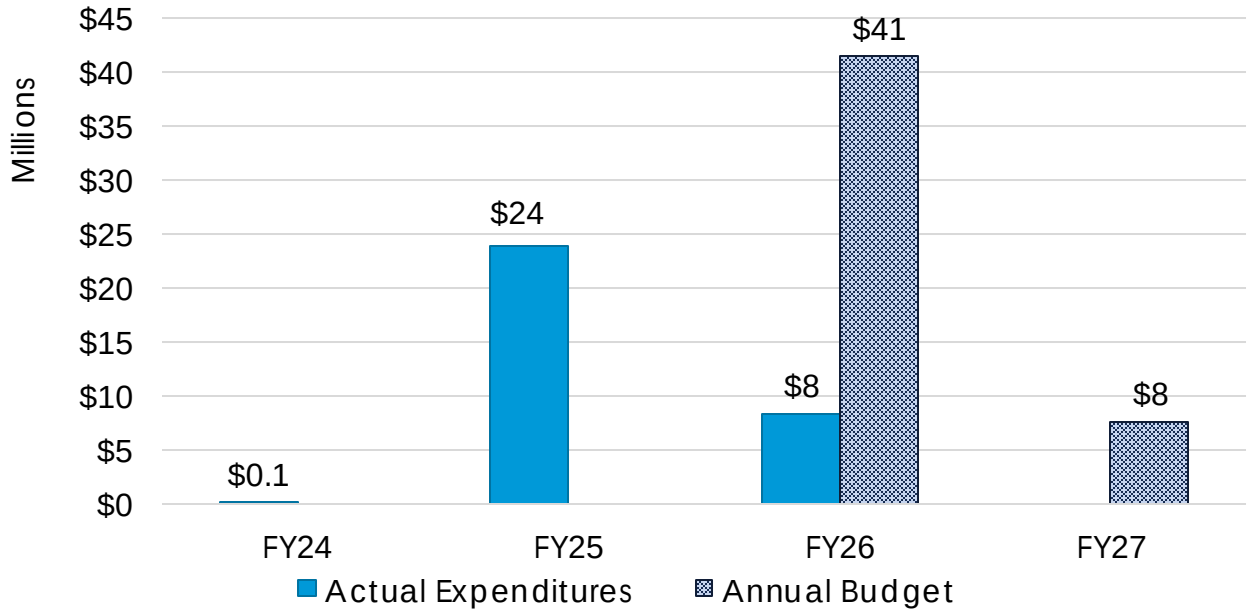
Radford Layover Site
Two storage tracks nearing completion, light poles and electrical conduits, fencing

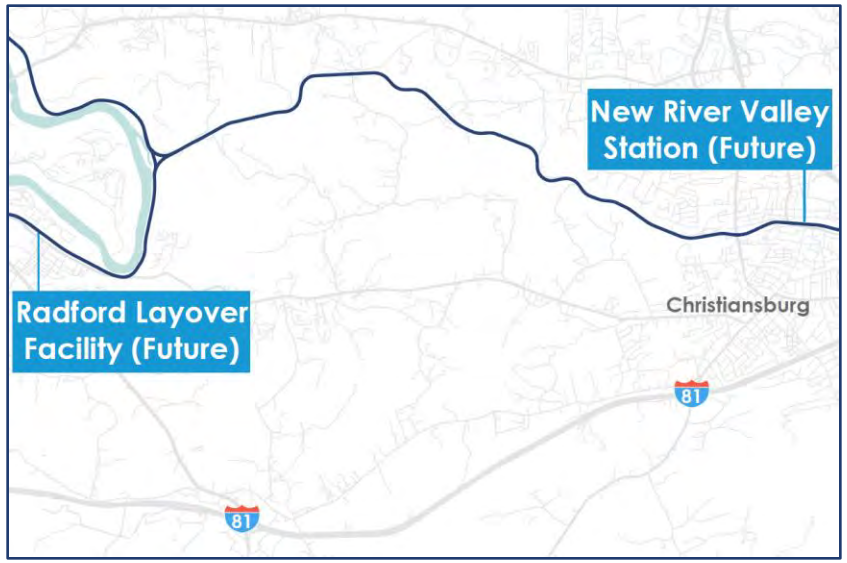
New River Valley

Project Information			Financial Information ($M)				
Estimated Completion Year	Project Lead	Project Status	Project Cost	Inception to Date Expense	FY26 Pro Rata Budget	FY26 Actual	Variance (%)
2027	NORFOLK SOUTHERN	Construction	$73M	$32.3	$24.2	$8.3	66%

Contractor: Anderzack-Pitzen Construction, Inc.

Construction activities continue at the Cambria Station Site and Radford Layover Facility; progress has been made at both project sites. At Cambria the platform grade beams and cellular concrete activities are nearing completion and the contractor is beginning the platform walls and parking lot retaining wall. At Radford, the layover tracks are nearly complete, light pole bases have been installed, and wires are being pulled.





Purpose of Today's Update

- *Provide update on key VPRA capital projects*
- Provide update on Ridership
- ***Review VPRA's FY 2027 Capital Budget***

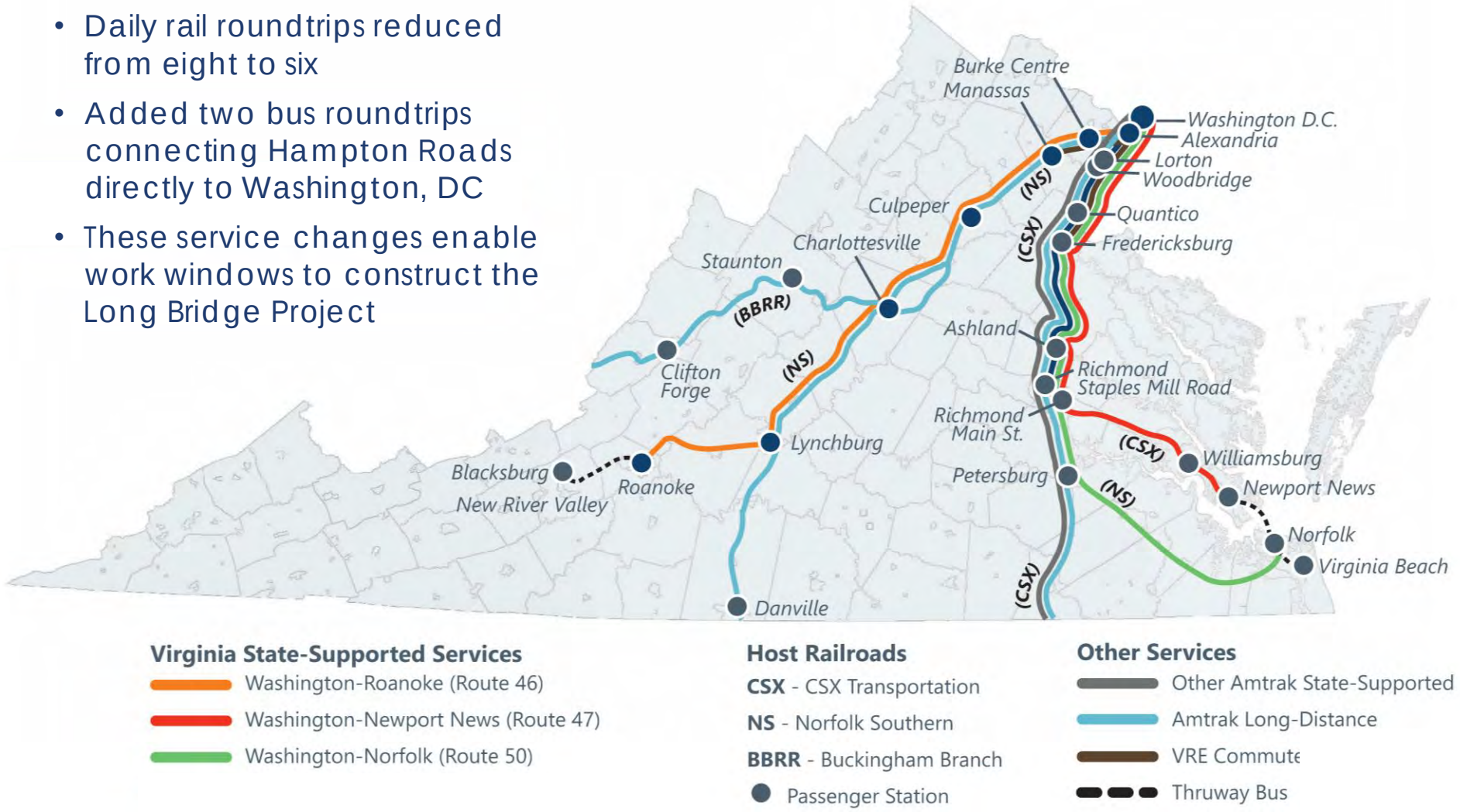
Virginia Passenger Rail Network 2026

- State-Supported Amtrak Service: Six daily roundtrips
  - Roanoke: 2
  - Newport News: 2
  - Norfolk: 2

  Two additional bus roundtrips serve Hampton Roads
- Six Amtrak Long-Distance Roundtrips
- One NC State-Supported Roundtrip
- Two Virginia Railway Express (VRE) Commuter Routes: 16 daily roundtrips
  - Manassas: 8
  - Fredericksburg: 8

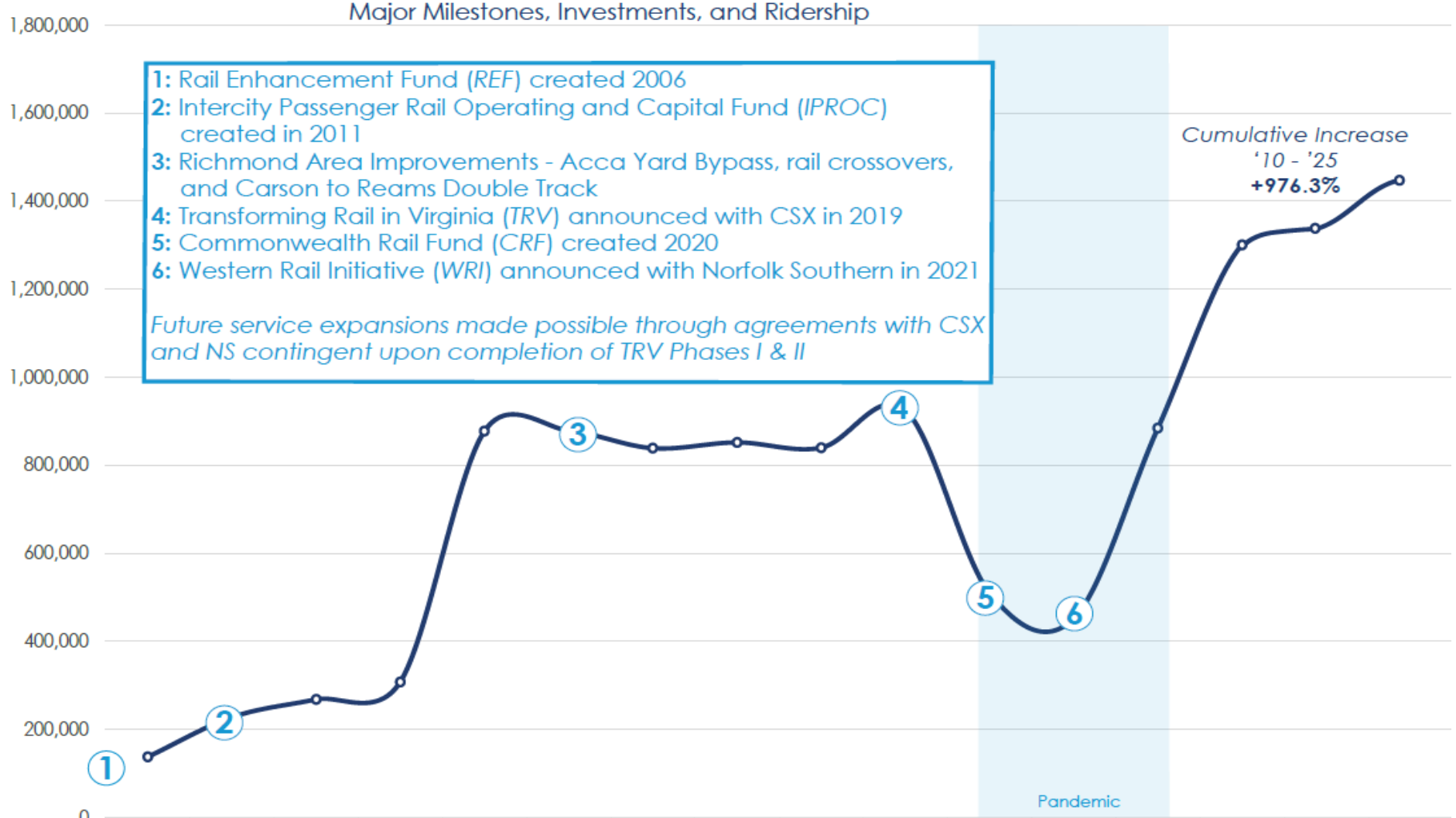
Service changes went into effect on January 12, 2026

- Daily rail roundtrips reduced from eight to six
- Added two bus roundtrips connecting Hampton Roads directly to Washington, DC
- These service changes enable work windows to construct the Long Bridge Project



Virginia's Passenger Rail Growth

Major Milestones, Investments, and Ridership



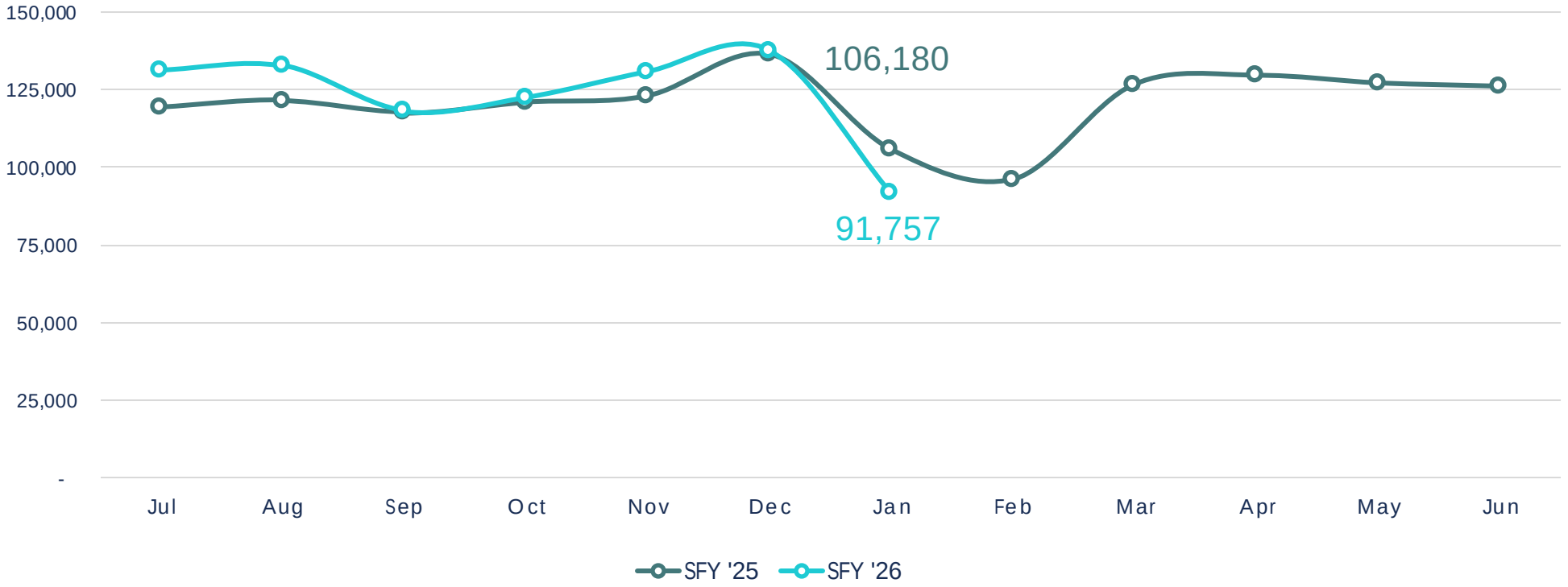
	FFY10	FFY11	FFY12	FFY13	FFY14	FFY15	FFY16	FFY17	FFY18	FFY19	FFY20	FFY21	FFY22	FFY23	FFY24	FFY25
Ridership	137,038	227,159	267,691	307,696	877,026	878,304	838,329	851,443	839,444	924,636	509,926	451,131	883,644	1,300,198	1,363,967	1,474,923
YoY Change	N/A	65.8%	17.8%	14.9%	185.0%	0.1%	-4.6%	1.6%	-1.4%	10.1%	-44.9%	-11.5%	95.9%	47.1%	4.9%	8.1%

1st Lynchburg Roundtrip '09 | 1st Richmond Roundtrip '10 | 1st Norfolk Roundtrip '12 | Virginia acquires two Newport News and additional Richmond Roundtrip '13 | Lynchburg to Roanoke Extension '17 | Richmond to Norfolk Extension '19 | VPRA Founded '20 | RVA Staples Mill to RVA Main Street Extension '21 | Additional Roanoke & Norfolk Roundtrip '22 | Manassas Line Purchase '24

Recent Virginia-Supported Amtrak Ridership

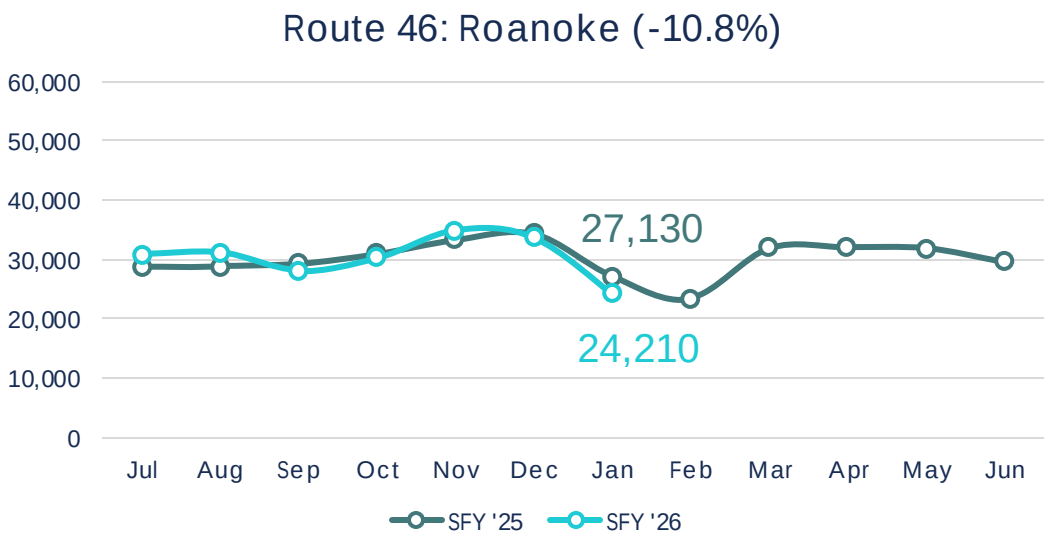
January 2026:
-13.6% ridership YoY

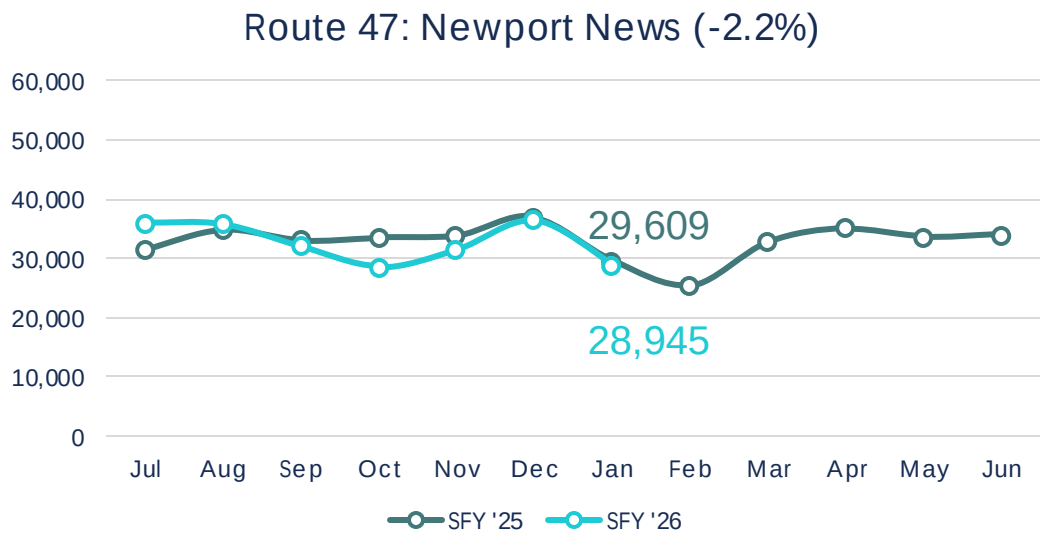
SFYTD Ridership: 865,056
+2.4% YoY



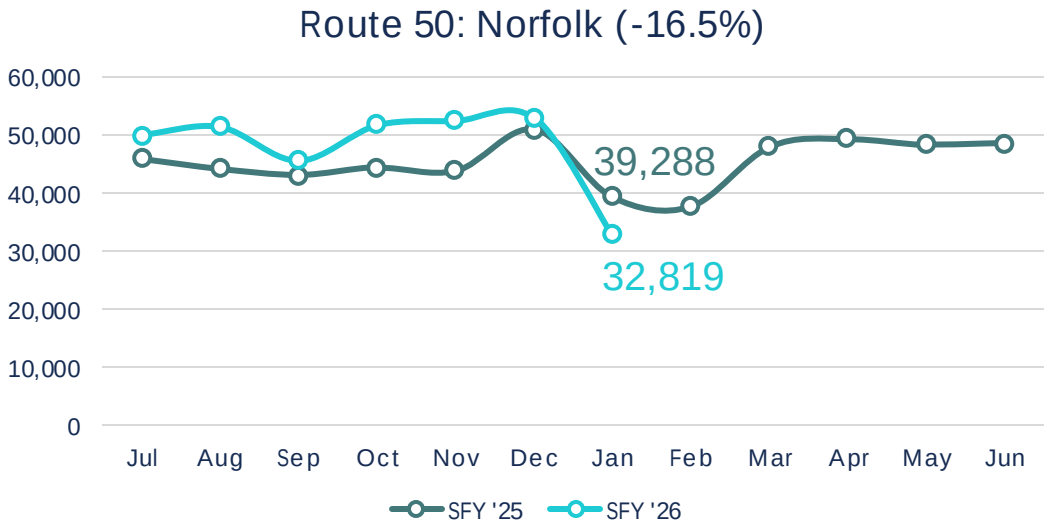
- December 2025 records:
  - All-time highest Amtrak VA ridership with 137,676 passengers state-wide
  - All-time highest Norfolk route ridership with 52,856 passengers
- January 12, 2026: Long Bridge construction-related service changes went into effect
- Winter storms also impacted ridership in January – 34 cancelled trains (8%), mostly on weekends during higher ridership periods

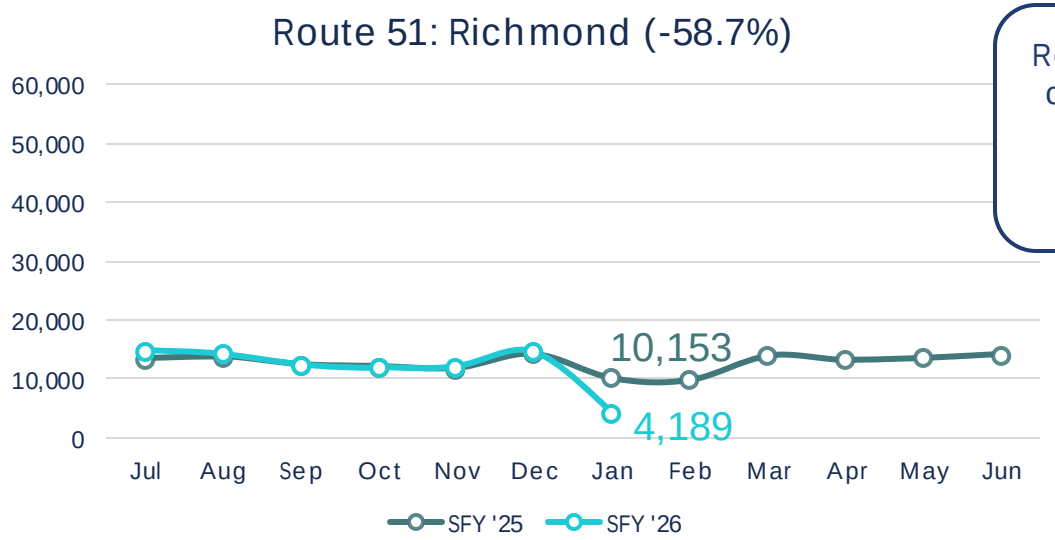
Virginia-**Supported Monthly Ridership by Route SFY '26 vs. SFY '25**





Note: Route ridership subject to Amtrak data finalization. To be reported in a future EDR appendix.

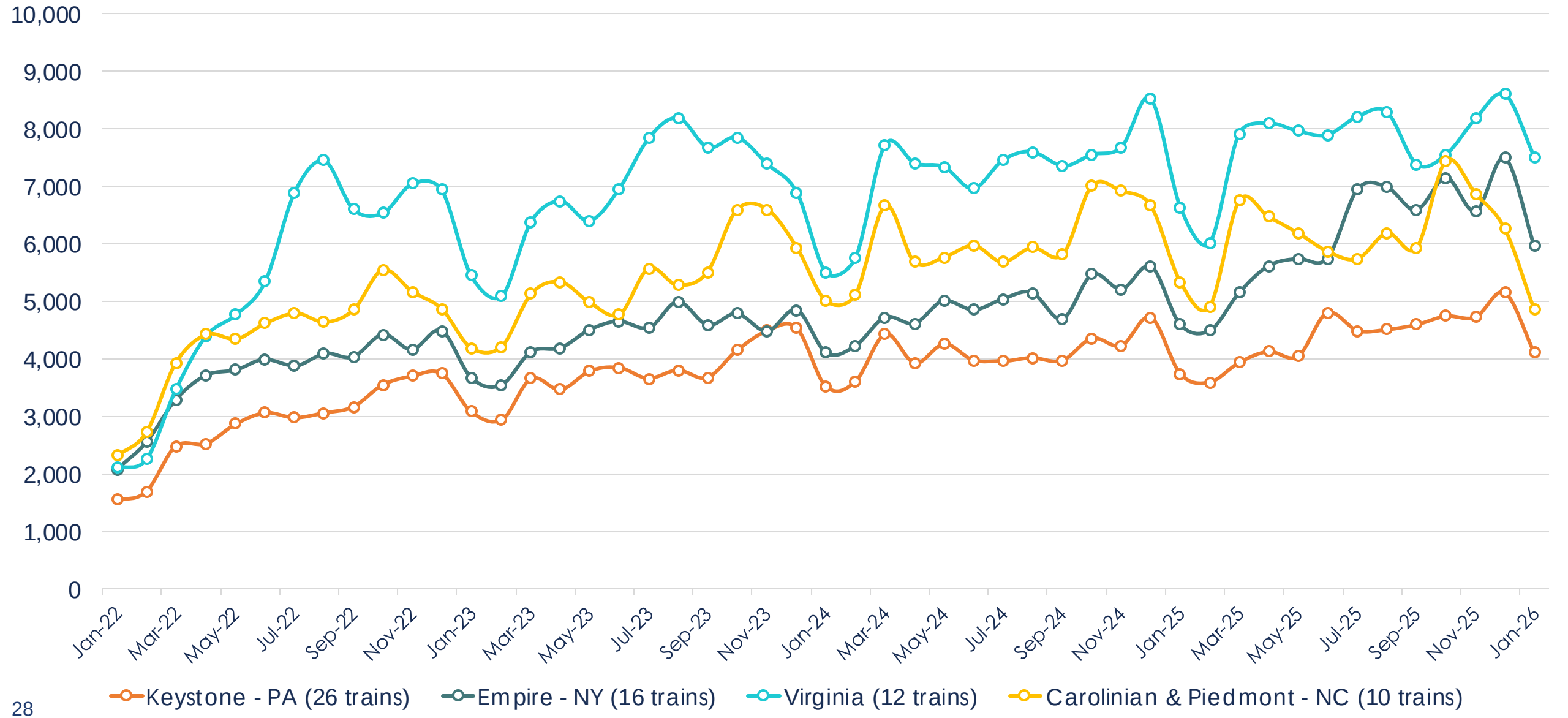




Route 51: WAS-RVM, ceased operations after January 12th due to LB construction.

Virginia & Comparable State-Supported Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains



Purpose of Today's Update

- *Provide update on key VPRA capital projects*
- *Provide update on Ridership*
- **Review VPRA's FY 2027 Capital Budget**

Commonwealth Transportation Funding Dedicated to VPRA

Major State Revenues

International Registration Plan	Motor Vehicle License Fees	Tax on Motor Fuels	Highway Use Fee	Motor Vehicle Sales and Use Tax	Retail Sales and Use Tax	Recordation Taxes	Motor Vehicle Rental Tax	Insurance Premium Taxes
$15 per trip	Base Car: $20.75 CTF Share	31.7 cents/gallon + CPI Gasoline 32.7 cents/gallon + CPI Diesel	Fuel Economy	4.15%	0.5% + 0.3% 0.1% GF Transfer	3 of the 25 cents per $100	75% CTF 25% WMATA Capital Fund	1/3

Commonwealth Transportation Fund

$80M + Inflation Annually Special Structures Fund	$80M Support for Route 58/Northern Virginia Transportation District and NVTA	51% Highway Maintenance and Operating Fund (HMOF)	49% Transportation Trust Fund (TTF) for Distribution

Transportation Trust Fund (TTF)

92.5% Other Modes | 7.5% CRF

Commonwealth Rail Fund (CRF)

7% DRPT | 93% VPRA

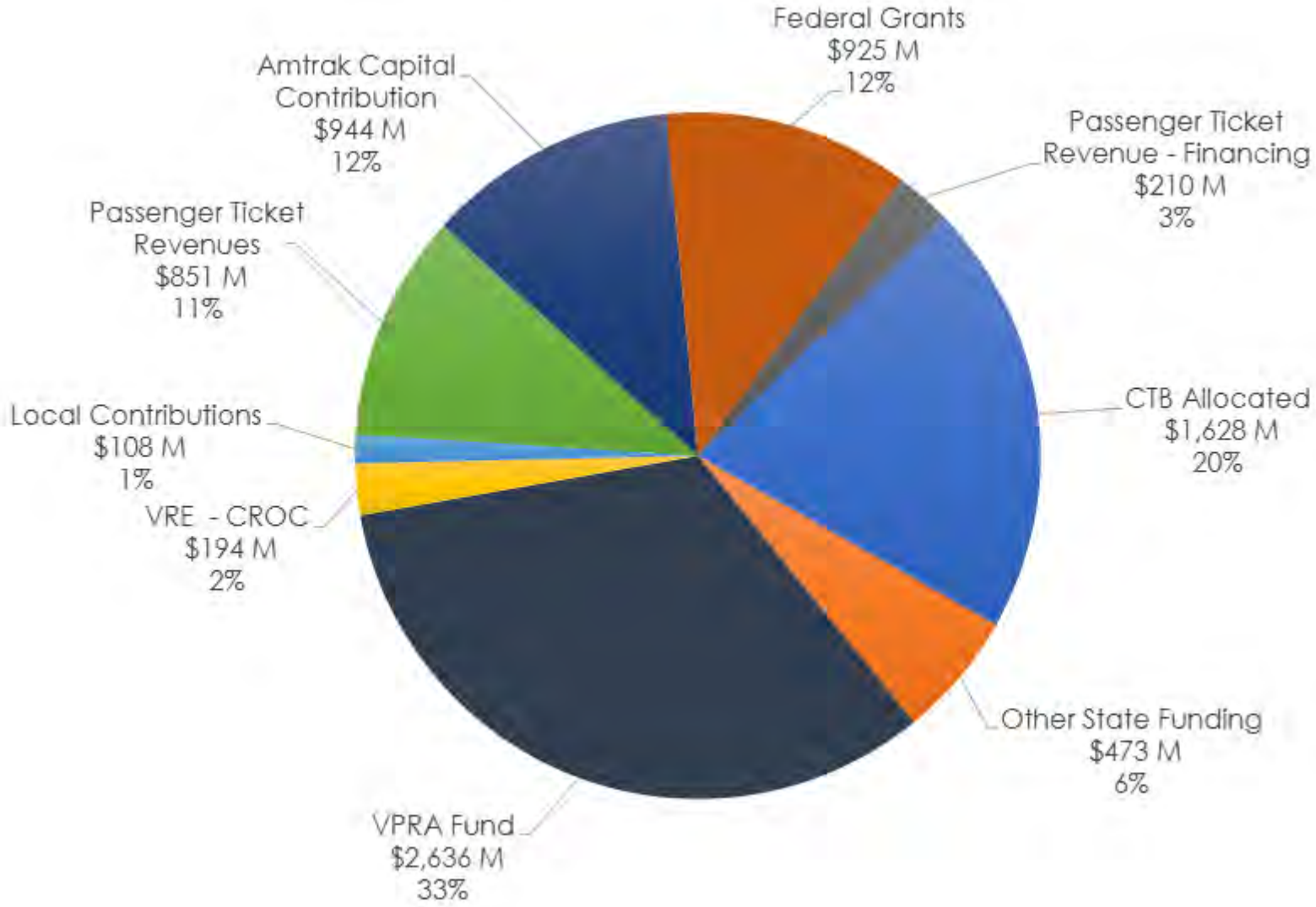
$ in Millions	Previous Years	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Commonwealth Rail Fund Allocation to VPRA	$952.8	$181.0	$183.3	$187.6	$192.7	$192.1	$1,889.5

FY 2027 Budget Assumptions

Funding Sources thru FY31

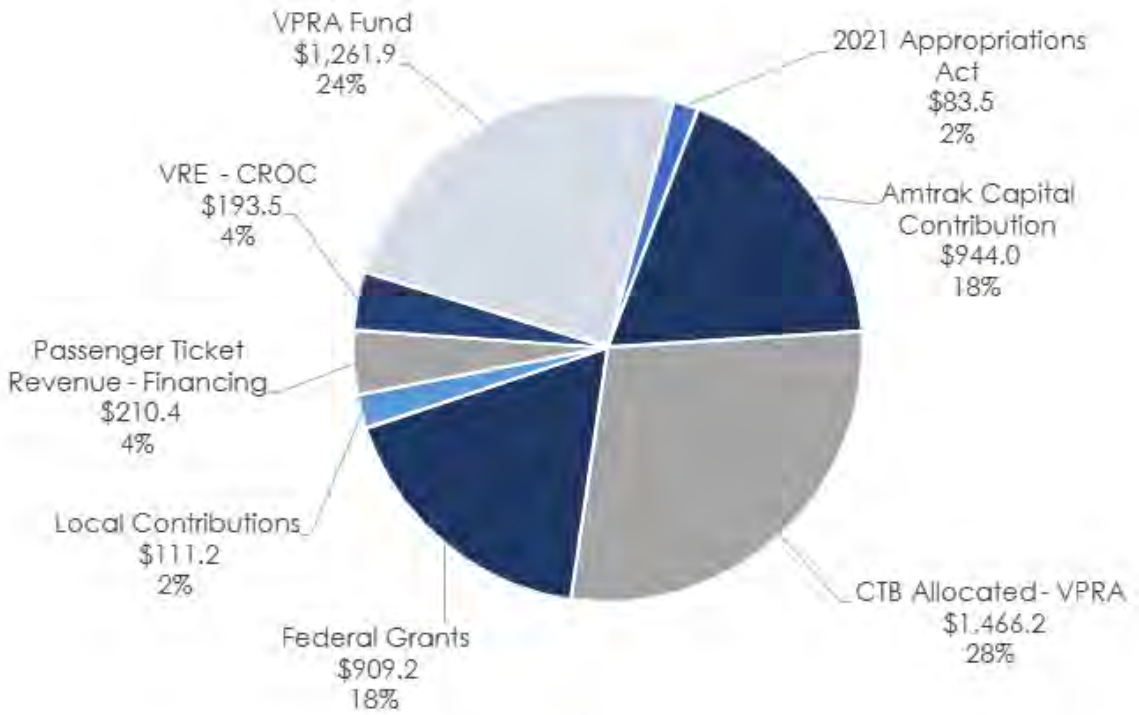
$7.97B*

*Per FY27 Recommended Budget

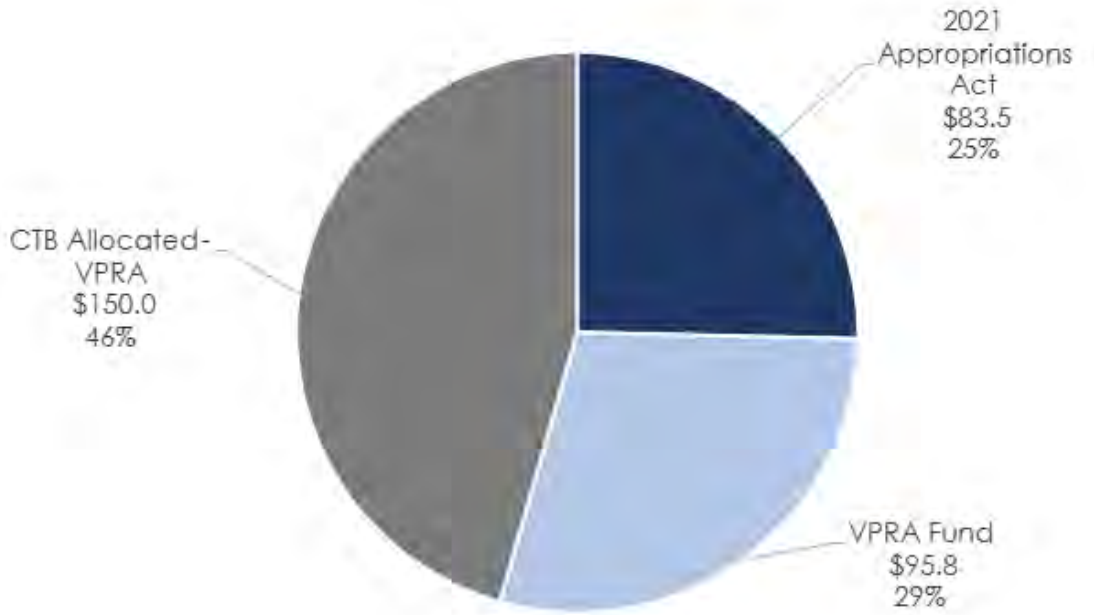


Corridor Sources

I-95 Corridor



Western Rail Corridor



Capital Budget Revenue Sources

I-95 Corridor	Expenses Incurred to Date*	FY26	FY27	FY28	FY29	FY30	FY31	Total	Total Sources %
Total Uses	$936.3	$841.3	$1,145.2	$1,066.5	$622.7	$450.5	$117.4	$5,179.9	
2021 Appropriations Act	83.5	-	-	-	-	-	-	83.5	2%
Amtrak Capital Contribution	68.0	129.8	166.0	398.0	161.7	20.5	-	944.0	18%
CTB Allocated - VPRA	319.5	98.0	240.7	453.4	303.3	42.8	8.5	1,466.2	28%
Federal Grants	20.4	406.3	390.8	71.7	10.0	10.0	-	909.2	18%
Local Contributions	0.9	28.8	27.4	7.7	18.1	28.3	-	111.2	2%
Passenger Ticket Revenue - Financing	-	-	-	38.4	98.5	64.5	9.0	210.4	4%
VRE - CROC	148.5	7.5	7.5	7.5	7.5	7.5	7.5	193.5	4%
VPRA Fund	295.5	170.9	312.8	89.8	23.6	276.9	92.4	1261.9	24%
Total Sources	$936.3	$841.3	$1,145.2	$1,066.5	$622.7	$450.5	$117.4	$5,179.9	

Western Rail Corridor	Expenses Incurred to Date*	FY26	FY27	FY28	FY29	FY30	FY31	Total	Total Sources %
Total Uses	$85.3	$37.2	$13.8	-	-	-	-	$136.3	
2021 Appropriations Act	34.5	24.0	-	-	-	-	-	58.5	43%
VPRA Fund	50.8	13.2	13.8	-	-	-	-	77.8	57%
Total Sources	$85.3	$37.2	$13.8	-	-	-	-	$136.3	

Other	Expenses Incurred to Date*	FY26	FY27	FY28	FY29	FY30	FY31	Total	Total Sources %
Total Uses	$477.9	$22.6	$93.3	$25.6	$8.3	$10.7	$5.8	$644.2	
Federal Grants	0.4	1.5	8.4	3.0	-	-	-	13.3	2%
Local Contributions	-	7.4	29.0	1.6	-	-	-	38.0	6%
VPRA Fund	477.5	13.7	55.9	21.0	8.3	10.7	5.8	592.9	92%
Total Sources	$477.9	$22.6	$93.3	$25.6	$8.3	$10.7	$5.8	$644.2	

Capital Budget Changes

	Estimate Level	FY27 Budget	Amended FY26 Budget	YOY Change	Change Overview
I-95 Corridor					
Franconia to Lorton Third Track	5	$ 274	$ 275	$ (0.7)	Budget adjustment to Bypass culvert work
Franconia - Springfield Bypass	6	533	532	0.7	Budget adjustment from FL3 for culvert work
Potomac Creek Third Track (Siding A) Trackwork	5	173	157	15.7	Refined 30% design estimate
L'Enfant Fourth Track and Station Improvements	3	53	53	0.1	Refined project management costs
Franconia to Lorton Third Track: Fairfax: Utilities	4	26	16	11	Refined 30% design estimate
Potomac Creek Third Track: South: Utilities	4	15	11	4	Refined 30% design estimate
Western Rail Corridor					
Cambria Platform & Radford Layover	6	75	73	2	Refined Cambria parking lot cost estimate and Digital Technologies deliverables
Other Capital Projects					
Ettrick Station Improvements	5	19	12	7	Refined 30% design estimate
Staples Mill Station Improvements	3	15	12	3	Refined 30% design estimate; budget adjustment from Platform & Station Improvements budget line
Platform & Station Improvements	1	11	14	(3)	Budget adjustment to Staples Mill Station line item
Capital & Operating Grants					
VRE Passthrough Grants	-	140	140	(0.3)	VRE grant funding
Track Lease Payment-Amtrak	-	72	89	(16)	Track access fee updated to VRE estimate
Newport News Station, Platform, & Service Facility	-	1	1	(0.2)	Deobligated grant by NNTC
NRV Passenger Rail Station Authority	-	2	-	2	Earmark - CRISI award
			Total Capital Budget Change	$ 25	

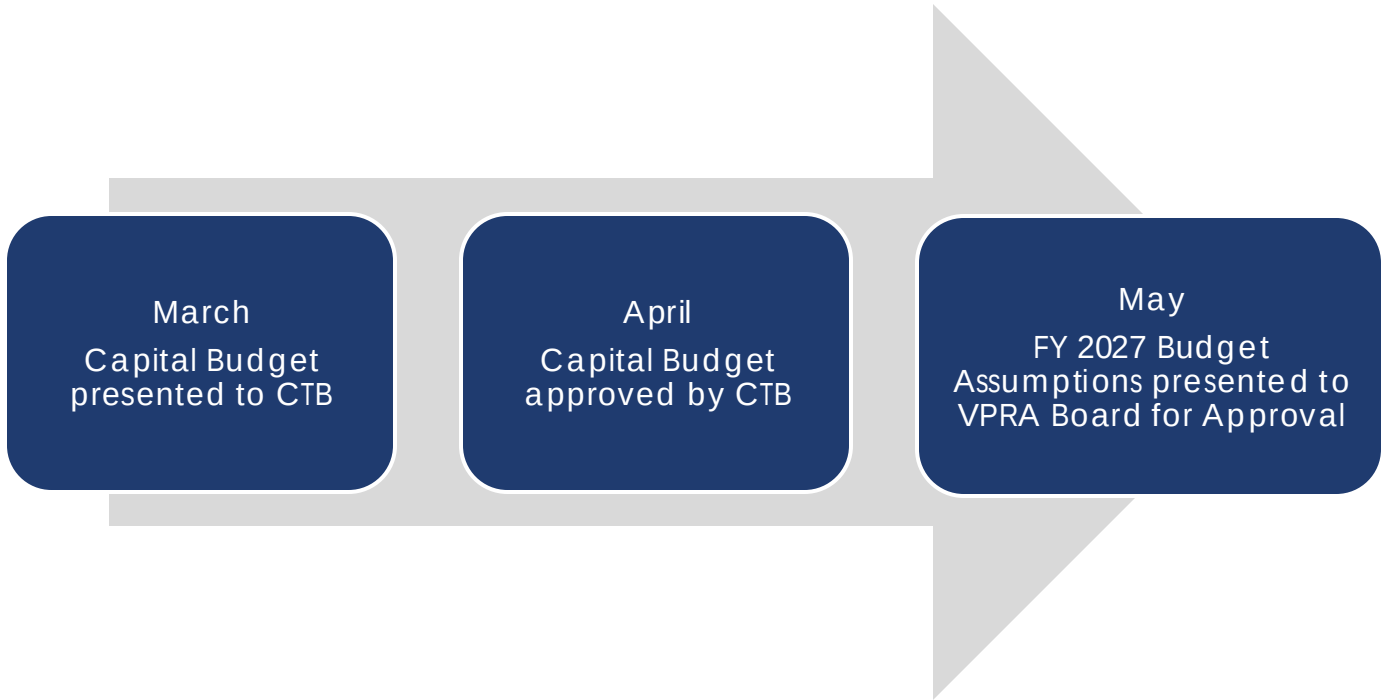
1: Rough Order of Magnitude 2: Conceptual Design 3: 30% Design 4: 60% Design 5: Final Design 6: Construction 7: Explicit Cost

Virginia Code

§ 33.2-298. Annual budget

The Authority shall prepare and submit a detailed annual operating plan and budget to the Transportation Board by February 1 of each fiscal year. The Authority shall also prepare and submit for approval any proposed capital expenditures and projects for the following fiscal year to the Transportation Board by February 1.
The Transportation Board shall have until May 30 to approve or deny any capital expenditures, and, in the event the Transportation Board has not approved or denied the Authority's proposed capital expenditures by such deadline, such expenditures shall be deemed approved. The operating plan and budget shall be in a form prescribed by the Transportation Board and shall include information on expenditures, indebtedness, and other information as prescribed by the Transportation Board.

FY 2027 VPRA Capital Budget Timeline



THANK YOU

Questions?

DMV*Moves* and SJ28

CTB Briefing

Allan Fye, DRPT Deputy Director

March 17, 2026

DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



DMV*Moves* – Vision

"Transit is the backbone of an integrated, world-class mobility network that makes the National Capital Region a thriving global economy, a preferred home, and a leader in innovation, environmental sustainability, and social equality."



DMV*Moves* – Unprecedented Regional Collaboration

DMV*Moves* Task Force
Regional officials who lead the effort

Policy direction, approve recommendations to region

Advice and recommendations to Task Force

Government Partner Advisory Group

Community Partner Advisory Group

Government, transit, business, labor, and community leaders who provide input, guidance, and recommendations to Task Force

Working Groups created by Advisory Groups to develop Action Plans

DMV*Moves* Plan:

- DMV*Moves* Vision and system investment plan
- Sustainable, long-term, dedicated funding
- Actions for integrated, seamless, and efficient transit





DMV*Moves* – A Complex Context

- Transit in the DMV is Unique and Complex
  - 3 States
  - 24 local governments
  - 1 Regional Metrorail and Metrobus system
  - 12 Local Bus Systems
  - 3 Commuter Bus Systems
  - 2 Commuter Railroads
  - 1 Light Rail Line (under construction)
  - Multiple planning and funding organizations
- Each Transit Provider Has Its Own:
  - Administration
  - Service Levels and Standards
  - Fare Policy and Payment
  - Fleet and Vehicle Design
  - Bus Stop Standards
  - Branding, Signs and Customer Info
  - Facilities
  - Hiring and Training
  - Procurement
  - Funding Streams

DMV*Moves* – The Virginia Context

- Northern Virginia Transit Agencies
  - WMATA (Metrorail, Metrobus, and MetroAccess)
  - DASH (Alexandria)
  - ART (Arlington)
  - CUE (City of Fairfax)
  - Fairfax Connector (Fairfax County)
  - Loudoun County Transit
  - Virginia Railway Express
  - OmniRide
- Transit Funding
  - Virginia Department of Rail and Public Transportation (DRPT)
  - Northern Virginia Transportation Commission (NVTC) and Potomac and Rappahannock Transportation Commission (PRTC)
  - Federal funds
  - Local cities and counties
- Governance
  - VRE – co-owned by NVTC and PRTC
  - WMATA – VA has two seats (Commonwealth, NVTC)

DMV*Moves* – An Urgent Challenge

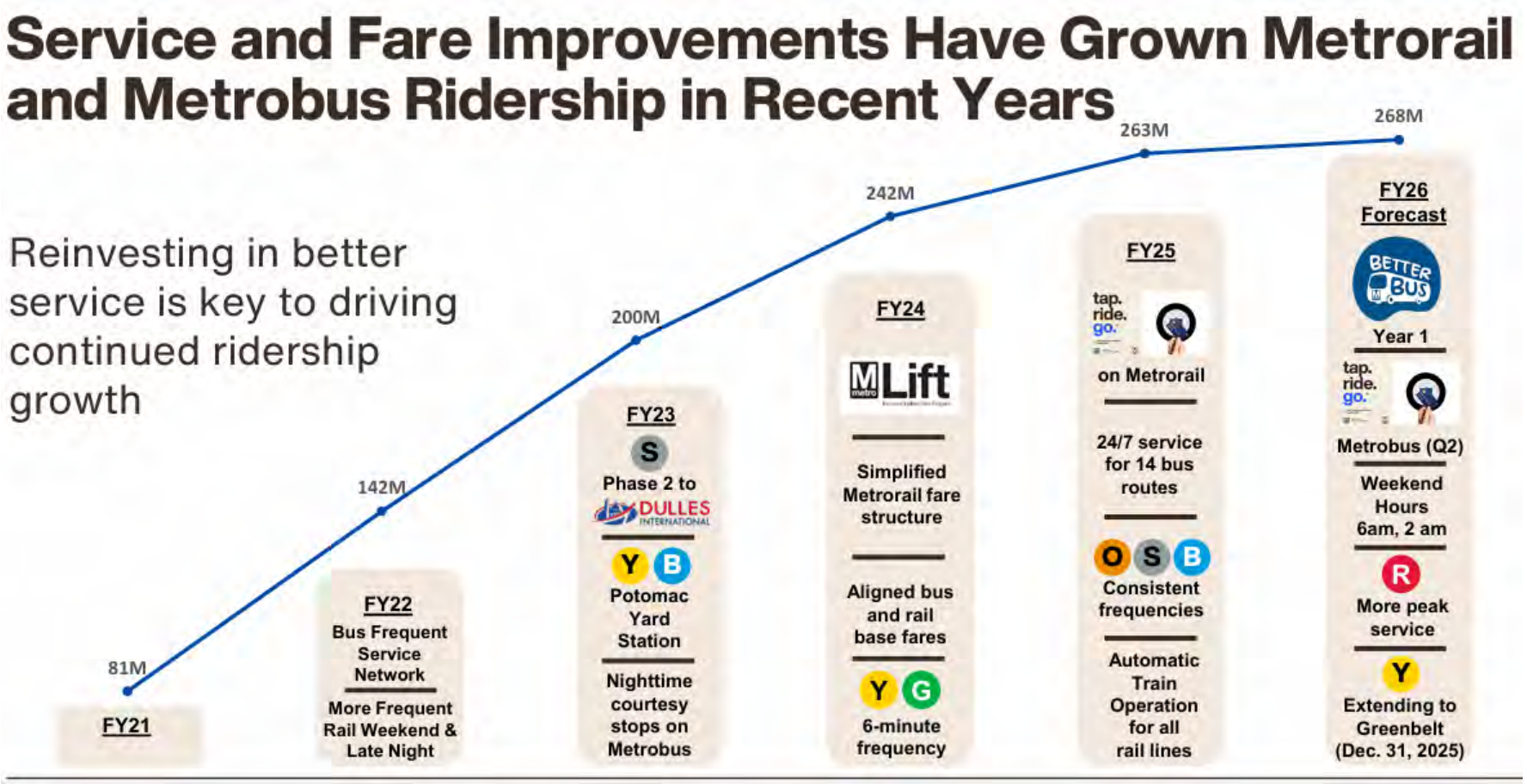
- Capital
  - Maximized use of 2018 dedicated capital funding to rebuild system – physical infrastructure and operational reliability
  - By FY28/29 timeframe, dedicated capital funding will go to covering debt service (less small annual amount of Pay-Go funding from VA)
  - VA, MD, and DC have existing commitments for capital funding; MD has advanced legislation to provide additional capital to meet DMV*Moves* capital funding levels.

- Operating
  - Only major transit system without dedicated funding.
  - Projected deficits still exist even with significant cost-saving efforts by WMATA.
  - Approximately 70% of operating budget is personnel and associated CBAs (in line with industry peers).
  - VA has existing commitments and funding streams to support WMATA operations; matched by local funds from NVTC district cities and counties.

DMV*Moves* – Key Action Areas

- Reinvesting in and Modernizing Metro
  - Long-term, sustainable dedicated funding for Metro (and other transit provides in NoVA)
- Accountability at Metro
  - Actions to enable accountability and transparency
- Regional Bus Priority Network
  - Provide frequent, reliable service on key corridors
- Policies to Advance a More Seamless and Integrated Transit Network
  - Improve the customer experience and identify regional efficiencies
- Transition from Commuter Rail to Regional Rail
  - Enable all-day, bi-directional service

Reinvesting in and Modernizing Metro - Seeing Results

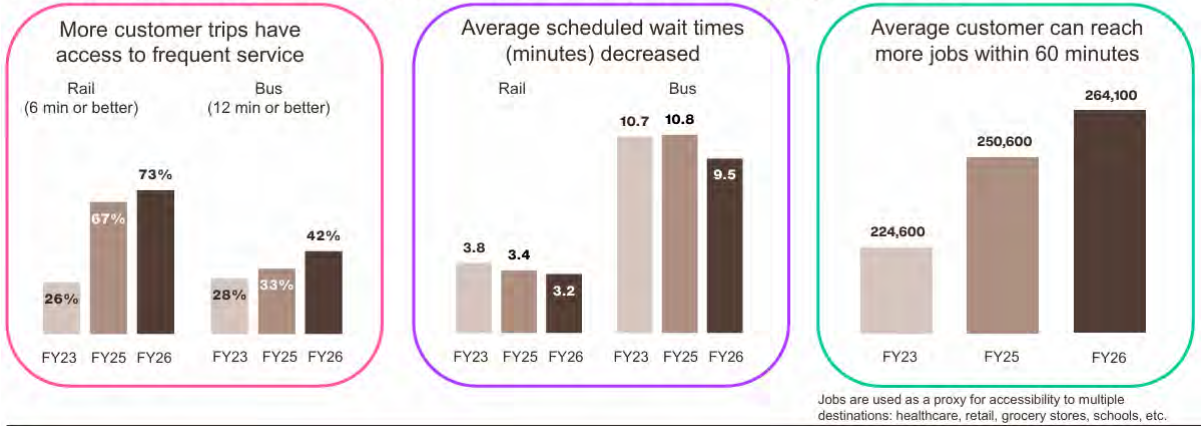


Source: FY27 WMATA Proposed Operating and Capital Budget Proposal

Reinvesting in and Modernizing Metro - Seeing Results

FY26 Service Plan Investments in Frequency and Faster Travel Times Increased Access

- **Bus network redesign focused on good frequencies all day**
- **Automatic train operation shortened travel times, enabled more peak service**



Jobs are used as a proxy for accessibility to multiple destinations: healthcare, retail, grocery stores, schools, etc.

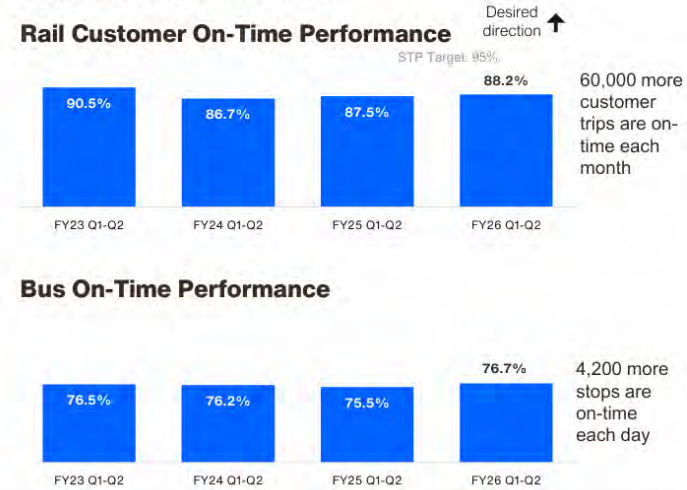
More Efficient Scheduling Has Improved Bus and Rail Reliability to Best Performance in Years

Automatic Train Operation improves rail on-time performance to highest level in three years

- 88.2% OTP thanks to more consistent running times and investments in more resilient schedules
- Best performance since FY23, when we ran half as much service
- Schedule changes implemented in December target further improvements

Bus scheduling reinvestments in better running and layover times improve on-time performance to highest level in four years

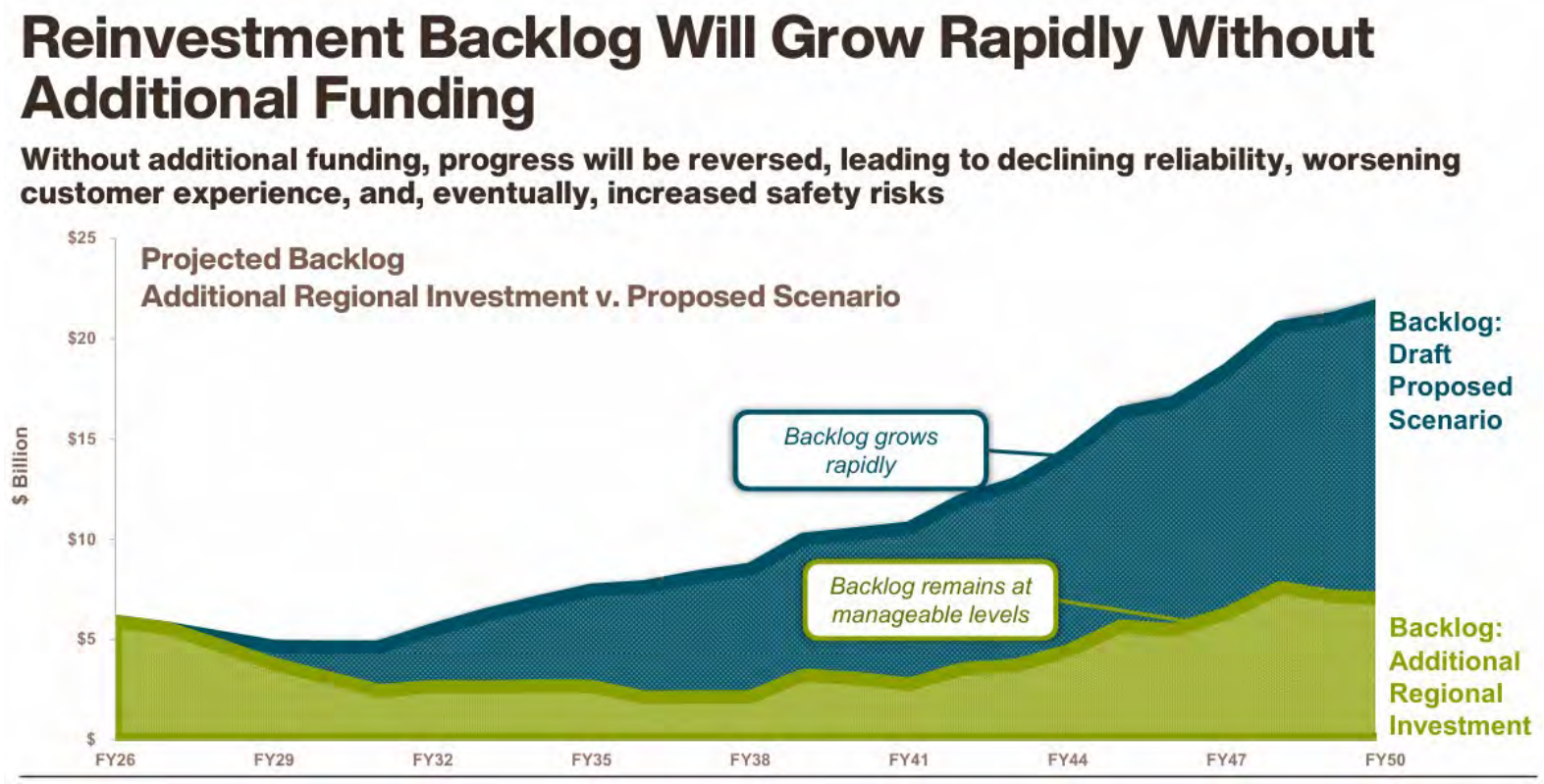
- 96.1% of trips have sufficient 'cycle time' (enough time to complete a trip and start the next one on-time, including operator rest and recovery)
- 50 changes made in December



Source: WMATA FY26/Q2 Service Excellence Report

Reinvesting in and Modernizing Metro - Capital

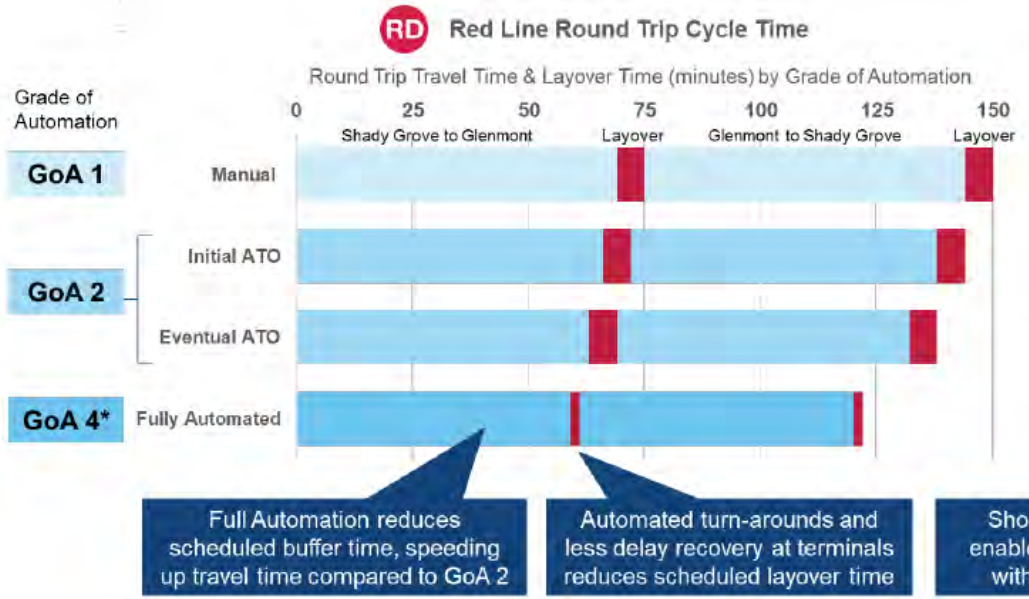
- Since 2020, buying power of the dedicated funding has decreased by 32%.





Source: FY27 WMATA Proposed Operating and Capital Budget Proposal

Reinvesting in and Modernizing Metro – Capital Investments that Reduce Operating Costs



Cycle Time (minutes)	Trains Required for 5 min headway	Trains Required for 4 min headway
150	30	38
144	29	36
138	28	35
122*	**25**	**31**

*Fully Automated cycle times are illustrative and hypothetical, based on performance of similar systems. Actual system performance will need to be determined.

10% estimated annual operating cost savings

for same levels of service



Source: DMV*Moves* Plan, December 2025

Reinvesting in and Modernizing Metro – Operating

- Metrorail has significant fixed costs (~80%) vs. variable costs (~20%), meaning that changing the amount of service provided does not significantly change the overall cost.
  - Fixed costs – railcars, track and signal infrastructure, electricity, etc.
  - Variable costs – train drivers, station managers, station maintenance, etc.
- Approximately 70% of operating budget is personnel and associated CBAs (in line with industry peers).



Reinvesting in and Modernizing Metro

$460M before FY29*
+ 3% per year

- **Reliable** and **predictable**
- **Grows** at least 3% per year to keep up with inflation
- **Bondable**
- **No restrictions or encumbrances** on use and uniform requirements

*In advance of reaching debt capacity limit

Estimated jurisdictional shares of Metro investment plan (subject to legislative agreement):

District of Columbia
$173M

Maryland
$152M

Virginia
$136M

* *Totals may not sum due to independent rounding. Totals are based on share of capital contributions in FY2026; proportional shares are subject to change*

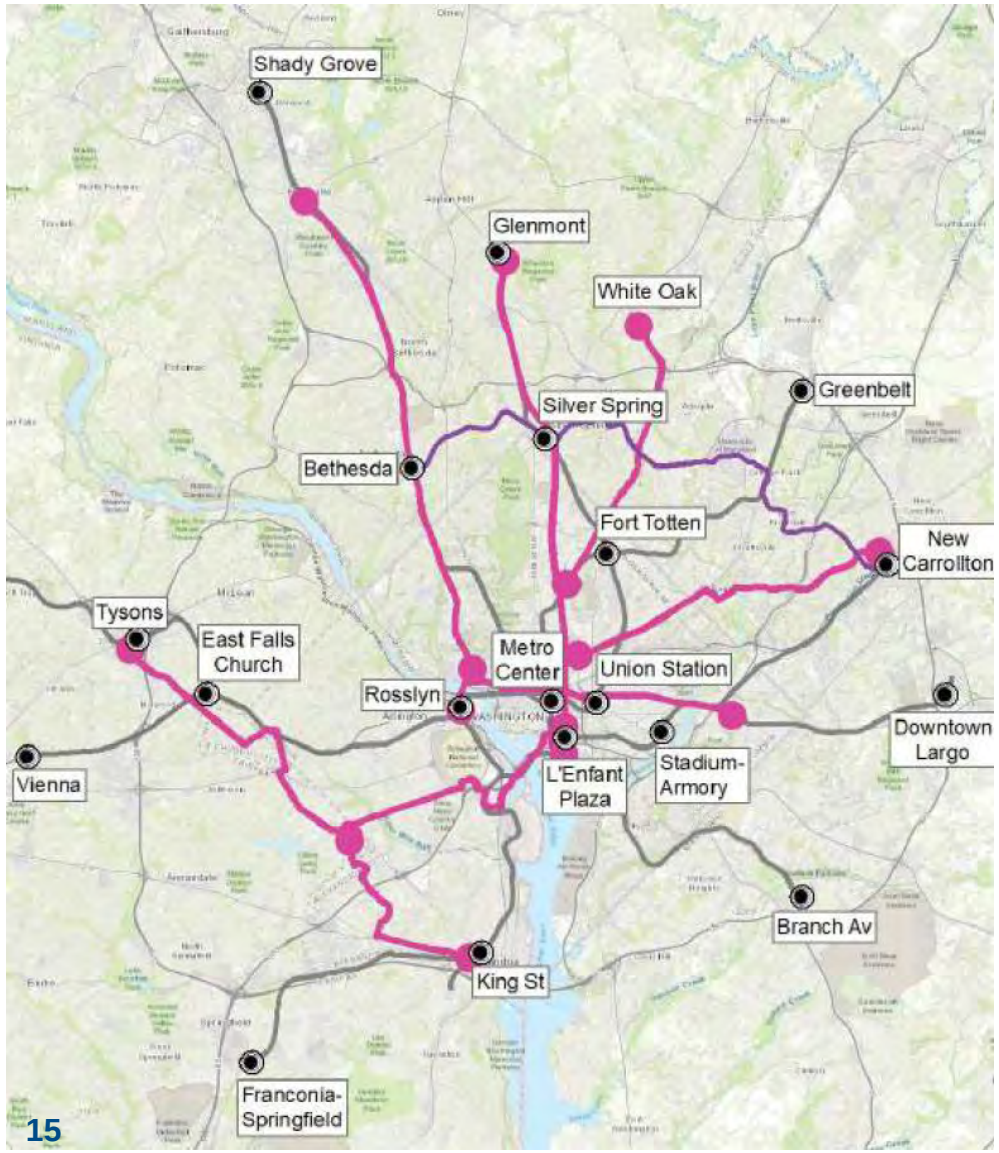


Accountability at Metro

- Update Metro's 3% cap to apply to unit costs rather than aggregate budget
  - Consistent with findings from SJ28
- 20-year capital plan (updated every 5 years), includes analysis of opportunities and capital investments to reduce operating costs
- Annual report to Metropolitan Washington Council of Governments/Transportation Planning Board on both system and capital program performance; focused on outcomes from funding



Regional Bus Priority Network



VA Routes

- Route 7 BRT (Tysons to Alexandria)
- Duke Street (Alexandria)
- Columbia Pike to Downtown DC



Policies to Advance a More Seamless and Integrated Transit Network

- Implement bus priority strategies to get best value from high-frequency routes
- Adopt shared bus service guidelines and consistent performance measures
- Integrate and align fare policies to provide consistent customer experience
- Improve wayfinding, customer information, and amenities at transit stops
- Explore shared use of resources and assets and grouped procurements
- Make training, certification, and inspection programs more consistent across the region

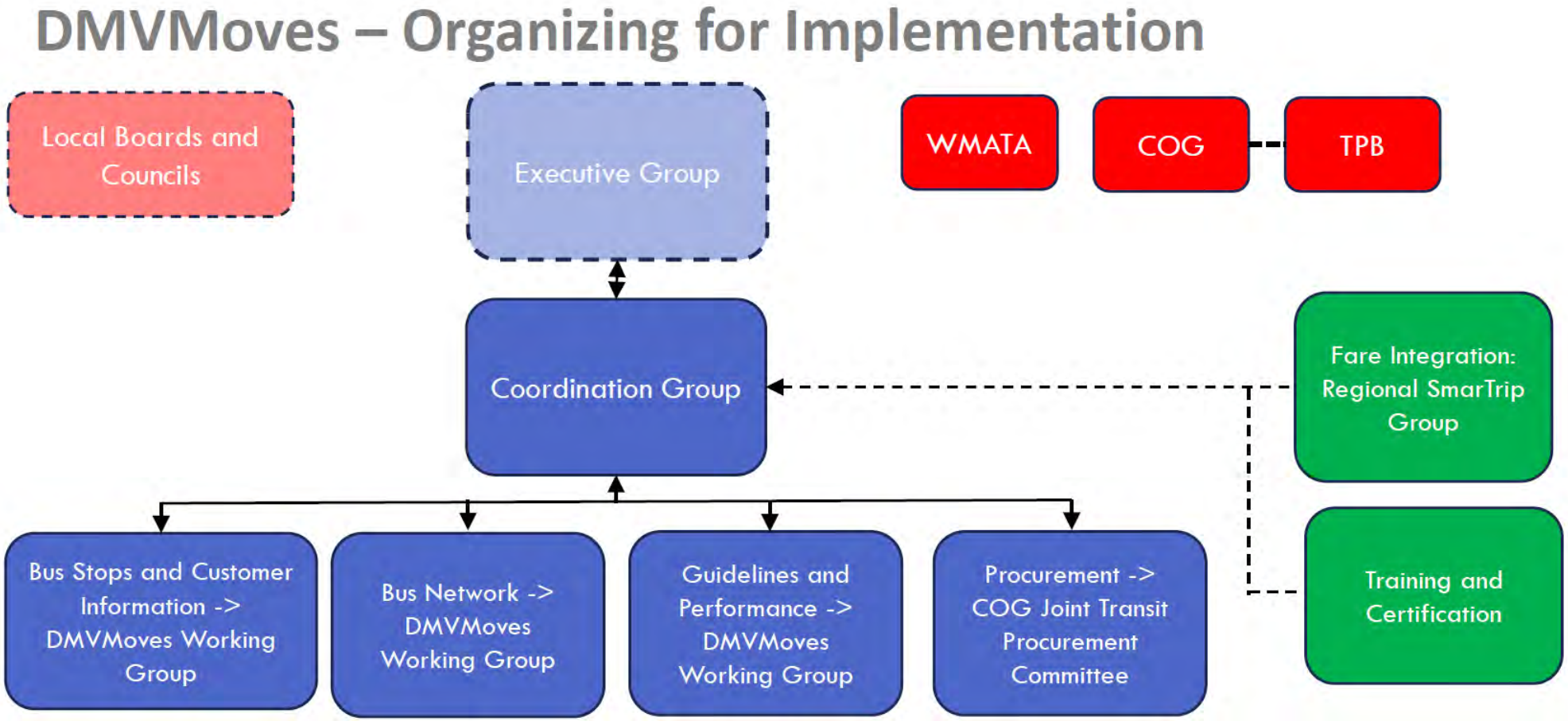


Transition from Commuter Rail to Regional Rail

- Invest in capital projects to enable VRE transition to regional rail system that provides all-day, bi-directional service
- Provide sufficient capital and operating funding to support regional rail system development and growth



DMV*Moves* – Current Activities



SJ28: Northern Virginia Growing Needs of Public Transit Joint Subcommittee

DRPT
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

SJ28 – Background

- Sponsored by Senator Ebbin in 2024 Session
- To study **long-term, sustainable, dedicated operating and capital funding** as well as cost-containment controls and strategies for WMATA to ensure WMATA, VRE, and the public transit systems that serve NVTC and PRTC meet the growing needs of public transit in the region.
- Related to DMV*Moves* but focused on VA needs and funding options.



2024 SESSION

history | hilite | pdf | print version

24108457D

SENATE JOINT RESOLUTION NO. 28
AMENDMENT IN THE NATURE OF A SUBSTITUTE
(Proposed by the House Committee on Appropriations
on February 28, 2024)
(Patron Prior to Substitute--Senator Ebbin)

Establishing a joint subcommittee to study long-term, sustainable, dedicated operations and capital funding as well as cost-containment controls and strategies to ensure the Washington Metropolitan Area Transit Authority, the Virginia Railway Express, and the public transit systems that serve the Northern Virginia Transportation Commission and Potomac and Rappahannock Transportation Commission transportation districts meet the growing needs of public transit in the region. Report.

WHEREAS, Northern Virginia is served by a network of public transit providers that move more than 1.5 million people each week; and

WHEREAS, the Northern Virginia Transportation Commission (NVTC) found that Northern Virginia's transit network generates $1.5 billion in income and sales tax that goes to the Commonwealth's general fund each year; and

WHEREAS, the Washington Metropolitan Area Transit Authority (WMATA) is the backbone of Northern Virginia's transit system and plays a critical role in the Commonwealth's transportation network and economic growth; and

WHEREAS, the Virginia Railway Express (VRE) provides important commuter rail services that provide access from communities along Interstate 66 and Interstate 95 to the center of the District of Columbia, providing capacity to eliminate at least one highway lane from Interstate 95; and

WHEREAS, the Commonwealth's multibillion dollar investment in Transforming Rail in Virginia enables VRE's and Amtrak Virginia's long-term growth and success; and

WHEREAS, the Northern Virginia Transportation Commission (NVTC) and Potomac and Rappahannock Transportation Commission (PRTC) play important funding, coordination, and governance roles for transit agencies operating within their districts; and

WHEREAS, the COVID-19 pandemic upended the financial operating model of all transit agencies across the United States, including those that serve Northern Virginia, through inflation and reduced ridership; and

WHEREAS, federal pandemic aid, which has supported transit systems across the region since 2020, has already been exhausted or will be exhausted in the coming years; and

SJ28 – Three Focus Areas

- Needs
  - Defining the capital and operating needs of local transit systems in the NVTC district, OmniRide, and VRE
- Cost Containment
  - Options to modify the legislative 3% cap on WMATA's operating cost growth
  - Alternative tools to control costs at WMATA
- Funding Options
  - Menu of regional and statewide taxes and fees to provide long-term, sustainable funding for transit providers in NoVa

Summary of NoVA Transit Funding Needs

Starting in **FY 2028**, Northern Virginia transit needs an additional

~$400M/year

growing with inflation to **maintain current service levels** and **state of good repair.**

**VA needs additional WMATA operating funding beginning in FY 2027*

WMATA Operating* Funding Need

$153M

beginning in FY 2027

In FY 2025, the General Assembly + NVTC localities provided **two-year fix** for WMATA operating gap. MD and DC fix was permanent.

WMATA Capital Funding Need

$136-150M

beginning in FY 2028

As identified by DMV*Moves*
Growing 3% each year

Virginia Railway Express Funding Need

~$35M

beginning in FY 2028

After Long Bridge completion, an additional **$40M** is needed

NVTC Local Bus Funding Need

~$35M beginning in FY 2028

OmniRide Funding Need

~$22M beginning in FY 2028

All sources grow **annually** with inflation

Cost Containment - WMATA



WMATA Cost Containment

Require WMATA to report on accountability and transparency measures.

Recommendation is written to support the DMVMoves accountability and transparency measures.



3% Cap Reform

Reform Virginia's legislative 3% operating assistance growth cap to encourage WMATA to continue cost containment efforts.

Recommendation is written to support the DMVMoves proposal of a per unit cost cap.



Service Delivery

Evaluate cost of service delivery for Metrobus and local bus providers.



VRE and Local Bus Cost Containment

- Identify accountability metrics and evaluate operating cost efficiencies for VRE and/or local bus systems.
- Evaluate necessary improvements to operate bidirectional commuter rail between Northern Virginia and Maryland.


VDOT
Virginia Department of Transportation

ECONOMIC DEVELOPMENT ACCESS (EDA) PROGRAM

Alleghany County – Alleghany Regional Commerce Center

Angel Deem, Chief of Policy

March 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

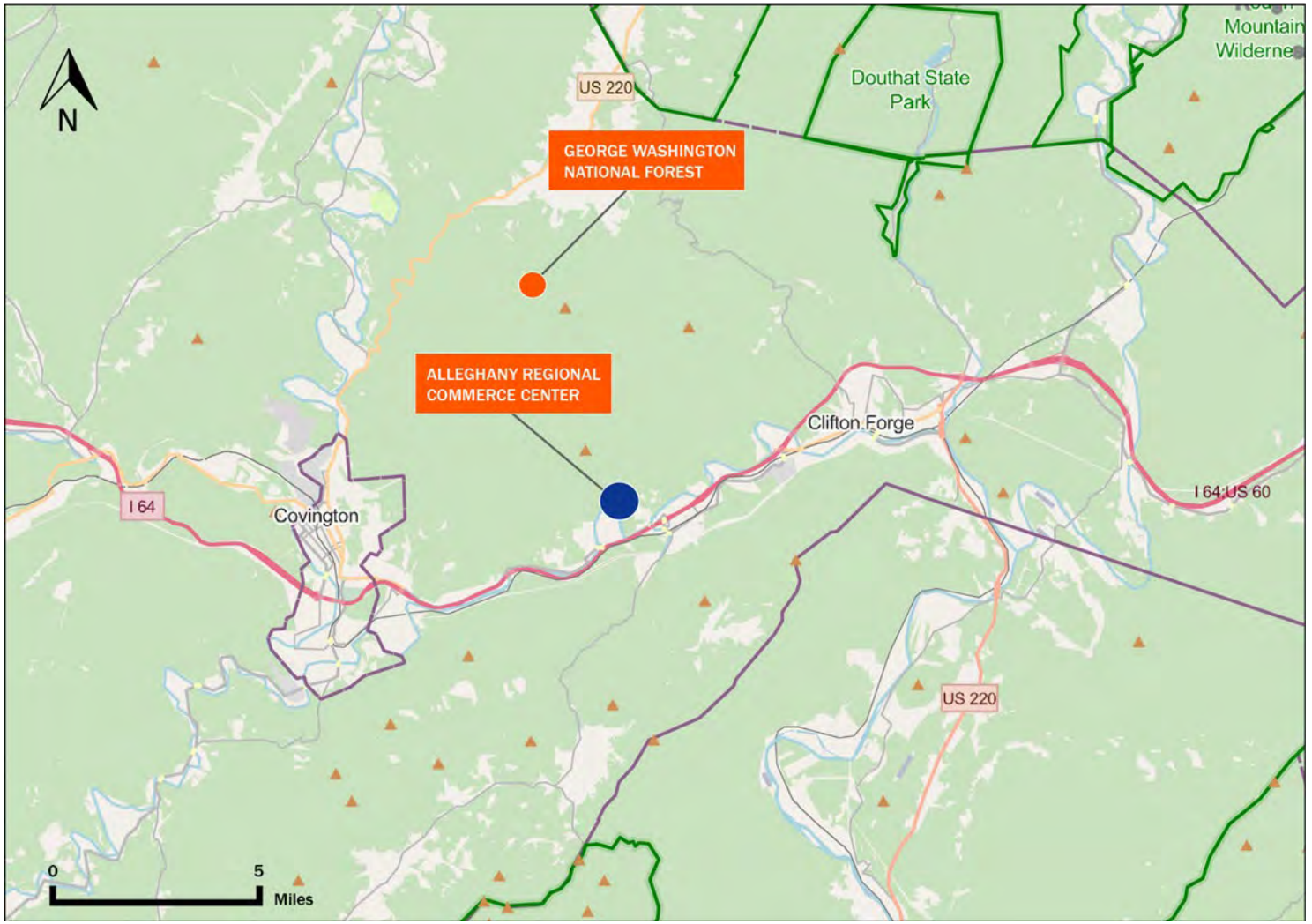
Non-MEI Design Only Program Summary

- **On 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 – Alleghany County

Legend:

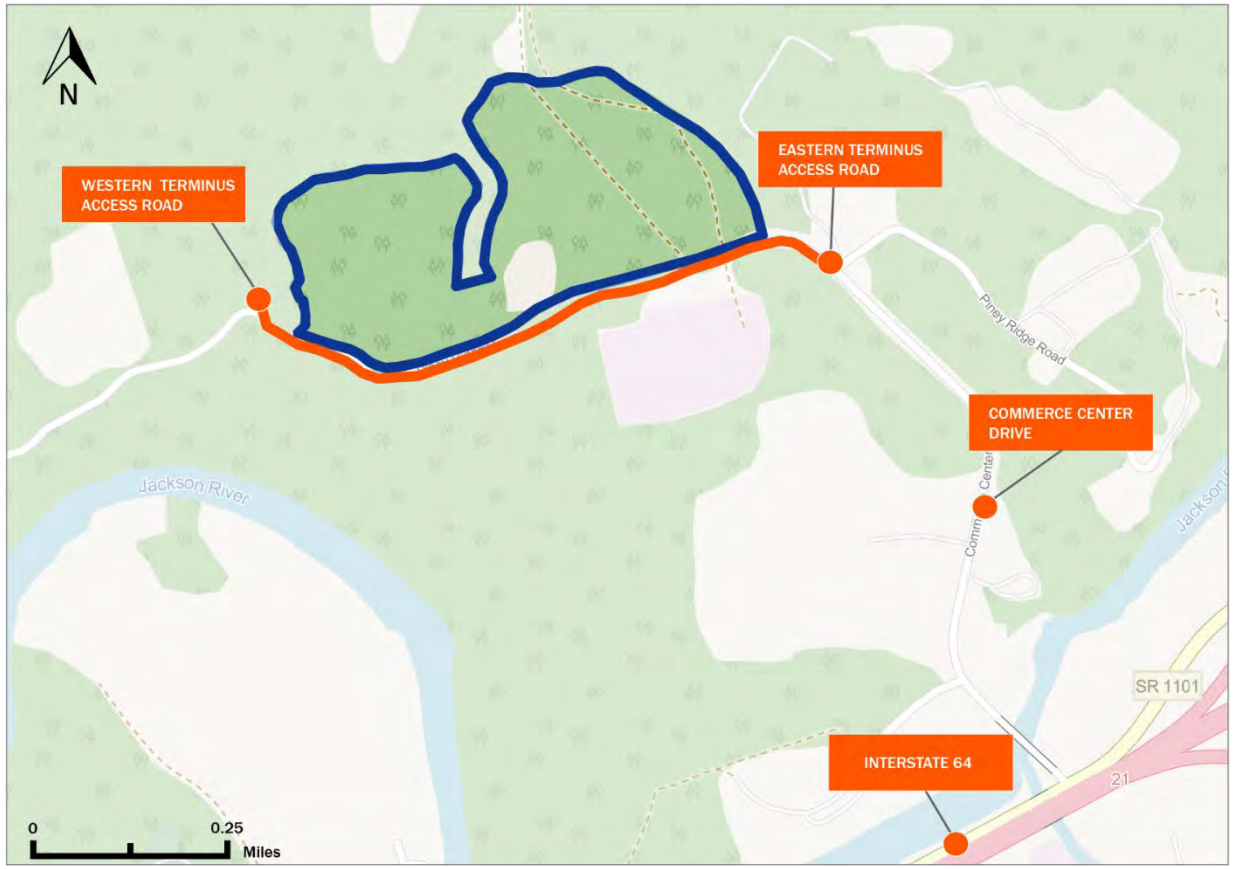
- Alleghany Regional Commerce Center
- George Washington National Forest



Non-MEI Design Only Project – Alleghany County

- **This proposed access project will design an extension of Piney Ridge Road, providing access to two graded pad sites**

- **Project design details:**
  - **0.49 mile long, 24-foot-wide new access road**
  - **Proposed Project Allocation: $175,000 ($200,000 total design cost)**
    - ($150,000 unmatched, $25,000 matched)



Legend:

Alleghany Regional Commerce Center Pad Sites

Access Project

Next Steps

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


VDOT
Virginia Department of Transportation

COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

SMART SCALE

Laura Schewel, Deputy Secretary of Transportation

3/17/26 – Commonwealth Transportation Board

Agenda

1. Origins and goals of SMART SCALE
2. What does the law say?
3. Strengths and concerns
4. What impacts what gets funded?
5. Scoring – Deeper Dive

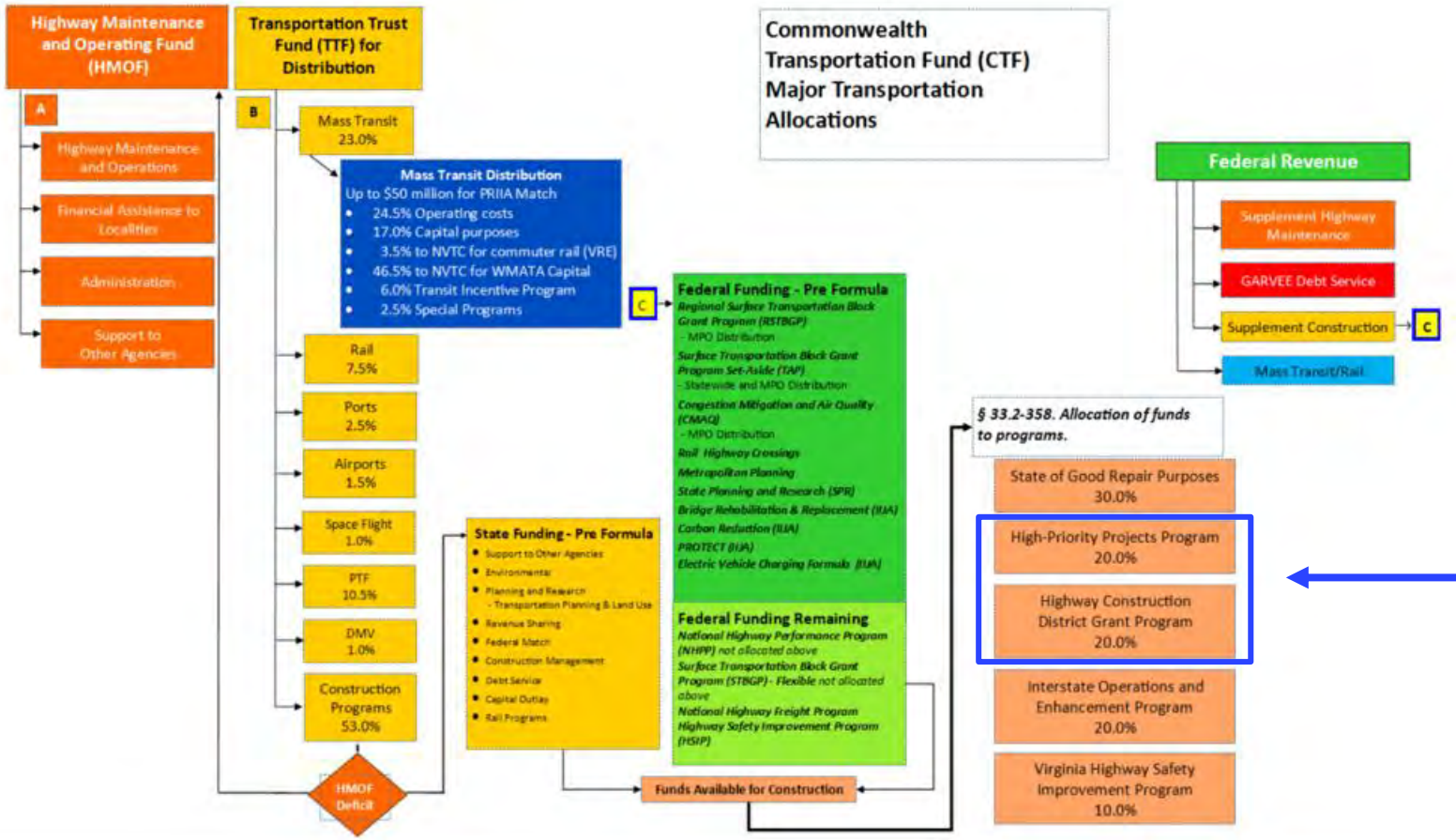
Q&A – Throughout!

SMART SCALE
Funding the Right Transportation Projects in Virginia

SMART SCALE: How it is designed to work.

- SMART SCALE is designed to get the maximum ROI out of limited state dollars.
- The legislature laid out a broad definition of how we measure “return” consistently across all projects (congestion, safety, accessibility, economic development, land use, environment).
- CTB gets to guide the details and nuances of measuring “return” via policy. CTB also gets to apply their judgement at the end of each process to determine what is ultimately funded.
- The agencies’ staff execute the policy (the SMART SCALE Base Case). They do not influence outcomes or determine results.
- The scoring has complexities. But it is also transparent. This administration will strive to ensure that the complexity doesn’t mask the transparency.

SMART SCALE Covers Two Components within the TTF

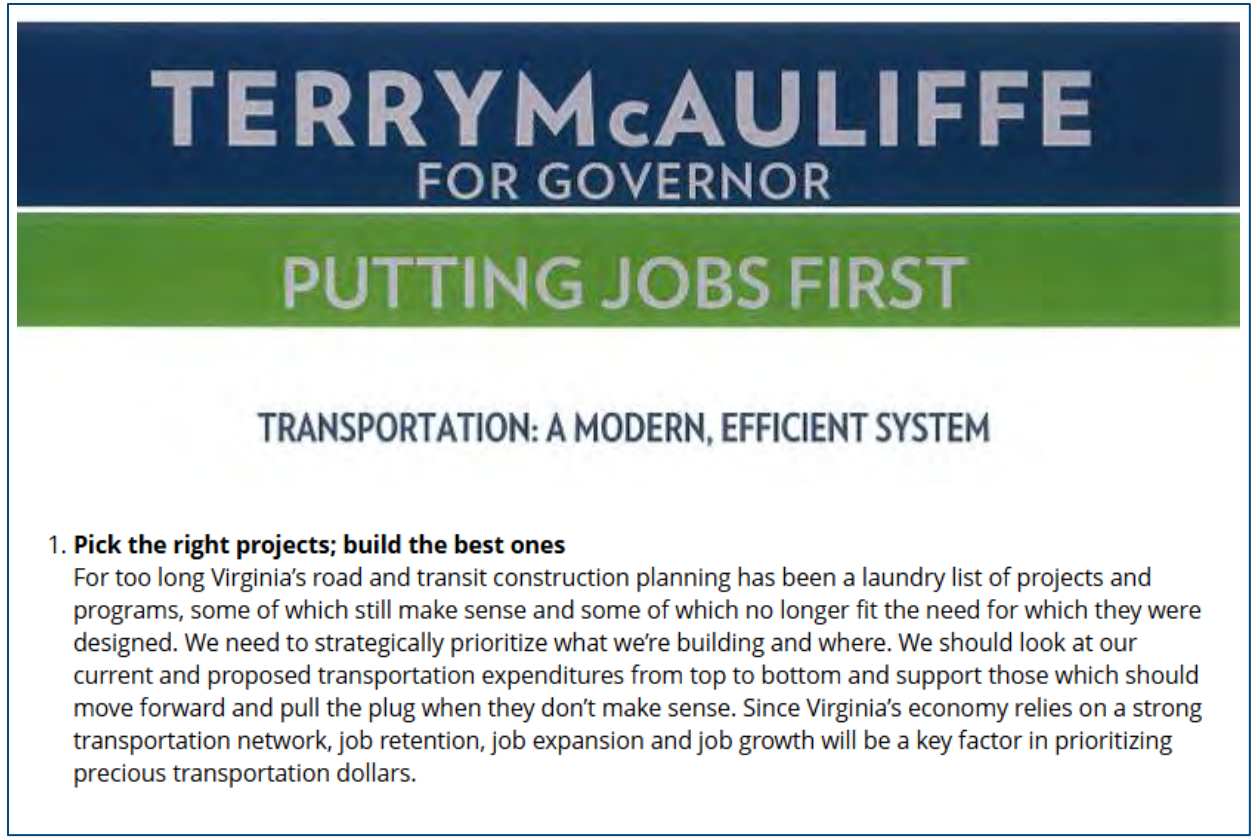


SMART SCALE allocates these boxes

Origins of SMART SCALE (Context)

- **Context:** The Legislature enacted significant transportation revenue package in 2013.
- Subsequent decision-making process was **opaque** and there was a sense that it was **driven by politics.**
- Projects were getting **partially funded and not delivered, wasting resources.**
- Lawmakers and stakeholders were concerned that state was not advancing projects that addressed the **most urgent needs.**

Governor McAuliffe had campaigned on reforming transportation to “pick the right projects, build the best ones.”


TERRYMcAULIFFE
FOR GOVERNOR

PUTTING JOBS FIRST

TRANSPORTATION: A MODERN, EFFICIENT SYSTEM

1. **Pick the right projects; build the best ones**
For too long Virginia’s road and transit construction planning has been a laundry list of projects and programs, some of which still make sense and some of which no longer fit the need for which they were designed. We need to strategically prioritize what we’re building and where. We should look at our current and proposed transportation expenditures from top to bottom and support those which should move forward and pull the plug when they don’t make sense. Since Virginia’s economy relies on a strong transportation network, job retention, job expansion and job growth will be a key factor in prioritizing precious transportation dollars.

From Wayback Machine – Terry McAuliffe campaign website on Transportation October 2013.

Origins of SMART SCALE (Process)

- Legislation was championed by Democratic Governor and the Republican Speaker of the House – Unanimously passed House and Senate
- It requires Commonwealth Transportation Board to use **objective and quantifiable process for the allocation of construction funds**
- The policy was developed over a 14-month period and adopted by Commonwealth Transportation Board in June 2015

House Speaker William J. Howell:

"Today's announcement is the culmination of a series of major, bipartisan steps to invest in and improve transportation in Virginia…With SMART SCALE, we are promoting greater accountability, safeguarding against waste and ending the politicization that has been rampant in our transportation process for so long."

Comments after CTB completed first round of SMART SCALE, 2016

What does the law say? Virginia Code § 33.2-214.1 LINK

We are using the law as it stands today.

Text

“ …shall consider, at a minimum, highway, transit, rail, roadway, technology operational improvements, and transportation demand management strategies….

1. The prioritization process shall be based on an objective and quantifiable analysis that considers, at a minimum, the following factors **relative to the cost of the project or strategy:** congestion mitigation, economic development, accessibility, safety, and environmental quality [and land use]*

2. Prior to the analysis in subdivision 1, candidate projects and strategies shall be screened by the Commonwealth Transportation Board to determine whether they are consistent with the assessment of capacity needs for all for corridors of statewide significance, regional networks, and improvements to promote urban development areas established pursuant to § 15.2-2223.1, undertaken in the Statewide Transportation Plan in accordance with § 33.2-353.”

What SMART SCALE Must Be

→ **Multimodal**

→ **Must be quantifiable, must consider ratio of benefit to cost, must consider these five factors.**

→ **Land use for areas over 200k added to list in 6th enactment**

→ **Must be aligned with VTrans**

What does the law say? High Priority Projects (HPP)

Text

§ 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.

High Priority Projects – what it includes

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.

High Priority Projects must address a need on a Corridor of Statewide Significance or a Regional Network in VTrans

What does the law say? Base Scenario and CTB Board Consensus § 33.2-214.2

B. No later than 150 days prior to a vote to include projects or strategies evaluated pursuant to § 33.2-214.1 in the Six-Year Improvement Program, the Office of Intermodal Planning and Investment shall make public, in an accessible format,

(i) a recommended list of projects and strategies for inclusion in the Six-Year Improvement Program based on the results of such evaluation;

(ii) the results of the screening of candidate projects and strategies, including whether such projects are located on a primary evacuation route;

(iii) whether a project has been designed to be or the project sponsor has committed that the design will be resilient; and

(iv) (iv) the results of the evaluation of candidate projects and strategies, including the weighting of factors and the criteria used to determine the value of each factor.

…

D. The Board may modify the recommended list of projects in subsection B or C through formal action.

→ **The "Base Scenario" is the direct output of the SMART SCALE process**

→ **The CTB may modify the list through formal action (a vote) any time through May (the adoption of the consensus scenario).**

Strengths of the SMART SCALE Approach

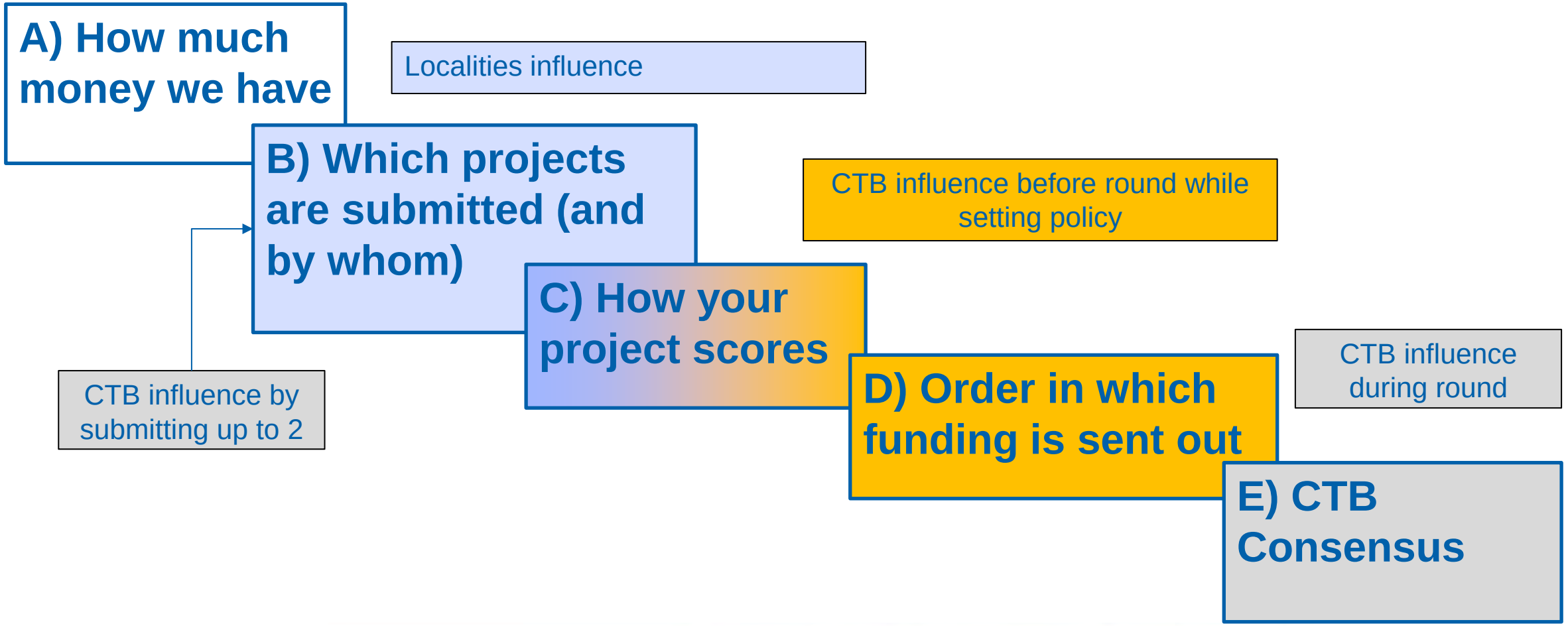
Strengths
Not based on politics, behind-the-scenes negotiations, connections
ROI Focused
Balances spending across the state
Acknowledges that different regions have different priorities and needs
Mode neutral
Scores focus on the impact the intervention will have on a statewide need
Rewards districts that collaborate around submissions and project design (district, MPOs, and localities)
Aligns with VTrans
Transparent! (but complex)
CTB can make changes each year – to improve and adjust to changing context

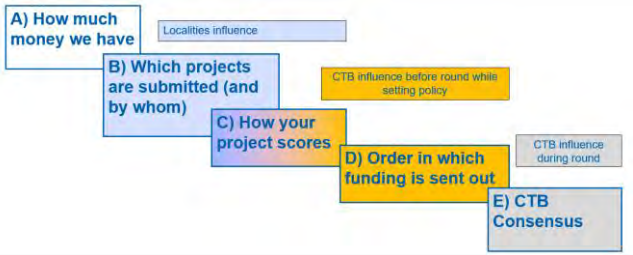
Concerns (Some arise from the Strengths)

Strengths	Concerns that have been raised
ROI focused	Rewards smaller projects (<$25M) with big impacts, rewards regions who leverage their own financing to bring down the ask to SMART SCALE.
Balances spending across the state	Balancing funding across 9 districts makes it harder to invest in very large($100M+) projects
…different regions should prioritize different things.	More complex scoring
Scores focus on *impact* the intervention will have	More complex scoring
Transparent! (but complex)	Can take a while to master, feels opaque, takes time to execute the process
CTB can make changes	Changes require relearning, may add complexity

TRANSPARENCY IN ACTION – HOW SCORING WORKS

What impacts what gets funded (in descending importance)





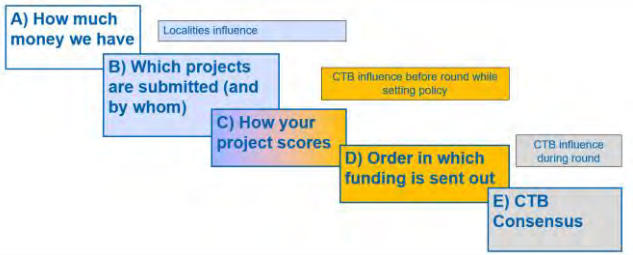
A) How Much Money Is Available

District	DGP Available	Previous DGP Cost Increases	HPP Available
Bristol	$37.0		
Culpeper	$68.0	-$6.6	
Fredericksburg	$76.2		
Hampton Roads	$121.6		
Lynchburg	$85.9		
Northern Virginia	$97.4		
Richmond	$104.9		
Salem	$64.3		
Staunton	$39.4	-$6.0	
Statewide HPP			$384.7
Total	**$694.6**		**$384.7**

SMART SCALE requests were nearly 8x available funds.

4 districts individually requested more than was available for the whole state.

	R6 - Consensus Funded	R6 - Requested
Bristol	$33.8	$290.9
Culpeper	$93.5	$792.9
Fredericksburg	$90.3	$1,004.6
Hampton Roads	$140.6	$647.1
Lynchburg	$82.4	$294.6
Northern Virginia	$87.4	$1,329.2
Richmond	$389.0	$2,191.5
Salem	$53.9	$1,241.8
Staunton	$75.3	$376.8
SUM	**$1,046.2**	**$8,169.6**



B) What Projects Are Submitted (and By Whom)

Impact 1 – Normalization

The best project for "safety" gets 100. All the rest in the state are scaled from there.

Impact 2 – Ranking

The top projects in each district are funded first (for DGP), then the top-ranked state projects (for HPP)

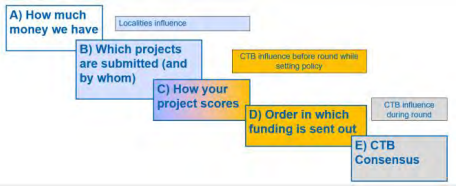
Impact 3 – District Collaboration

Districts that coordinate submissions, share best practices, and optimize for eligibility and ranking do well

Examples of Regions Collaborating

- **Central Virginia Transportation Authority (CVTA) -** Regional Project Selection and Allocation Framework Page 9/PDF Page 11
- **Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) -** Chapter 6: Performance-Based Programming and Project Evaluation

In Round 6, Staunton and Richmond District captured 11 of 14 HPP Projects.



C) The Project Score

If two projects have the same Project Benefit Score in the numerator, and Project A is ½ the cost of Project B, then Project A will have 2x the SMART SCALE Score

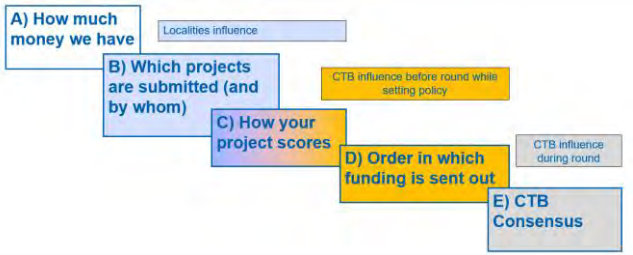
Project Benefit Score

$$\frac{\left(\text{Safety Weighted Score} + \text{Congestion Weighted Score} + \text{Accessibility Weighted Score} + \text{Environment Weighted Score} + \text{Economic Development Weighted Score}\right) \times \text{Land Use Multiplier}}{\$ \text{ Requested from SMART SCALE}}$$

=

SMART SCALE Score

More on scores later in the presentation. Detail on each Score calculation available via links page.



D) The Order in Which We Fund

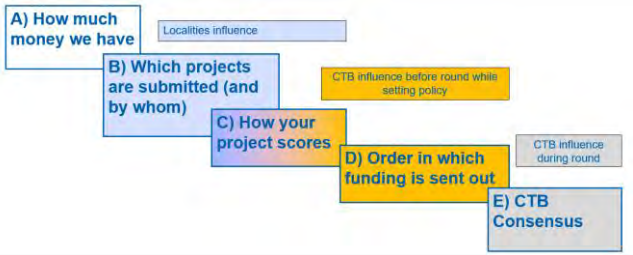
1. DGP Funds

Distributed till the next ranked project in each district exceeds remaining funds

2. HPP Funds

Distributed to remaining HPP eligible till the next ranked project statewide exceeds remaining funds.

More on impacts of flipping the order later in the "Scenario" section of the deck



E) CTB Input

Before Scoring:

CTB may collectively submit additional projects for scoring at the start of the round).

During the Consensus process, the CTB may:

1) Modify the DGP and/or HPP list through formal action (a vote). We recommend for Round 7 this is completed by May for transparency purposes.
2) Designate spending of dollars that were “left over” from the Base Case output
3) The adoption vote comes in June.

SCORING – DEEPER DIVE

This is NOT a detailed technical presentation on score mechanics. Links to these available on links page.

Characteristics of Projects that Scored Well in Past Round

3 Key Components

1. Priority 1 or Priority 2 VTrans

(not b/c they get preferential treatment! But because it measures where significant problems that SMART SCALE is designed to address exist, thus point to opportunity to drive big benefits)

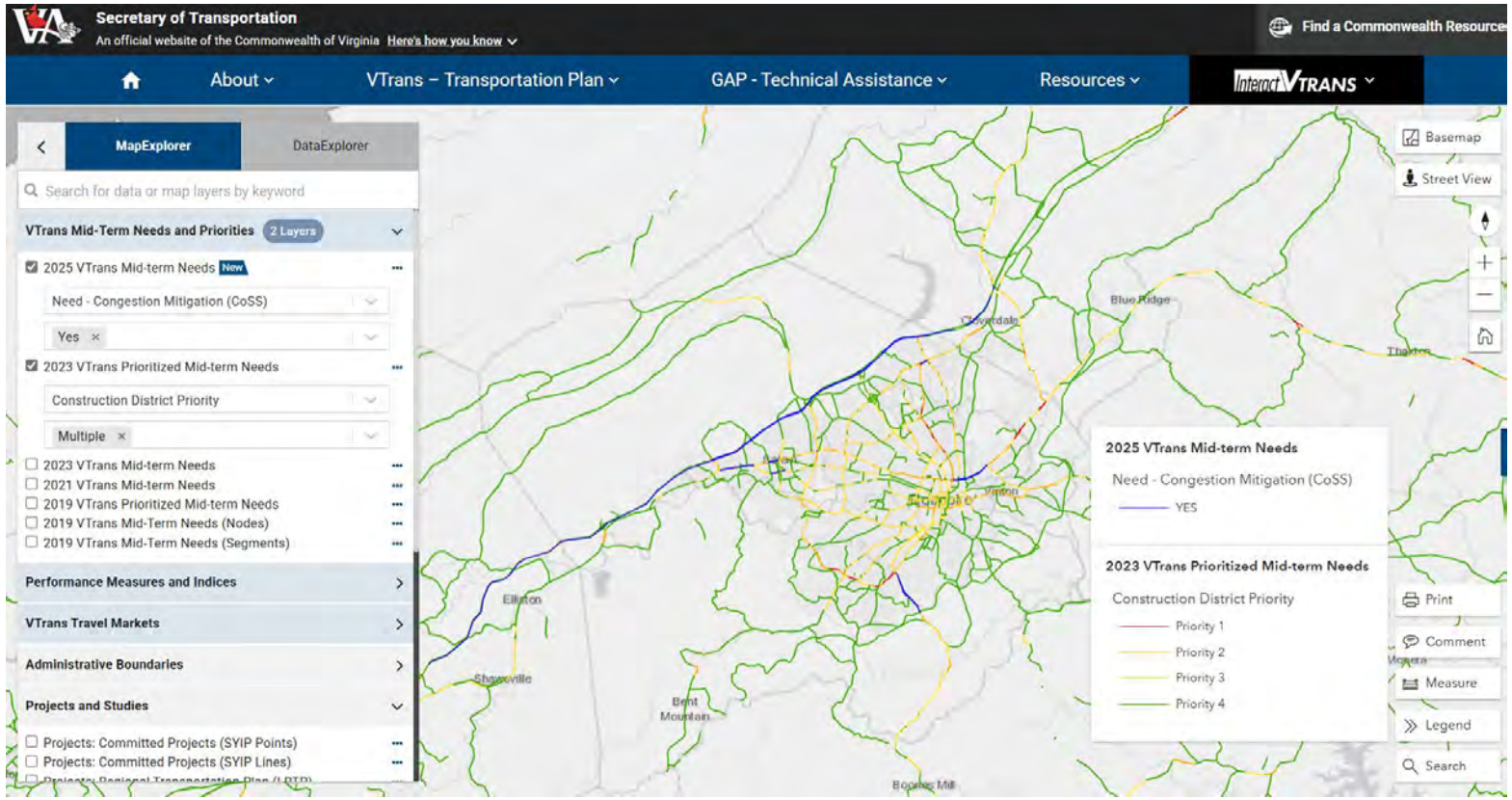
2. Known, significant safety improvements for the features

3. Value engineering (Lower $ ask for same or slightly lower benefits)

VTrans Priority	Average of Benefit Score for all Submitted R6 Projects
1	11.2
2	7.7
3	5.4
4	4.3
6 (N/A)	3.0

ANY Mid-Term Need is acceptable for SMART SCALE . Locations with the greatest needs are VTrans Prioritized Needs . Priority 1 and 2 locations become eligible for study funding under the Project Pipeline program. Priority Needs are ranked 1 - worst 1%, 2 – worst 5%, 3 – worst 15%.

Reminder: Where to find VTrans Priority 1 and 2 Needs



Map of VTrans priority layers made available online to the public.

- VTrans priority areas are publicly available at https://vtrans.virginia.gov/.
- Priority Areas refers to mid-term priorities. These are approved by CTB. Methodology for determining is available at VTrans_Policy_Guide_v3.pdf

R6 – Odds of R6 Funding by VTrans Priority and $ Request

Chart: Percent of R6 Projects Submitted that Were Recommended for Funding in Base Scenario

	How much $ asked from SMART SCALE?					
VTrans Priority	**Under $10M**	**$10-25M**	**$25-50M**	**$50-75M**	**$75M+**	**# Submitted**
1	50%	41%	32%	25%	0%	70
2	30%	24%	15%	0%	0%	93
3	13%	0%	0%	0%	0%	36
4	14%	23%	0%	0%	0%	58
6 (NA)	0%	25%	0%	0%	0%	12
For all priority types	**23%**	**26%**	**16%**	**6%**	**0%**	
# Submitted	57	113	64	18	18	270

Projects in VTrans 1 areas, or VTrans 2 under $50M, are significantly more likely to be funded
VTrans 3, 4, and 6 did get funded, but must be very low cost and high benefit.

R6 – Odds of Funding by Vtrans Priority and SMART SCALE Request (HPP Only)

Chart: Percent of R6 Projects HPP Eligible Submitted that Recommended for Funding in Base Scenario

	How much $ asked from SMART SCALE?					
VTrans Priority	**Under $10M**	**$10-25M**	**$25-50M**	**$50-75M**	**$75M+**	**# Submitted**
1	0%	31%	33%	0%	0%	35
2	0%	18%	33%	0%	0%	33
3	0%	0%	0%	0%	0%	11
4	0%	0%	0%	0%	0%	11
6 (NA)	0%	0%	0%	0%	0%	2
For all priority types	**0%**	**22%**	**24%**	**0%**	**0%**	
# Submitted	1	27	33	15	16	92

Projects in VTrans 1 or VTrans 2 under $50M are the only types of projects that got funded for HPP. ~1/3 submitted projects in those boxes got funded.

Scenarios – Rerun Round 6 Submissions with Different Rules

Scenario	Description
HPP First	All scores the same, HPP funded before DGP
Innovative Intersections Included	Innovative intersections that were on a CoSS or RN are eligible for HPP
HPP and Innovative Intersections	Both of the above are true

- Based on board request, we reran Round 6 as if changes discussed in last board meeting had been true at the time.
- Note – the results are not fully indicative of what "would" happen in terms of funding in future rounds with these changes. Each round has different projects, and localities may change their submissions in response to rule changes.

Scenarios – Rerun Round 6 Pool with Different Rules

Note – this is **not** indicative of what will happen in future rounds as a) projects change and b) rules guide submissions

	Total Funding ($M)				# Projects Funded			
	R6 Base Case	HPP First	Inn. Int as HPP Eligible	HPP First + Inn. Int.	R6	HPP First	Inn. Int as HPP Eligible	HPP First + Inn. Int.
Bristol	$27.2	$27.2	$27.2	$27.2	3	3	3	3
Culpeper	$93.5	$93.5	$108.6	$90.6	4	4	5	5
Fredericksburg	$90.3	$146.9	$90.3	$73.5	4	9	4	3
Hampton Roads	$139.2	$146.0	$111.9	$146.0	11	12	10	12
Lynchburg	$82.4	$82.4	$82.4	$82.4	4	4	4	4
Northern Virginia	$88.7	$103.2	$88.7	$103.2	4	5	4	5
Richmond	$338.5	$230.3	$348.5	$318.7	14	14	19	20
Salem	$53.9	$53.9	$53.9	$53.9	3	3	3	3
Staunton	$69.9	$65.6	$63.0	$70.2	6	7	6	7
Pool at end for Consensus**	**$95.7**	**$130.2**	**$104.8**	**$113.5**				

- This shows outputs of the R6 base case. The consensus scenario changed actual funding results.

** The process “stops” when the next highest scoring project exceeds the remaining pool. The CTB determines how to allocate the pool in the consensus process

Scenarios – Rerun Round 6 Pool with Different Rules

Note – this is **not** indicative of what will happen in future rounds as a) projects change and b) rules guide submissions

	Average Project Size ($M)				Average SS Score			
	R6 Base Case*	HPP First	Inn. Int as HPP Eligible	HPP First + Inn. Int.	R6	HPP First	Inn. Int as HPP Eligible	HPP First + Inn. Int.
Bristol	$9.1	$9.1	$9.1	$9.1	7.9	7.9	7.9	7.9
Culpeper	$23.4	$23.4	$21.7	$18.1	6.6	6.6	6.3	5.9
Fredericksburg	$22.6	$16.3	$22.6	$24.5	12.5	7.6	12.5	14.5
Hampton Roads	$12.7	$12.2	$11.2	$12.2	10.5	9.9	10.5	9.9
Lynchburg	$20.6	$20.6	$20.6	$20.6	6.2	6.2	6.2	6.2
Northern Virginia	$22.2	$20.6	$22.2	$20.6	8.8	7.8	8.8	7.8
Richmond	$24.2	$17.7	$18.3	$15.9	10.2	11.4	9.9	10.0
Salem	$18.0	$18.0	$18.0	$18.0	3.1	3.1	3.1	3.1
Staunton	$11.7	$9.4	$10.5	$10.0	8.4	8.0	8.0	7.2
ALL	**$18.5**	**$15.8**	**$16.8**	**$15.5**	**9.0**	**8.3**	**8.7**	**8.3**

Implications: HPP First would have had more significant impact than Innovative Intersections. All scenarios slightly reduce average project size and average score. HPP First increases balance across districts. ~95% of R6 projects get to the same funding status in all four scenarios.

Scenario – If HPP Had Been Funded Before DGP?

ADDED

VTrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
1	B	Fredericksburg	Route 1 and Foreston Woods Dr / Coal Lan	Highway	4.81	$18.9	2.5
3	B	Fredericksburg	Route 639 STARS Study Improvements	Highway	4.58	$15.7	2.9
3	D	Fredericksburg	Rte. 17 and Belroi Road Intersection	Highway	2.12	$6.4	3.3
3	D	Fredericksburg	Rte. 3 and Rte. 198 Intersection and Roa	Highway	1.15	$2.9	3.9
2	D	Fredericksburg	Rte 207 Sidewalk improvements at Rte 1 a	Bike/Pedestrian	6.95	$12.7	5.5
2	D	Hampton Roads	Cheriton RCUT	Highway	2.29	$6.8	3.4
2	B	Richmond	Springfield Road Improvements	Highway	11.48	$14.8	7.7
2	B	Richmond	I Cowardin Avenue at Semmes Avenue Prote	Bike/Pedestrian	6.59	$7.9	8.3
2	B	Richmond	J Hull Street / Clopton Street / Midloth	Highway	22.85	$25.8	8.9
1	C	Staunton	Reservoir Street Median	Highway	1.19	$2.6	4.5
2	D	Staunton	US340/US522,I-66,Exit6,Ramp Intersection	Highway	6.45	$12.5	5.2

DROPPED

VTrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
1	B	Richmond	Route 360/I-64 Interchange Improvements	Highway	10.95	$27.0	4.1
1	B	Richmond	I-95 and Route 54 Interchange	Highway	20.47	$41.1	5.0
2	C	Richmond	I-85/95 Interchange Improvements	Highway	23.28	$46.0	5.1
1	C	Richmond	Winston Churchill Drive Corridor Improvements	Highway	22.03	$42.7	5.2
1	B	Richmond	Route 360/I-64 Interchange Improvements	Highway	10.95	$27.0	4.1

Row Labels	Added	Dropped	Remain Funded
Bristol			3
Culpeper			4
Fredericksburg	5		4
Hampton Roads	1		11
Lynchburg			4
Northern Virginia	1		4
Richmond	3	4	10
Salem			3
Staunton	2	1	5
Grand Total	12	5	48

Scenario – If Innovative Intersections Had Been HPP Eligible

ADDED

Vtrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
4	D	Culpeper	Dumfries Rd (Rt 605) & Greenwich Rd (Rt	Highway	7.7	$15.1	5.1
1	B	Richmond	W Broad St and Parham Rd Intersection Im	Highway	6.0	$9.0	6.6
4	D	Richmond	US 58 at Freemans Cross Rd/Reedy Crk Rd	Highway	8.1	$11.7	6.9
2	D	Richmond	U.S. Route 60 at State Route 13/603 RCUT	Highway	2.7	$3.6	7.3
2	B	Richmond	Salem Church Road/Kingsland Road Roundab	Highway	7.5	$10.2	7.3
4	B	Richmond	New Dorset Road & Route 60 RCUT	Highway	2.7	$3.6	7.4
1	C	Richmond	VA-36 (Winston Churchhill Drive) Corrido	Bike/Pedestrian	11.4	$14.9	7.6
1	B	Richmond	G US Route 360 Mechanicsville Tpk Rounda	Highway	34.7	$45.2	7.7
2	B	Richmond	J Hull Street / Clopton Street / Midloth	Highway	22.8	$25.8	8.9
2	D	Staunton	US340/US522,I-66,Exit6,Ramp Intersection	Highway	6.5	$12.5	5.2

DROPPED

Vtrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
2	A	Hampton Roads	Isle of Wight County	Highway	10.8	$27.3	4.0
1	B	Richmond	PlanRVA Richmond Regional Planning District Commission	Highway	11.0	$27.0	4.1
1	B	Richmond	Ashland Town	Highway	20.5	$41.1	5.0
2	C	Richmond	Tri-Cities Area Metropolitan Planning Organization	Highway	23.3	$46.0	5.1
2	C	Staunton	Augusta County	Highway	8.2	$19.4	4.2

Row Labels	Added	Dropped	Remain Funded
Bristol			3
Culpeper	1		5
Fredericksburg			4
Hampton Roads		1	10
Lynchburg			4
Northern Virginia			4
Richmond	8	3	19
Salem			3
Staunton	1	1	5
Grand Total	10	5	48

Scenario – Both of the Prior Changes Together

ADDED

Vtrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
1	D	Culpeper	US Business 17 Corridor Improvement/Flet	Highway	8.9	$18.5	4.8
4	D	Culpeper	Dumfries Rd (Rt 605) & Greenwich Rd (Rt	Highway	7.7	$15.1	5.1
2	D	Hampton Roads	Cheriton RCUT	Highway	2.3	$6.8	3.4
4	A	N Virginia	Route 15 at Braddock Road Roundabout	Highway	5.7	$14.5	3.9
1	B	Richmond	W Broad St and Parham Rd Intersection Im	Highway	6.0	$9.0	6.6
4	D	Richmond	US 58 at Freemans Cross Rd/Reedy Crk Rd	Highway	8.1	$11.7	6.9
3	C	Richmond	Rt 1 and I-85 Exit 63B Widening	Highway	3.5	$4.9	7.2
2	D	Richmond	U.S. Route 60 at State Route 13/603 RCUT	Highway	2.7	$3.6	7.3
2	B	Richmond	Salem Church Road/Kingsland Road Roundab	Highway	7.5	$10.2	7.3
4	B	Richmond	New Dorset Road & Route 60 RCUT	Highway	2.7	$3.6	7.4
1	C	Richmond	VA-36 (Winston Churchhill Drive) Corrido	Bike/Pedestrian	11.4	$14.9	7.6
1	B	Richmond	G US Route 360 Mechanicsville Tpk Rounda	Highway	34.7	$45.2	7.7
2	B	Richmond	Springfield Road Improvements	Highway	11.5	$14.8	7.7
2	B	Richmond	I Cowardin Avenue at Semmes Avenue Prote	Bike/Pedestrian	6.6	$7.9	8.3
2	B	Richmond	J Hull Street / Clopton Street / Midloth	Highway	22.8	$25.8	8.9
4	C	Staunton	Crozet Tunnel Trail	Bike/Pedestrian	6.4	$15.0	4.3
1	C	Staunton	Reservoir Street Median	Highway	1.2	$2.6	4.5
2	D	Staunton	US340/US522,I-66,Exit6,Ramp Intersection	Highway	6.5	$12.5	5.2

DROPPED

Vtrans	Area	District	Name	Primary Type	Benefit	SS Request	SS Score
1	B	Culpeper	US Business 17 Corridor Improvement/Flet	Highway	24.4	$36.4	4.0
1	B	Fredericksbur	Dumfries Rd (Rt 605) & Greenwich Rd (Rt	Highway	10.8	$16.8	0.0
1	B	Richmond	Cheriton RCUT	Highway	11.0	$27.0	0.0
1	B	Richmond	Route 15 at Braddock Road Roundabout	Highway	20.5	$41.1	0.0
2	C	Richmond	W Broad St and Parham Rd Intersection Im	Highway	23.3	$46.0	0.0
1	C	Richmond	US 58 at Freemans Cross Rd/Reedy Crk Rd	Highway	22.0	$42.7	4.1
1	B	Richmond	Rt 1 and I-85 Exit 63B Widening	Highway	8.8	$14.8	5.0
2	C	Staunton	U.S. Route 60 at State Route 13/603 RCUT	Highway	8.2	$19.4	5.1
1	C	Staunton	Salem Church Road/Kingsland Road Roundab	Highway	5.9	$10.5	4.2

Row Labels	Added	Dropped	Remain Funded
Bristol			3
Culpeper	2	1	3
Fredericksburg		1	3
Hampton Roads	1		11
Lynchburg			4
Northern Virginia	1		4
Richmond	11	5	9
Salem			3
Staunton	3	2	4
Grand Total	18	9	44

How Can A Project Improve Its Score?

In conversations, this question comes up often. To illustrate how this happens, we pulled two projects that have been resubmitted (and thus, fully re-scored) at least once with changes.

Because scoring methods are tweaked each round, and scores are normalized against the other submissions in that round, the comparisons aren't always exact. But they do illustrate some of the levers that can be adjusted.

SMART SCALE
Funding the Right Transportation Projects in Virginia

Project Resubmission Example: John Marshall Hwy

Some projects have been submitted and scored multiple times, which is useful to understanding mechanics of funding



App ID	549 (2015) /1433 (2017)	3929 (2019)
Description	Reconstruction, widening, add lanes	Targeted safety improvements (rumble, reflectors, signage, lighting)
Extent	1.82 mi	1.82 mi (same as prior)
Cost	$25M (rising to $31M in next round)	$1.6M
Congestion Score	0 (generally means there is no congestion)	0 (generally means there is no congestion)
Safety Score	12.9 EPDO, 143.6 EPDO/100M VMT	80 EPDO, 620.3 EPDO/100MVMT
W. Safety Score	0.7	3.7
W. Benefit Score	0.8	4.1
SMART SCALE Score	0.3	25.2
Rank in Round	369 of 404	13 of 433

Before 2019, the applicant worked with VDOT via a STARS study to identify more impactful safety benefits at lower cost

Belt Blvd (City of Richmond)
Several apps on the same 0.7mi corridor of Belt Blvd


161
60
Old Midlothian Tpke
Unnamed Alley
Unnamed Ln
Unnamed Rd
Unnamed Ave
Unnamed Alley
Unnamed Alley
Unnamed Alley

I-95/I-85 Interchange – City of Petersburg



App ID	App 1485 (+ 10 subsequent apps) R2	App 1160 R6
Description	App 1485 was a flyover ramp + interchange improvements on S. Crater road. Subsequent 10 apps all had portions of this (smaller interchange improvements, new connections, PNR lot, etc).	Interchange improvements at S. Crater + interchange improvements at Graham Rd and Winfield Rd, from prior apps. No flyover. No new connection. No PNR.
Cost	$119M (component studies each cost less, $10-45M)	$46M
Congestion Score	~0	554 persons, 158 person hours
Safety Score	5.1 EPDO, 125 EPDO/100M VMT	210 EPDO; 10,455 EPDO/100M VMT
W. Benefit Score	0.7	23.3
SMART SCALE Score	0.1	5.1
State Rank in Round	391 of 404	53 of 270

Wrap Up (and Q&A)

- SMART SCALE is designed to get the maximum ROI out of limited state dollars.
- The legislature laid out a broad definition of how we measure “return” consistently across all projects (congestion, safety, accessibility, economic development, land use, environment).
- CTB gets to guide the details and nuances of measuring “return” via policy. CTB also gets to apply their judgement at the end of each process to determine what is ultimately funded.
- The agencies’ staff execute the policy (the SMART SCALE Base Case). They do not influence outcomes or determine results.
- SMART SCALE scoring has complexities. But it is also transparent. This administration will strive to ensure that the complexity doesn’t mask the transparency.

Useful Links

- **SMART SCALE home:** SMART SCALE Home | SMART SCALE
- **Technical guide:** SMART SCALE Technical Guide
- **Detailed data on previous rounds and scoring:** Previous Rounds | SMART SCALE

Appendices

Breakout Scenarios by Funding Source

R6	DGP	HPP
Bristol	$27.2	$0.0
Culpeper	$57.0	$36.4
Fredericksburg	$73.5	$16.8
Hampton Roads	$111.9	$27.3
Lynchburg	$82.4	$0.0
Northern Virginia	$88.7	$0.0
Richmond	$82.6	$255.8
Salem	$53.9	$0.0
Staunton	$25.3	$44.7

HPP First	DGP	HPP
Bristol	$27.2	$0.0
Culpeper	$57.0	$36.4
Fredericksburg	$72.7	$74.2
Hampton Roads	$110.7	$35.3
Lynchburg	$82.4	$0.0
Northern Virginia	$70.9	$32.3
Richmond	$94.6	$135.7
Salem	$53.9	$0.0
Staunton	$30.1	$35.6

Inn Int as HPP	DGP	HPP
Bristol	$27.2	$0.0
Culpeper	$57.0	$51.5
Fredericksburg	$73.5	$16.8
Hampton Roads	$111.9	$0.0
Lynchburg	$82.4	$0.0
Northern Virginia	$88.7	$0.0
Richmond	$82.6	$265.9
Salem	$53.9	$0.0
Staunton	$25.3	$37.7

Both	DGP	HPP
Bristol	$27.2	$0.0
Culpeper	$46.7	$43.9
Fredericksburg	$73.5	$0.0
Hampton Roads	$110.7	$35.3
Lynchburg	$82.4	$0.0
Northern Virginia	$70.9	$32.3
Richmond	$100.0	$218.7
Salem	$53.9	$0.0
Staunton	$32.8	$37.4



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

CTB – Consent Agenda

VIRGINIA DEPARTMENT of Aviation

DMV Virginia Department of Motor Vehicles

MVDB

Office of INTERMODAL Planning and Investment

THE PORT OF VIRGINIA

VIRGINIA PASSENGER RAIL AUTHORITY

DRPT VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

VIRGINIA SPACEPORT AUTHORITY

VDOT Virginia Department of Transportation

Moving Certain Items to a Consent Agenda

- Consent agenda items will be shared in advance with CTB members, and will be voted on in a single vote during the action meeting.
- Consent agenda items will not be presented during a workshop, unless a board member requests it.
- Any board member may request any consent agenda item be presented or discussed at the workshop meeting.
- The Secretary may move an item typically in consent to the workshop meeting.

- **Goal – More time spent in meaningful conversation, discussion, and decision making during CTB meetings.**

Proposed Items to be Moved to Consent Agenda

- **Rail Industrial Access (RIA) Grant Awards**
- **Limited Access Control Changes**
- **Bids that are within range**
- **Acknowledgements of shared reports (e.g. Update on Toll Facilities Revolving Account, FREIGHT project status)**

COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Safety – Defining the Problem

Stephen Read, P.E. Highway Safety Engineer, VDOT

Brandy Brubaker, Director, Virginia Highway Safety Office, DMV

Goals of Presentation

1. In this administration, we want to push towards a step-change in safety improvements.
2. This presentation sets the stage by defining the problem so that CTB and the public have the right background to engage in future discussions and can get questions answered.
3. 2025 was an improvement and we should be glad. In the coming months we will share more about why 2025 improved. However, we are still not where we need to be.
4. In future months, we will discuss what we plan to do about it, leading up to Strategic Highway Safety Plan update.
5. **Nota Bene –** This board doesn't vote to approve the SHSP. Instead, the board has responsibility to approve spending resulting to the plan. Thus, it's important for the board to understand the underpinning.

Presentation Agenda

1. Topline annual trends and comparisons to other states/nation
2. Current Strategic Highway Safety Plan – what we've seen 2022-2025
    1. Engineering related factors
    2. Behavioral related factors
    3. Combination of Multiple Factors
3. Next steps for CTB and Safety

What Leaps Out : Top Problem Areas

- **Intersections**, especially in urban areas
- **Roadway Departures,** especially while speeding, especially in rural areas, especially on VDOT roads
- **Speeding**, especially with roadway departures and at intersections
- **Impairment,** especially in rural areas
- **Aging road users,** especially at intersections and near pedestrians
- **Unbelted drivers,** especially when speeding*
- **Young drivers**
- **Motorcyclists**
- **Heavy Vehicles**
- **Pedestrians,** especially on arterials at intersections at night*
- **Bicyclists,** especially at urban intersections*

* Disproportionately important contributor to fatalities, as opposed to fatalities + serious injuries.

This list has been largely the same for 12+ years. COVID era spikes in certain contributors (e.g., unbelted drivers) and effects (e.g., spike in fatalities) seem to have settled back into the longer-term trend.

This presentation reviews these features and how they interact.

What Leaps Out : Interaction Between Factors

15,461
fatalities or serious injuries occurred in crashes involving a roadway departure

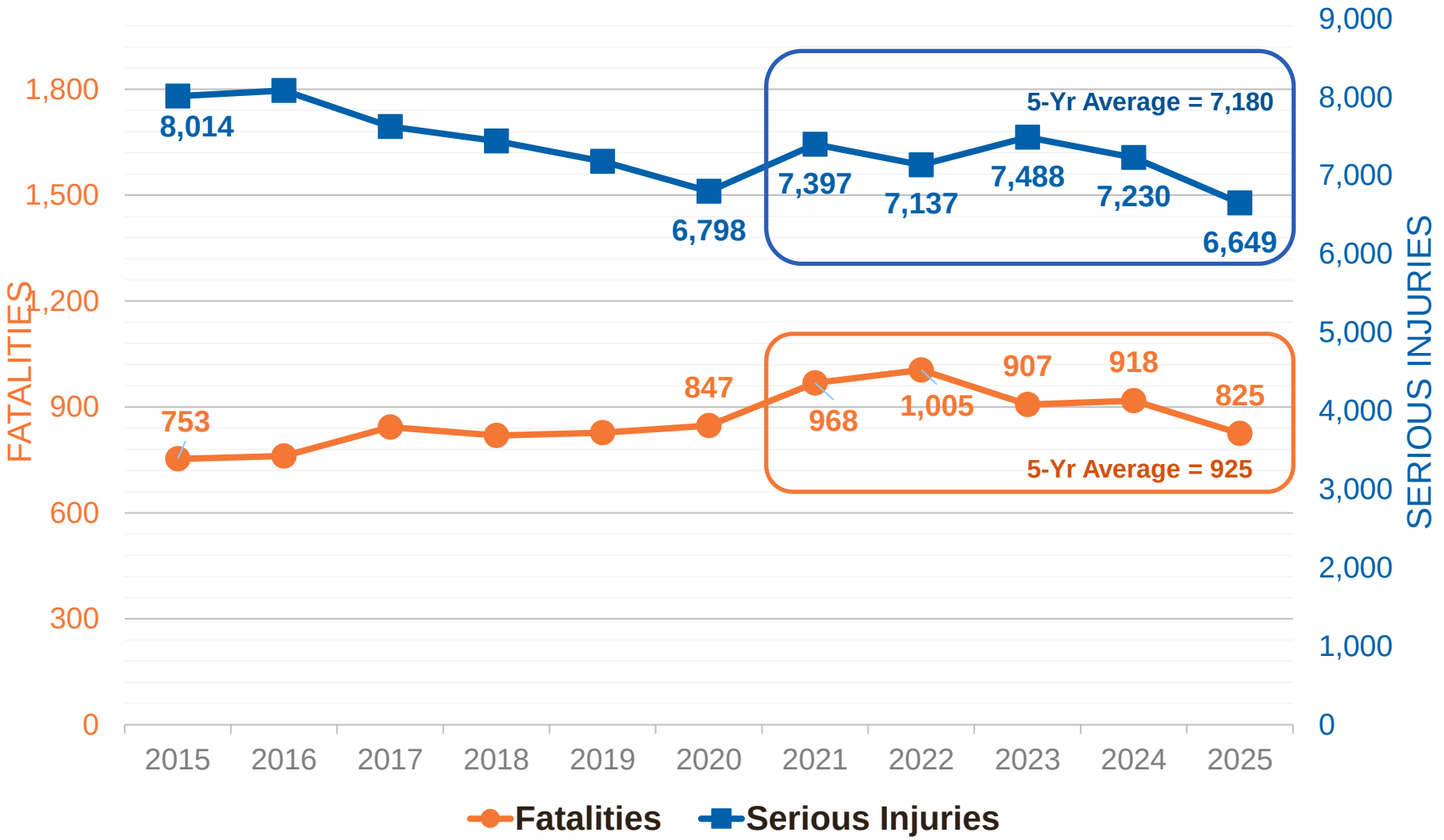
How often did driver behavior contribute to the roadway departure?

44% (6,870)
involved a speeding driver

40% (2,782)
of those speeding drivers were also impaired

2020-2024 Crash Data

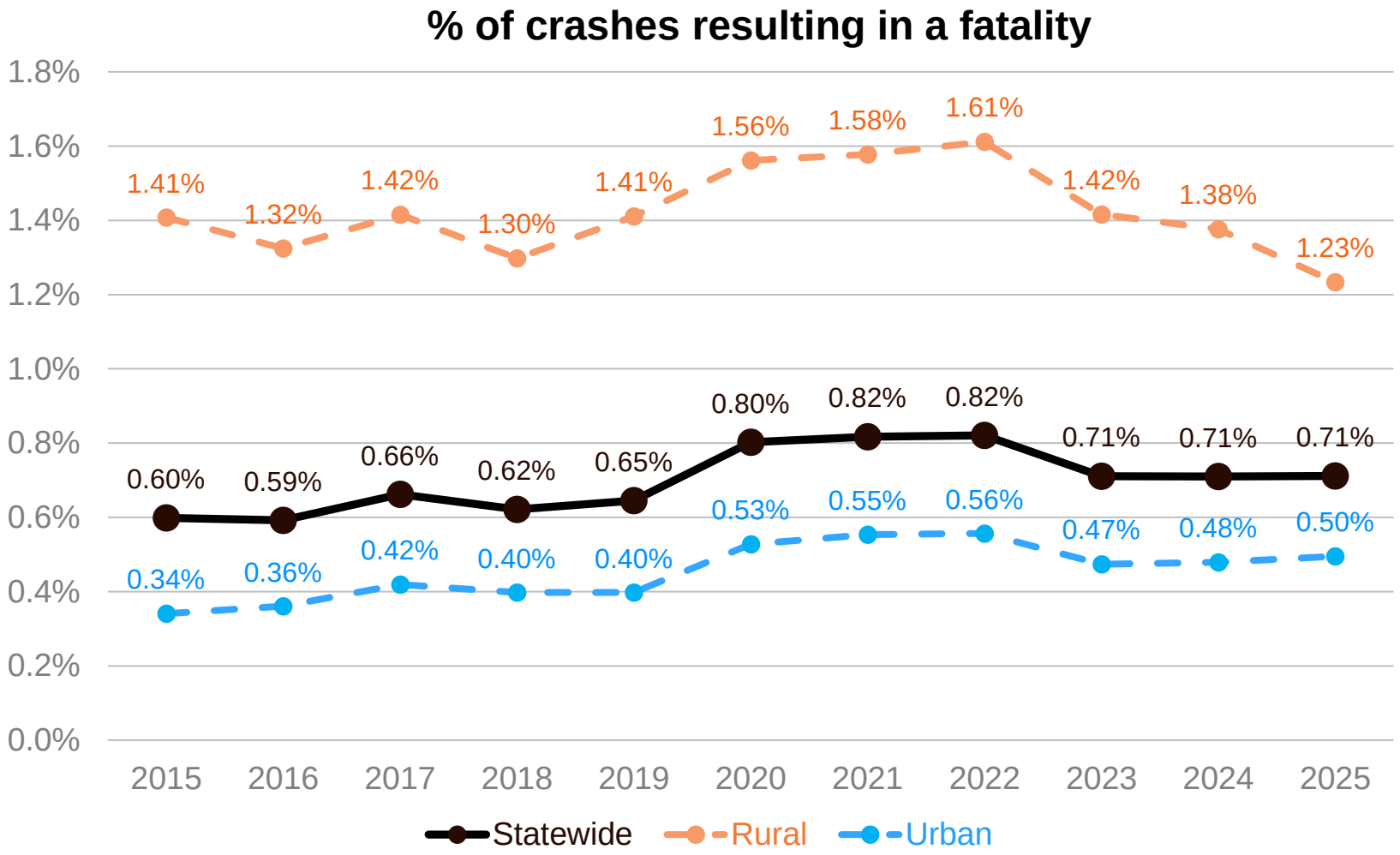
What Leaps Out : 2025 Improved, But Not Where we Want to Be.



- 2014 had the lowest Fatalities at 700. In 2025 we remain higher, despite year over year improvements.
- In 2025 there was a severe crash every 70 minutes.
- The 2025 societal cost of F and SI was $20.4B.

Note: 2025 data is preliminary

Why are Fatalities Up While Ser. Inj. are at an All Time Low?

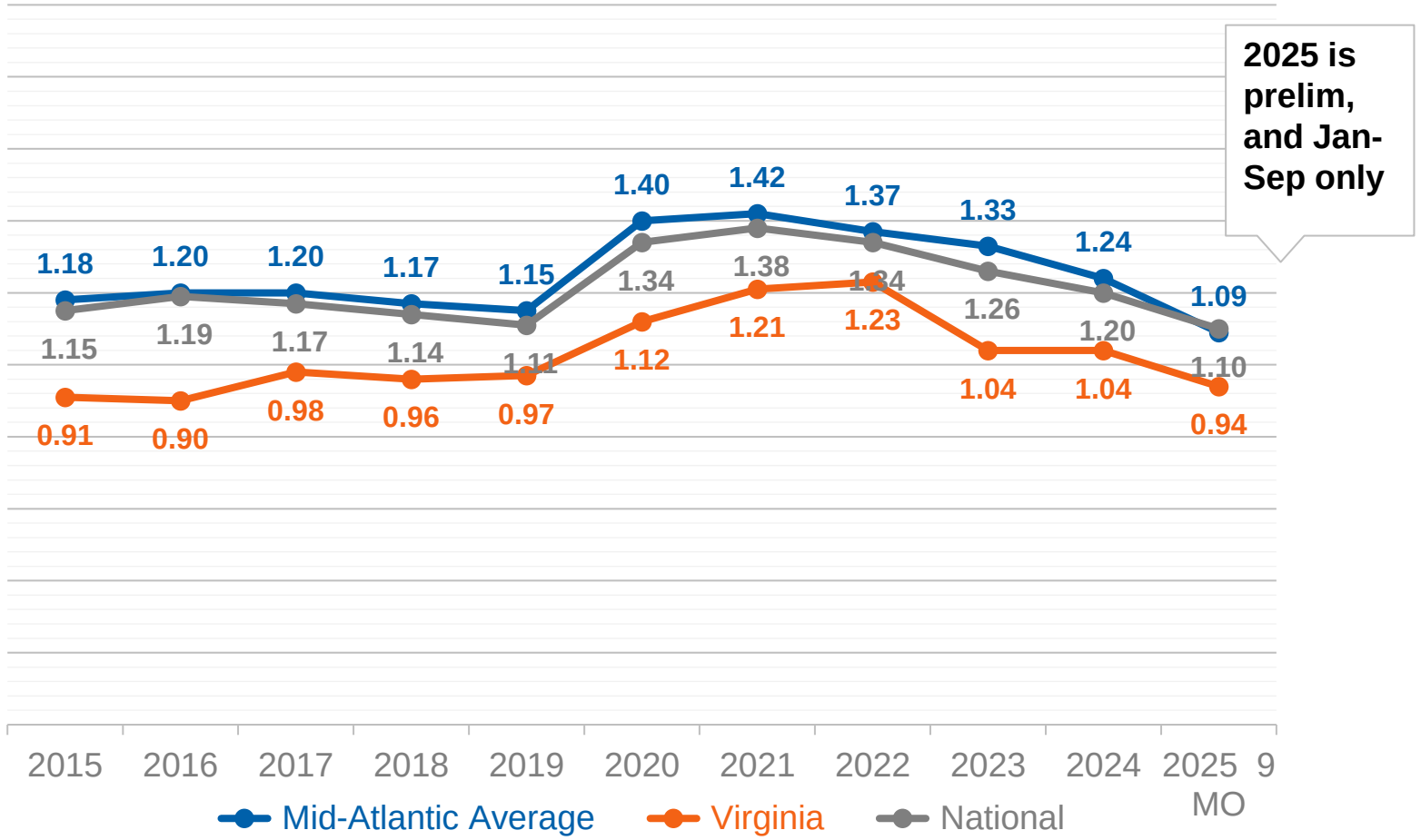


Note: 2025 data is preliminary

- The ratio of deaths increased during the pandemic by 25% (conjecture – higher speeds from less traffic, and a reduction in seatbelt use were key causes)
- The risk is higher in rural areas but that has now declined below pre-pandemic levels
- Urban risk increased 37% and has not returned to the lower levels

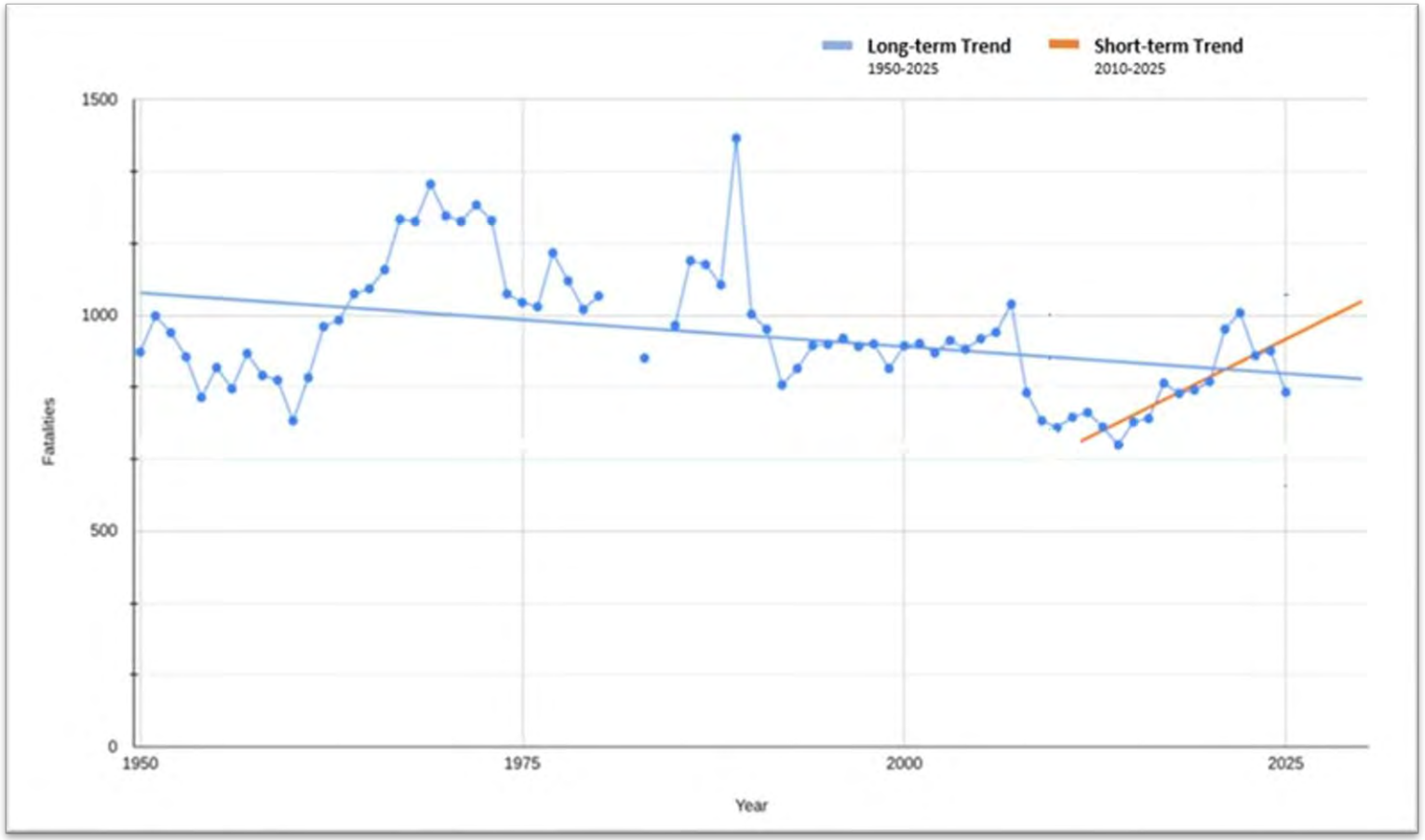
Virginia in Context – National and Regional Comparison

Fatalities per 100M VMT (2025 is Preliminary for First Nine Months Only)



- In general, Virginia has followed the national trend. **This means factors bigger than our state influencing our rates are.**
- The pandemic brought an increase in speeding and DUI, and unlicensed drivers
- Further, more people were active and pedestrian and cyclist deaths increased
- Urban arterials saw the largest increase in fatalities.

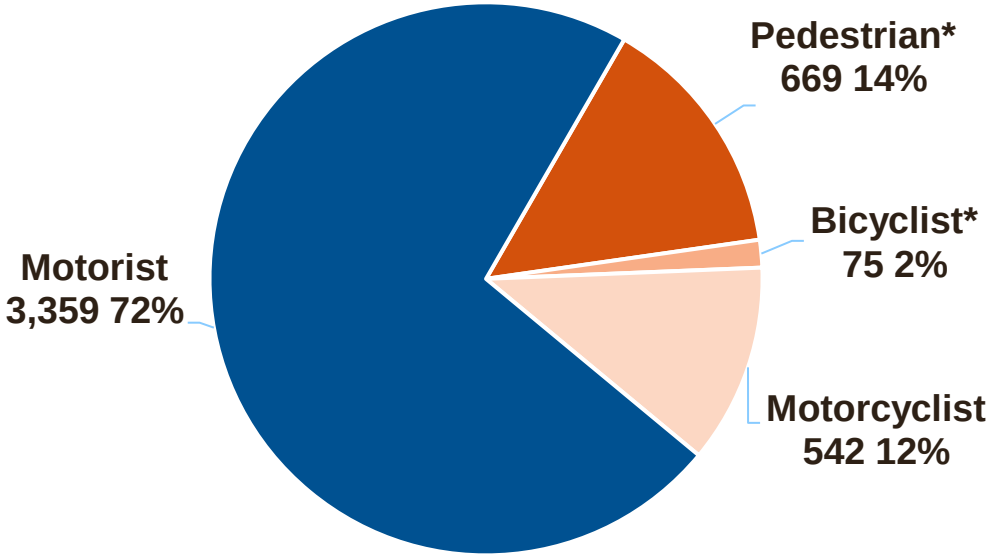
Longer Term Trends: Fatalities are Constant, Despite Deeply Different Underlying Pressures



- Virginia has consistently oscillated between 700 and 1,000 fatalities per year since 1950.
- While the population and VMT have risen over the long term, which would be expected to create a rise in fatalities, other factors have pushed the rate down leading to a ~consistent absolute number.
- A short-term (2010-2025) trend shows increasing fatalities. The pandemic and recovery from it confuse the picture in recent years, but the rise began in 2010.

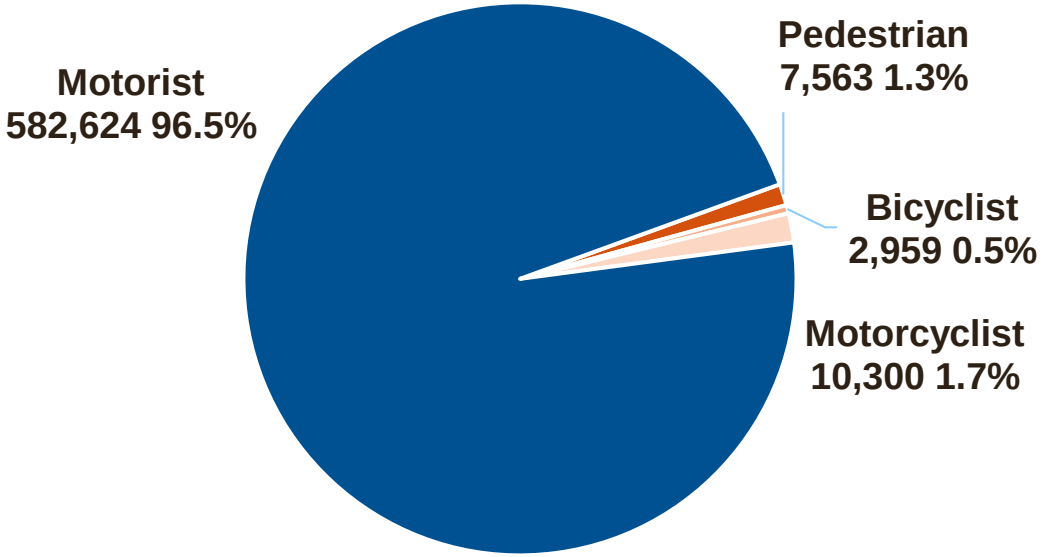
Road User Risks of Death

Road Users Who Died



2020-24 Fatal Crashes

Crashes by Road Users Involved



2020-24 Total Crashes

* Pedestrian and bicyclists are “Vulnerable Road Users” (VRUs) per FHWA terminology.

Reminder: Transit – Far Safer Than Driving

Public transit is ~ 10x safer than traveling by automobile when measured by fatalities per mile (AASHTO)

Transit systems have very low fatality rates, typically well under 0.2 fatalities per 100 million miles of service. (NTD)

Virginia operators maintain low crash and injury rates (NTD)

Transit reduces:
- ✓ Vehicle Miles Traveled (VMT)
- ✓ DUI, Drowsy, and Distracted driving
- ✓ Traffic congestion and crash exposure

Safety Metric (NTD)	**Virginia Rate**	**Relative Performance**	**U.S. average**
Major Safety Events per 100k VRM **(approx.)	**~0.5 - 0.7**	**Better than national average**	**~0.8–1.0**
Fatalities per 100M VRM (approx.)	**~0.4 – 0.6**	**Better than national average**	**~0.9**
Injury Rates per 100K VRM (approx.)	**~0.3**	**Better than national average**	**~0.6**

- National Transit Database (NTD) is the primary federal source for transit safety statistics
- Major Safety Event: fatality, injury requiring immediate medical attention, property damage ≥ $25,000, collisions involving transit vehicles that require towing, evacuations

** per Vehicle Revenue Mile (VRM)

TRENDS AND UPDATES FROM THE 2022-2026 SHSP



Strategic Highway Safety Plans – Last Updated 2022-2026

Strategic Highway Safety Plan (SHSP)

- Comprehensive multi-stakeholder plan to reduce highway deaths and serious injuries
- Establishes and implements Safe System actions to improve the safety of the highway system through engineering, education, enforcement, and emergency response solutions

Vulnerable Road User Safety Assessment (VRUSA)

- Required supplement to SHSP that includes additional data analysis and strategies to reduce pedestrian and bicyclist severe crashes

Plans will be combined and updated in 2026



https://bit.ly/VASHSP

How Emphasis Areas Were Determined in SHSP

Emphasis areas were established to address:

- Crash type outcomes with a disproportionate number of fatalities or serious injuries
- Behavioral issues that contribute to the frequency or severity of crashes
- User types that contribute to the frequency of crashes or that are more vulnerable to serious injuries

Emphasis areas largely align with federal safety initiatives and funding programs

Shared Responsibility for SHSP Emphasis Areas

SAFE ROAD USERS


Pedestrians


Bicyclists


Motorcyclists


Impaired Driving


Occupant Protection


Aging Road Users


Young Drivers

SAFE ROADS


Intersections


Roadway Departures

SAFE VEHICLES


CAV


Heavy Vehicles

SAFE SPEEDS


Speeding

POST-CRASH CARE


Emergency Response and Medical Services

SUPPORTING

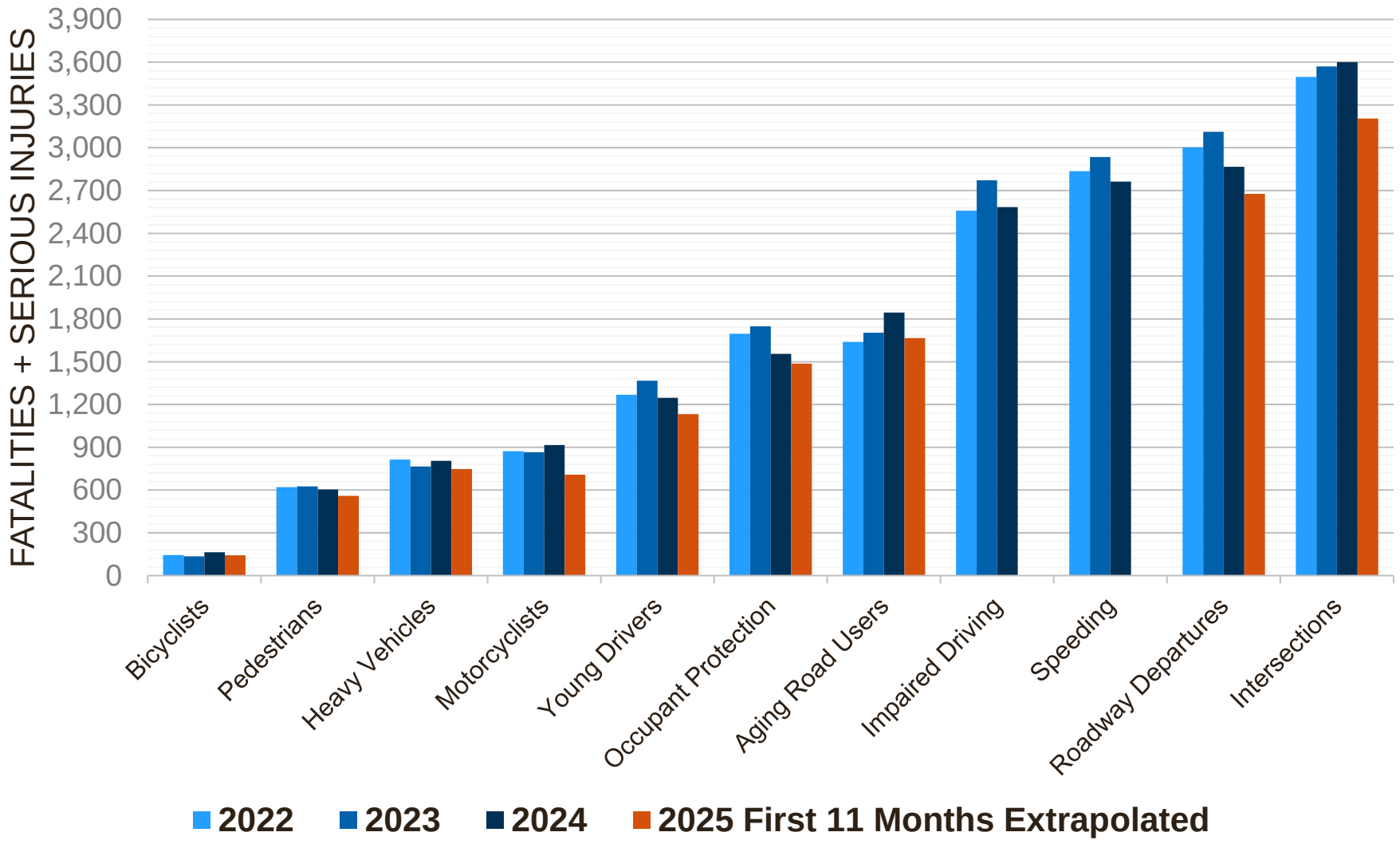

Data & Analytics

Primary Responsibility

- **Engineering (VDOT)**
- **Education (DMV, DOE, VDH & Others)**
- **Enforcement & EMS* (VSP, VDH & Others)**

* Enforcement not covered in this presentation

Annual Fatalities + Serious Injuries per SHSP Emphasis



- Through 2024, we had not seen any big movement on these top categories.
- 2025 had an overall reduction in SI + F.
- **PRELIMINARY** results indicate that this improvement shows up in every category.
- The biggest improvements were:
  - Motorcyclists (-12%)
  - Intersections (-11%)
  - Bicyclists (-12.8%)
- This trend is not the same for fatalities alone – Pedestrian fatalities increased.
- 2025 Speeding, Impaired Driver statistics are not available until later.

ENGINEERING PRIMARILY RESPONSIBLE



Engineering Infrastructure Focused Emphasis Areas

- **Roadway Departures**
- **Intersection related**
- **Pedestrians***
- **Bicyclists***

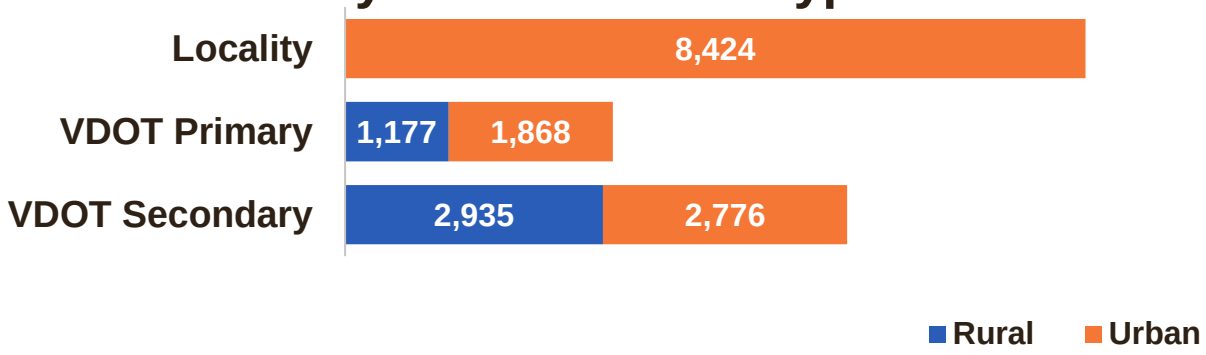
(all the above with Speed considerations)

* These will be covered in depth in April. Slides about them are in the appendix and can be brought in during Q&A

Intersection Fatalities & Serious Injuries

Annual Averages: **310** Fatalities; **3,126** Serious Injuries

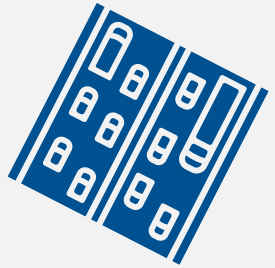
System and Area Type



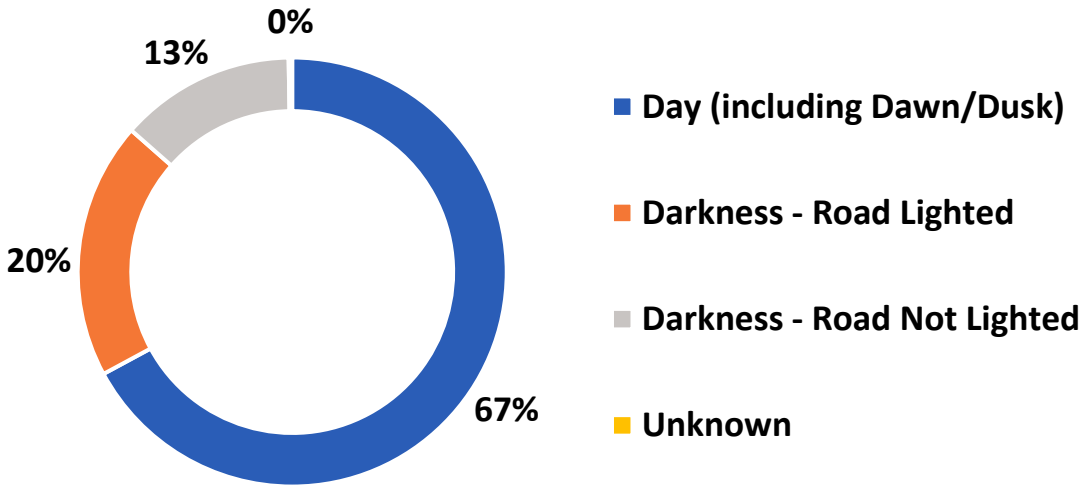


24% occurred in **Rural** areas

76% occurred in **Urban** areas



Time of Day



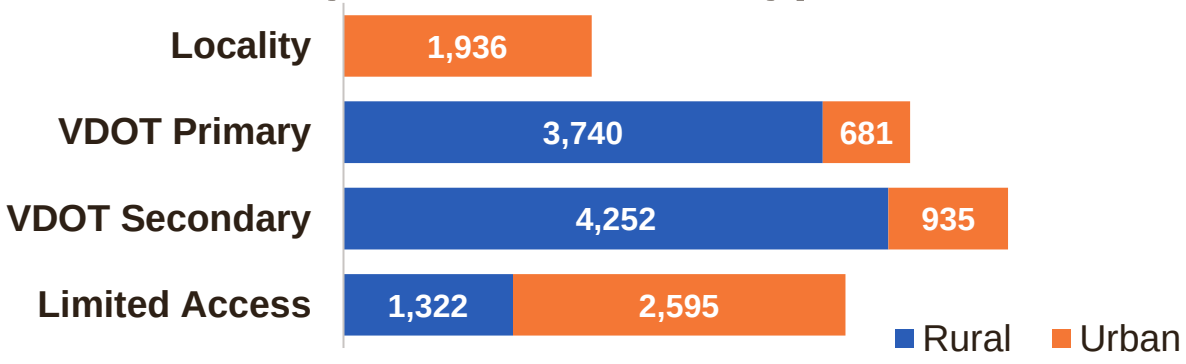
Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	1,742	657	168
<=35 mph	1,489	2,835	526
<=45 mph	1,546	2,988	1,265
<=55 mph	1,630	1,403	93
>55 mph	46	463	6

All summaries based on 2020-2024 Crash Data

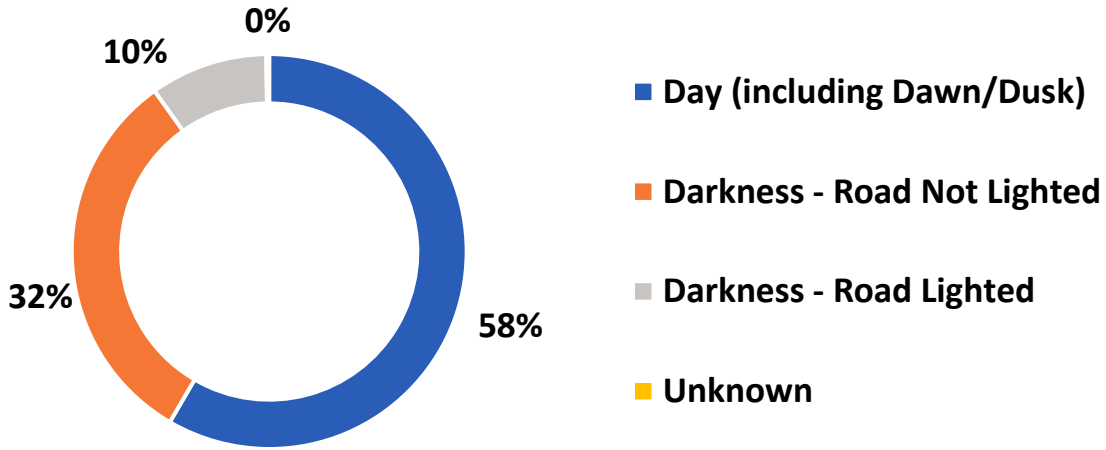
Roadway Departure Fatalities & Serious Injuries

Annual Averages: **454** Fatalities; **2,638** Serious Injuries

System and Area Type



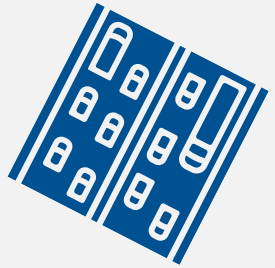
Time of Day





68% occurred in **Rural** areas

32% occurred in **Urban** areas



Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	891	47	11
<=35 mph	1,285	359	47
<=45 mph	2,664	498	126
<=55 mph	4,194	1,294	594
>55 mph	167	2,124	985

All summaries based on 2020-2024 Crash Data

What Leaps Out : Interaction Between Factors

15,461
fatalities or serious injuries occurred in crashes involving a roadway departure

How often did driver behavior contribute to the roadway departure?

44% (6,870)
involved a speeding driver

40% (2,782)
of those speeding drivers were also impaired

2020-2024 Crash Data

EDUCATION PRIMARILY RESPONSIBLE



Behavioral Focused Emphasis Areas

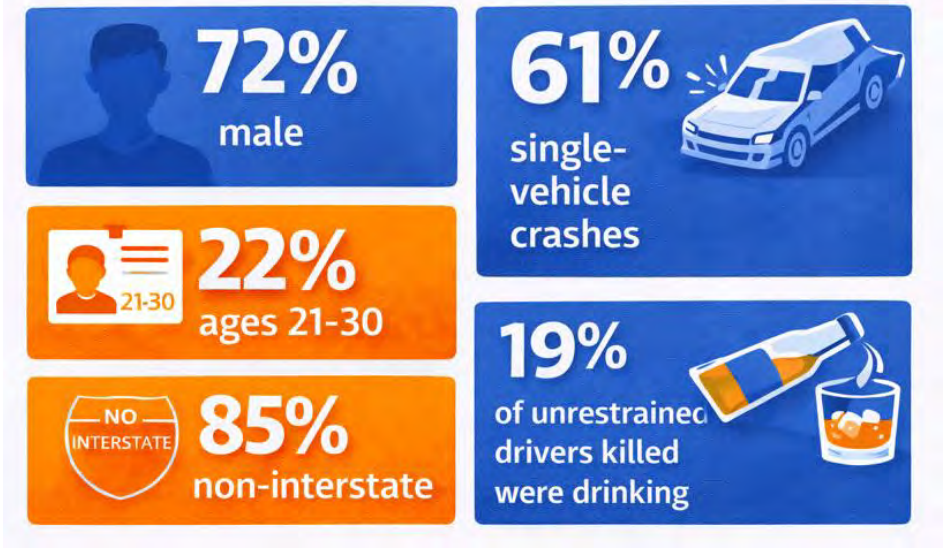
- **Bicyclists and Pedestrians***
- **Motorcyclists**
- **Impaired driving (drunk, distracted, drowsy, drugged)**
- **Occupant protection**
- **Speeding**
- **Heavy vehicles**
- **Aging and young drivers**

* These will be covered in depth in April. Slides about them are in the appendix and can be brought in during Q&A

Occupant Protection: Unrestrained Fatalities

Annual Averages: **342** Fatalities; **1,352** Serious Injuries









All summaries based on 2020-2024 Crash Data

The Overlap of 2+ Emphasis Areas is Important

Example- Drunk Driving + Unbelted

6,663
fatalities or serious injuries occurred in crashes involving alcohol use by one or more drivers

People who die or are seriously injured in a crash involving a drinking driver.

3,404
drinking drivers

3,259
other people

Additional unsafe behaviors by drinking drivers.

44%
were unbelted

51%
were speeding

2020-2024
Crash Data

CONCLUSION

VDOT
Virginia Department of Transportation

Numerically, these Top Problem Areas Leap Out

- **Intersections**, especially in urban areas
- **Roadway Departures,** especially while speeding, especially in rural areas, especially on VDOT roads
- **Speeding**, especially with roadway departures and at intersections
- **Impairment,** especially in rural areas
- **Aging road users,** especially at intersections and near pedestrians
- **Unbelted drivers,** especially when speeding*
- **Young drivers**
- **Motorcyclists***
- **Heavy Vehicles**
- **Pedestrians,** especially on arterials at intersections at night*
- **Bicyclists,** especially at urban intersections*

* Disproportionately important contributor to fatalities, as opposed to fatalities + serious injuries.

Each of these problems has a different toolkit of techniques available to ameliorate the outcomes. Each tool has different levels of effectiveness and cost.

In the next few CTB meetings, we will dig into the balance of effectiveness and cost as we plan to improve safety in the future.

APPENDICES

VDOT
Virginia Department of Transportation

Fatalities & Serious Injuries Overlap Heat Matrix (2020-24)

	Impaired Driving	Speeding	Occupant Protection	Roadway Departure	Intersections	Young Drivers	Bicyclists	Pedestrians	Aging Road Users	Motorcyclists	Heavy Vehicles
Total	**13,496**	**14,054**	**8,468**	**15,461**	**17,180**	**6,309**	**716**	**2,875**	**8,189**	**4,257**	**3,766**
Impaired Driving	-	***5,509***	***3,836***	***6,047***	***5,220***	1,876	***172***	***1,141***	1,842	768	1,040
Speeding	5,509	-	***4,208***	***6,870***	***4,313***	***2,768***	67	366	***1,976***	***1,477***	***1,241***
Occupant Protection	3,836	4,208	-	***4,916***	2,609	1,343	1	29	1,011	11	763
Roadway Departure	***6,047***	***6,870***	***4,916***	-	0	***2,352***	32	163	***2,026***	***1,369***	***1,174***
Intersections	5,220	***4,313***	2,609	0	-	***2,859***	***482***	***1,675***	***4,349***	***1,749***	***1,169***
Young Drivers	1,876	2,768	1,343	2,352	2,859	-	130	225	703	448	337
Bicyclists	177	70	1	34	489	136	-	7	162	4	19
Pedestrians	1,213	418	29	198	1,742	234	3	-	713	18	166
Aging Road Users	1,846	1,980	1,011	2,027	***4,354***	704	***159***	690	-	693	902
Motorcyclists	797	1,510	11	1,385	1,795	462	5	23	705	-	117
Heavy Vehicles	1,040	1,241	763	1,174	1,169	337	19	146	899	111	-

HOW TO INTERPRET CRASH OUTCOME HEAT MATRIX

Each cell is the number of total fatalities and serious injuries associated with the factor in that **COLUMN** where the **CRASH** involved the contributing factor in each **ROW.**

The sum of cell values in each column will not equal the column total because crashes may have more than two factors.

LEGEND

EA Overlap by Column

Minimum Maximum

Heat Matrix for Infrastructure Emphasis Areas

2020-2024 Crash Data

Impairment includes 4Ds:
- **Drunk**
- **Drugged**
- **Drowsy**
- **Distracted**

	Intersections	Roadway Departure	Pedestrians	Bicyclists
Total Fatalities + Serious Injuries	**17,180**	**15,461**	**2,875**	**716**
Impairment	5,220 (30%)	6,047 (39%)	1,141 (40%)	172 (24%)
Speeding	4,313 (25%)	6,870 (44%)	366 (13%)	67 (9%)
Roadway Departure	0 (0%)	-	163 (6%)	31 (4%)
Intersections	-	0 (0%)	1,675 (58%)	482 (67%)
Young Drivers	2,859 (17%)	2,352 (15%)	225 (8%)	130 (18%)
Aging Road Users	4,354 (25%)	2,027 (13%)	690 (24%)	159 (22%)
Motorcyclists	1,795 (10%)	1,385 (9%)	23 (1%)	5 (1%)
Heavy Vehicles	1,169 (7%)	1,174 (8%)	146 (5%)	19 (3%)

"24% of bicyclist serious injury/ fatalities involved impaired driving."

LEGEND

Overlap by Column (Percentage)

0% 100%

HOW TO INTERPRET CRASH OUTCOME HEAT MATRIX

Each cell represents the number of total fatalities and serious injuries associated with the crash outcome in that **COLUMN** where the **CRASH** involved the contributing factor in each **ROW.**

The sum of cell values in each column will not equal the column total because crashes may have more than two factors.

Heat Matrix for Behavior Emphasis Areas

2020-2024 Crash Data

	Alcohol	Distracted	Drowsy	Drugs	Speeding	Unbelted
Total Fatalities + Serious Injuries	**6,663**	**6,077**	**1,665**	**1,251**	**14,054**	**8,468**
Alcohol	-	1050 (17%)	195 (12%)	590 (47%)	3,200 (23%)	2,279 (27%)
Distracted	1,050 (16%)	-	169 (10%)	236 (19%)	2,089 (15%)	1,397 (16%)
Drowsy	195 (3%)	169 (3%)	-	75 (6%)	602 (4%)	462 (5%)
Drugs	590 (9%)	236 (4%)	75 (5%)	-	644 (5%)	455 (5%)
Speeding	3,200 (48%)	2,089 (34%)	602 (36%)	644 (51%)	-	4,208 (50%)

Number of *all people* who die or are injured in crash

Number of *unbelted people* who die or are injured in crash

LEGEND

Overlap by Column (Percentage)

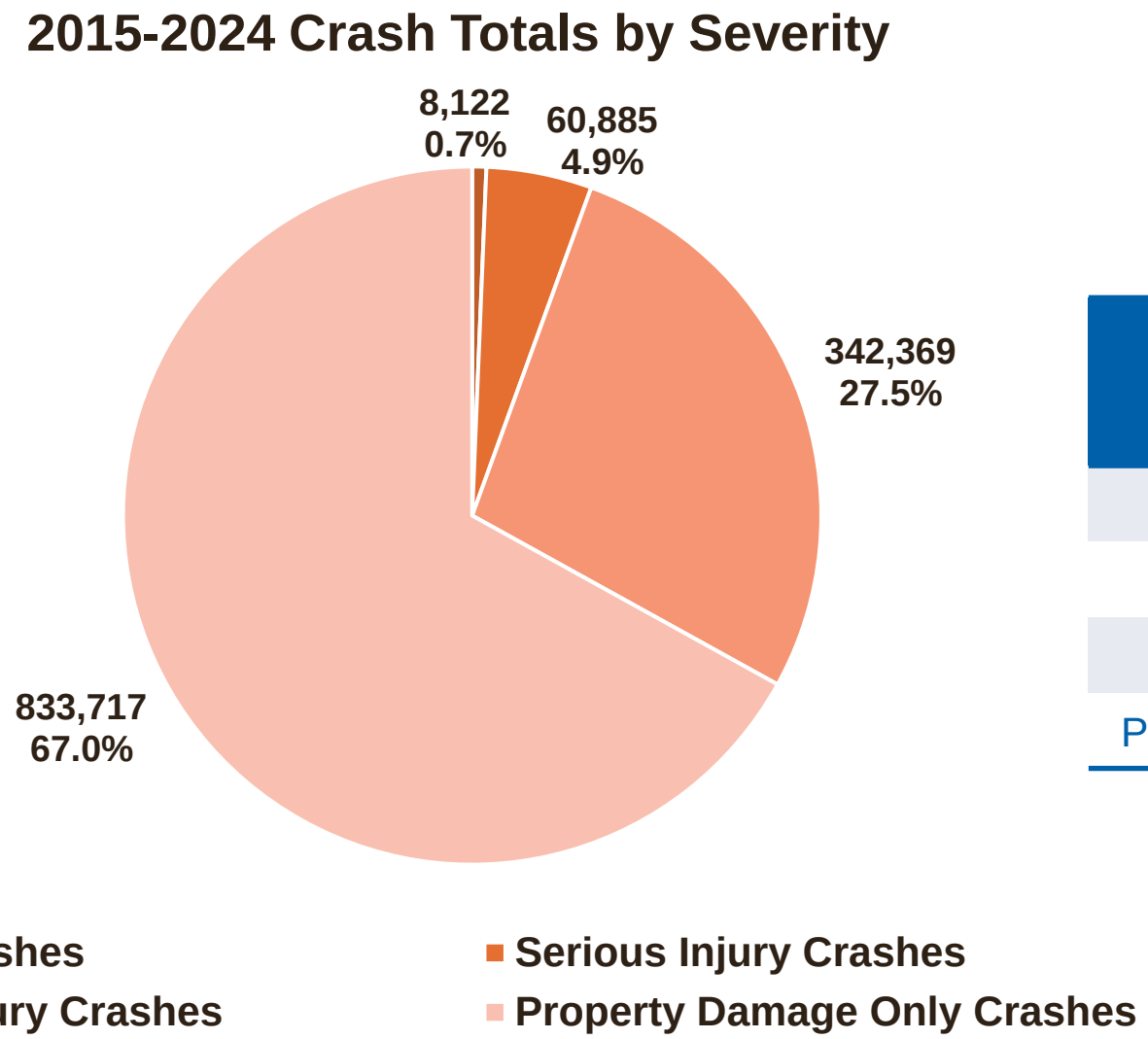
0% 100%

HOW TO INTERPRET BEHAVIOR HEAT MATRIX

Each cell represents the number of total fatalities and serious injuries associated with the behavior in that **COLUMN** where the **CRASH** also involved the behavior in each **ROW.**

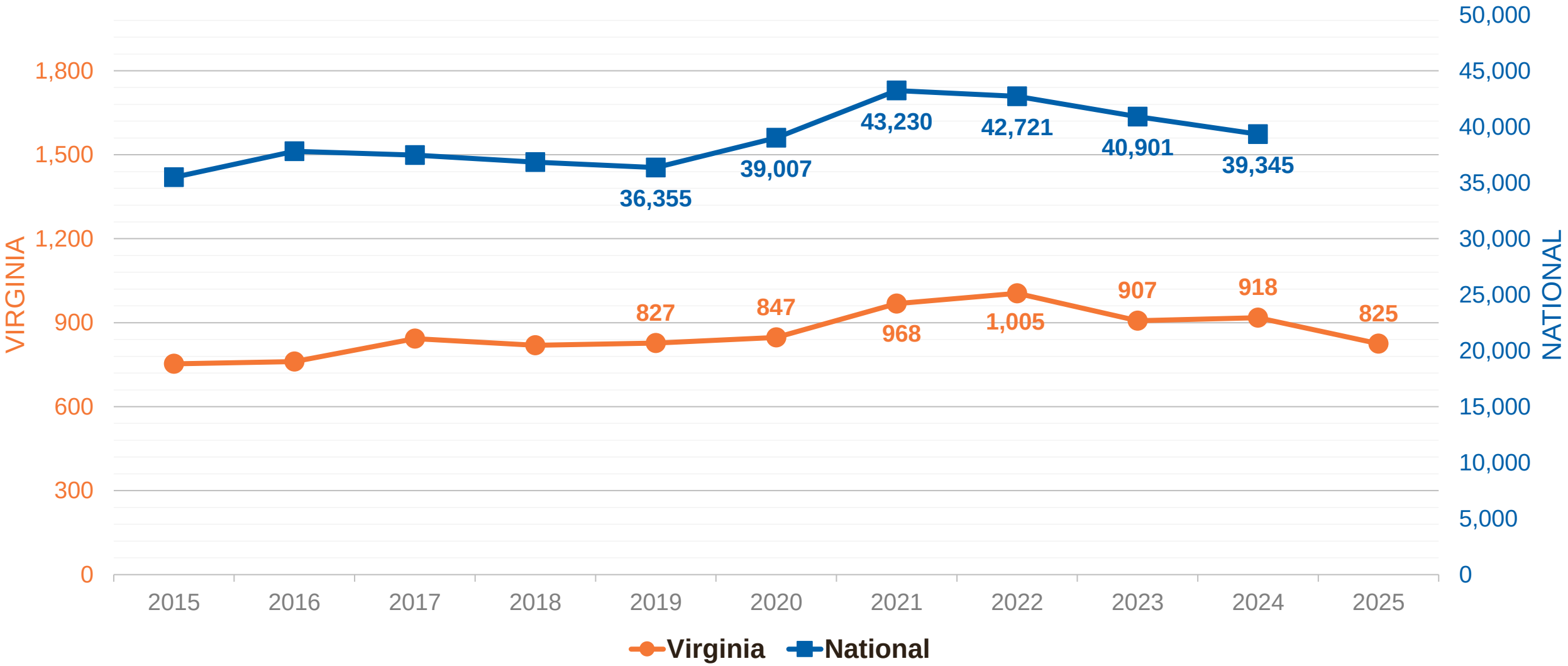
The sum of cell values in each column will not equal the column total because crashes may have only one behavior or more than two behaviors present.

Statewide Crashes by Severity

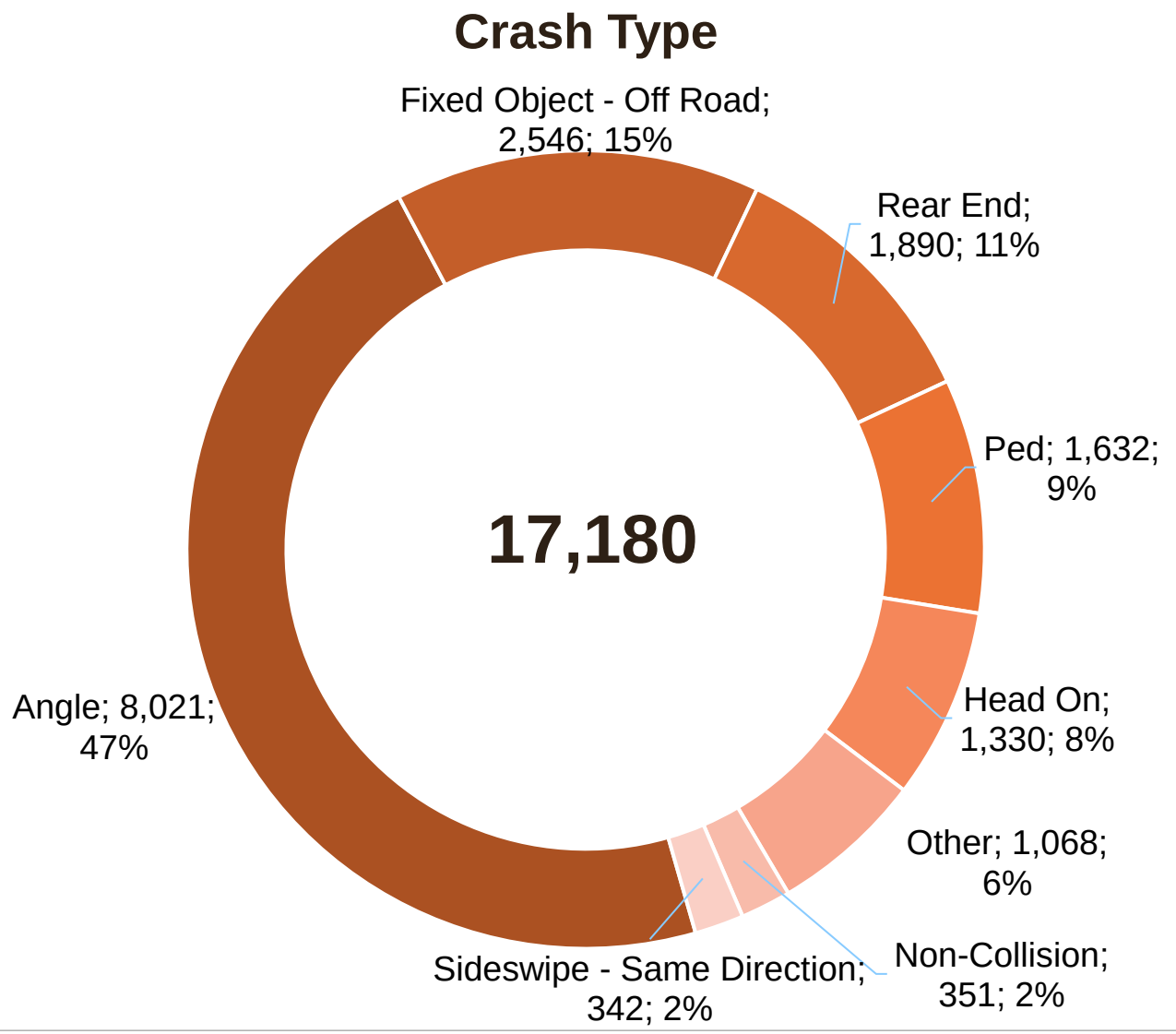


Crash Severity	Minimum Annual Percentage	Maximum Annual Percentage
Fatal	0.6%	0.8%
Serious Injury	4.5%	5.2%
Other Injury	25.9%	29.2%
Property Damage Only	65.1%	68.6%

Crash Fatality Trend: Virginia vs. National



Intersection Fatalities & Serious Injuries

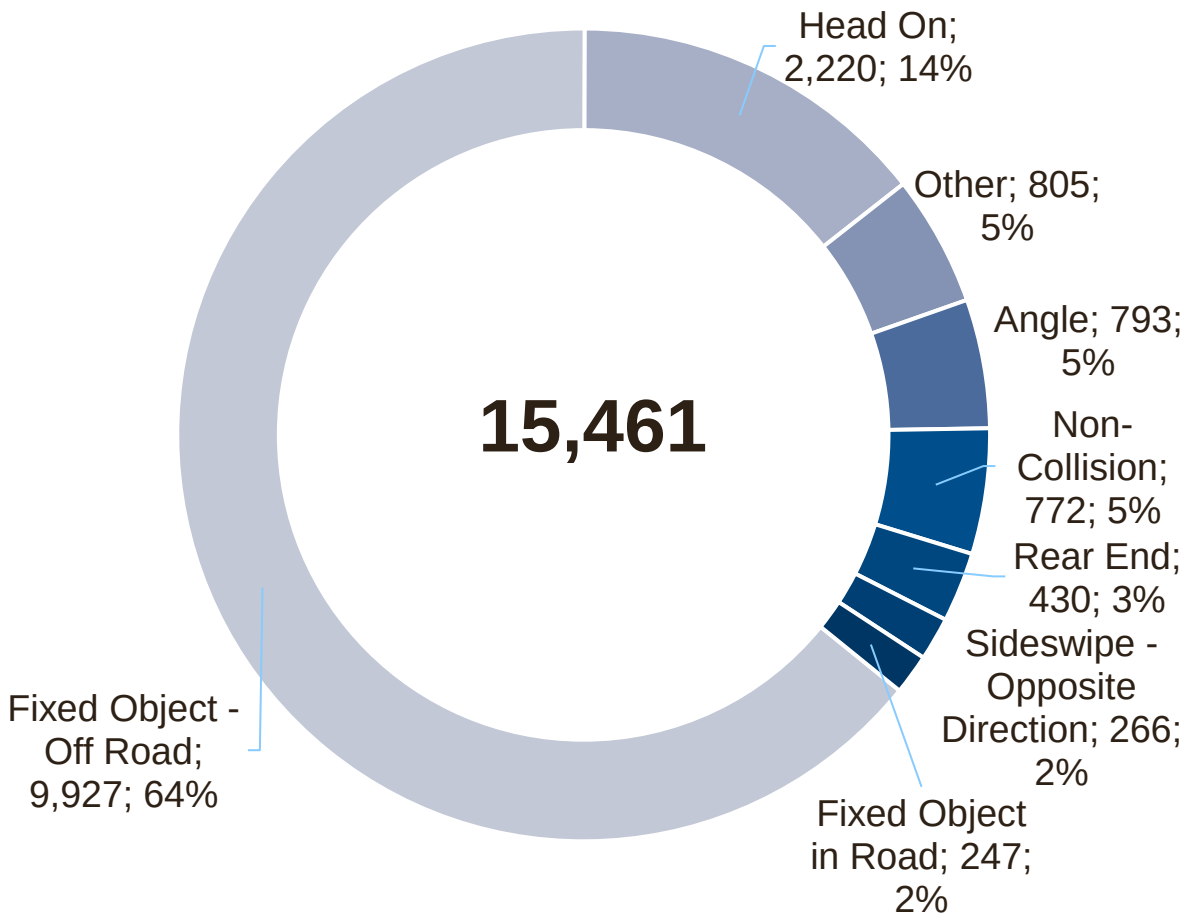


2020-2024 Crash Data

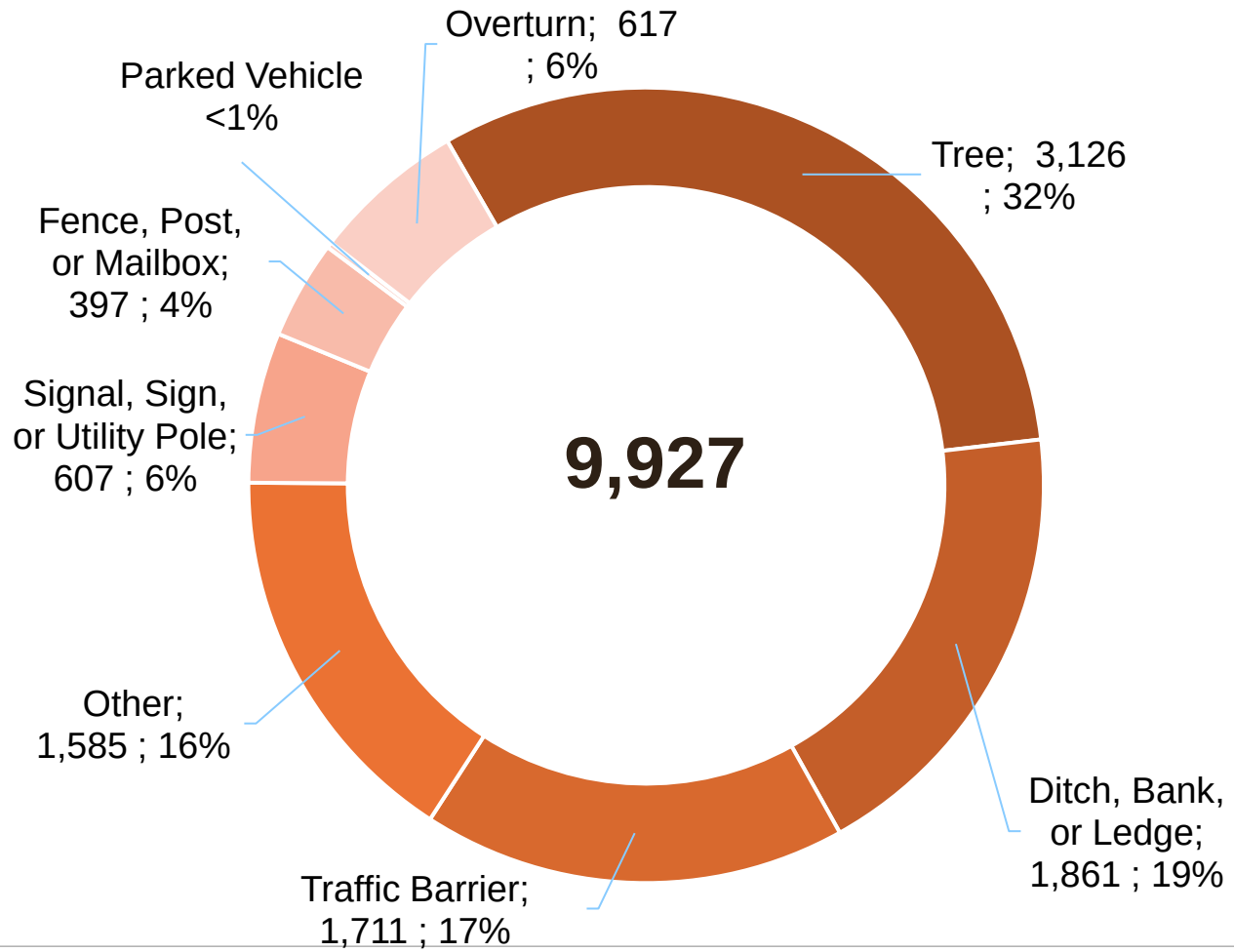
Roadway / Lane Departure Fatalities & Serious Injuries

Crash Type

2020-2024 Crash Data



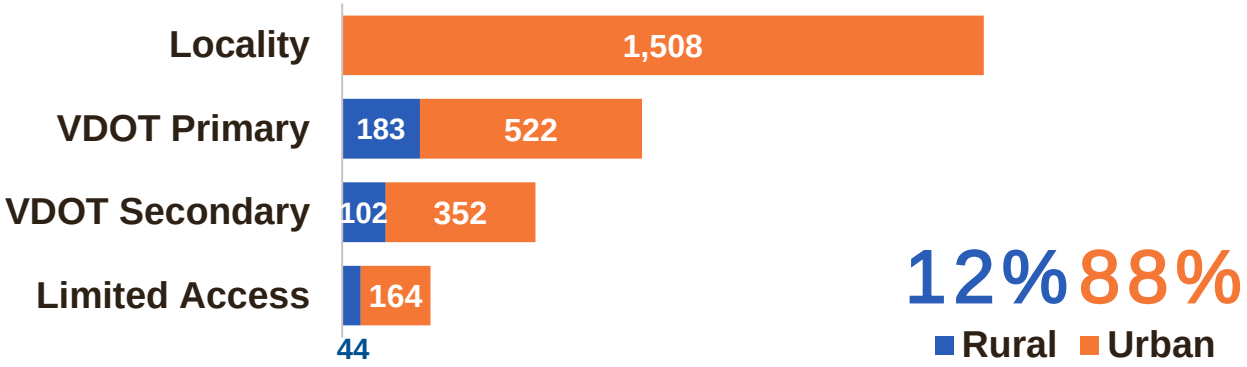
Fixed Object Type Struck



Pedestrian Fatalities & Serious Injuries

Annual Averages: **133.8** Fatalities; **441.2** Serious Injuries

System and Area Type



12% 88%

Rural Urban



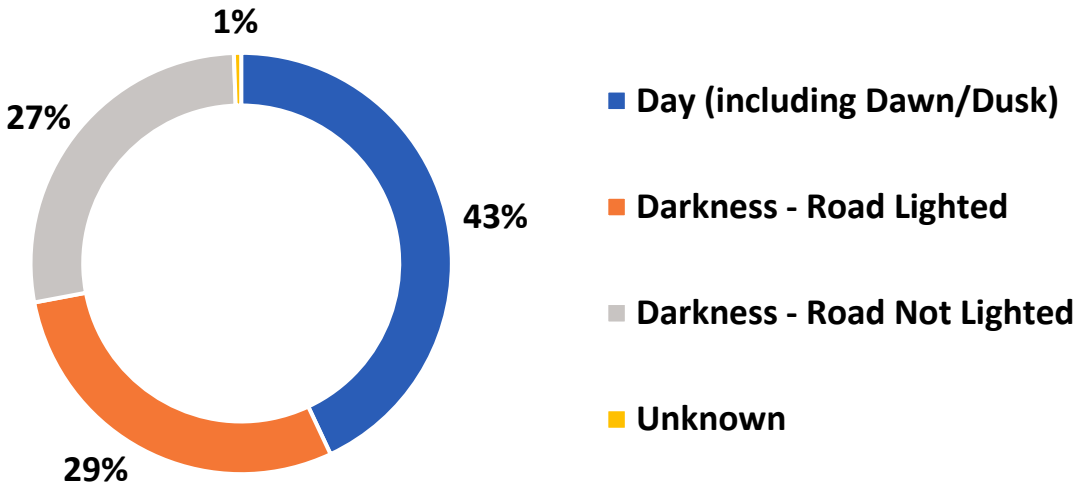
7% | **29%** occurred between **rural** or **urban** intersections

4% | **60%** occurred at or within 150 ft of **rural** or **urban** intersections



Excludes crashes on limited access facilities or in work zones

Time of Day



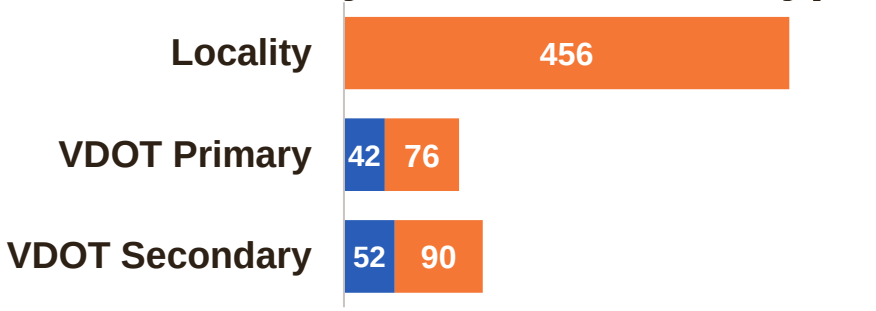
Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	569	181	49
<=35 mph	217	465	125
<=45 mph	162	347	266
<=55 mph	106	98	60
>55 mph	9	77	58

All summaries based on 2020-2024 Crash Data

Bicyclist Fatalities & Serious Injuries

Annual Averages: **15.0** Fatalities; **128.2** Serious Injuries

System and Area Type



14% 86%

Rural Urban



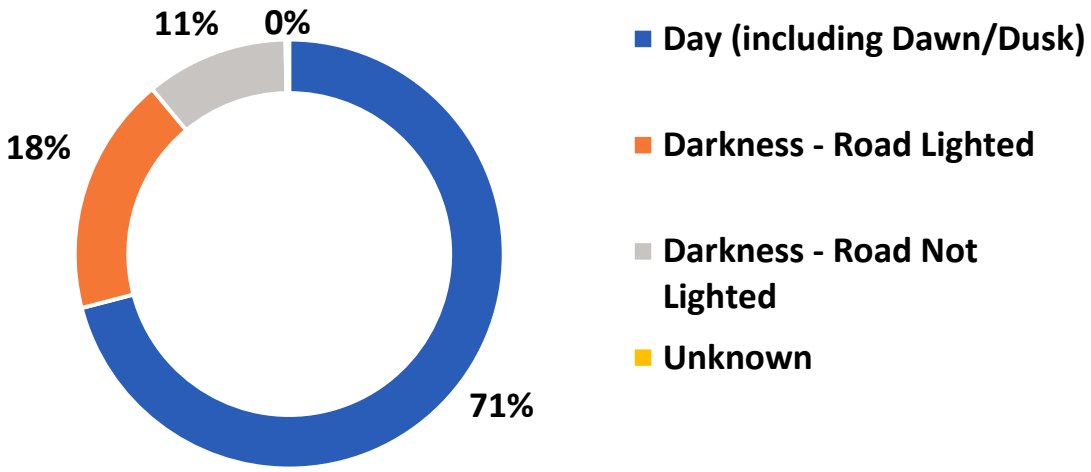
9% | **23%** occurred between **rural** or **urban** intersections

5% | **63%** occurred at or within 150 ft of **rural** or **urban** intersections



Excludes crashes on limited access facilities or in work zones

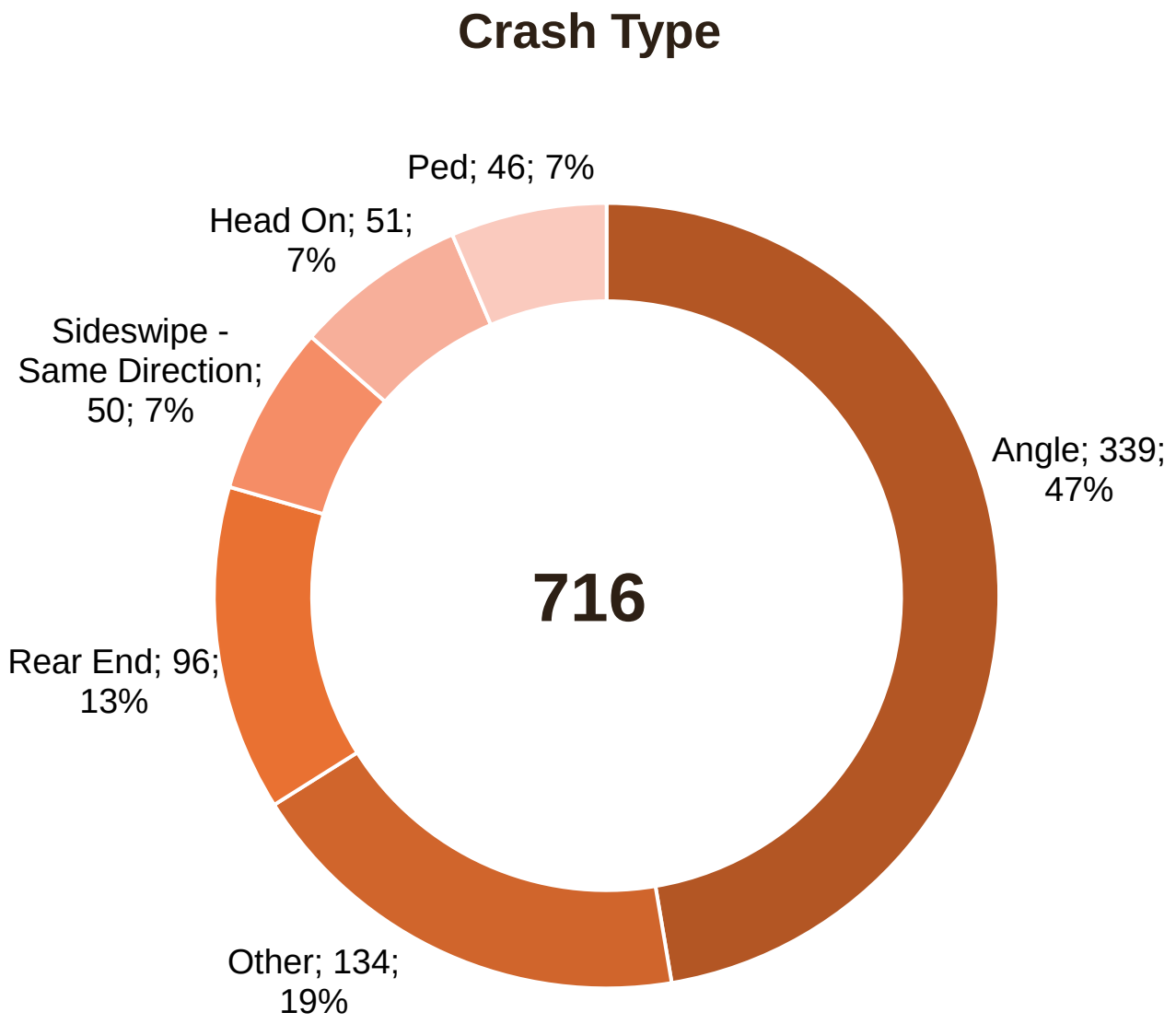
Time of Day



Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	189	54	13
<=35 mph	76	97	14
<=45 mph	44	88	43
<=55 mph	51	23	1
>55 mph		2	1

All summaries based on 2020-2024 Crash Data

Bicyclist Fatalities & Serious Injuries



2020-2024 Crash Data

What Factors Contribute To Crash Frequency Vs Severity?

	Factor*	Contributor to Crash Frequency	Contributor to Crash Severity
Engineering	Roadway design elements	✓	
Engineering	Collision type		✓ (road users, impact angle)
Engineering / Behavioral	Speed	✓	✓
Behavioral	Aging road users	✓ (decreased reaction times)	✓ (vulnerability to injuries)
Behavioral	Young drivers	✓	
Behavioral	Impaired driving	✓	
Behavioral	Seat belt use		✓
Outside Purview	Weather conditions	✓	
Outside Purview	Vehicle age	✓ (advanced safety features)	✓ (crashworthiness)
Outside Purview	Vehicle size and weight		✓

*Non-exhaustive list of contributing factors

It's important consider Serious Injuries + Fatalities (not Fatalities alone) when analyzing safety trends and developing solution, especially for roadway design.

COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Legislative Update

Deputy Secretary Carter Hutchinson

March 17, 2026

Legislative Update: 2026 Regular Session

- Transportation Committees Overview
- Transportation Agency Legislation
- Other Key Transportation Bills
- Transportation Items in Proposed Amendments to the State Budget

Transportation Committee Overview

- **House Committee on Transportation, chaired by Delegate Karrie Delaney**
  - 2026 Statistics: As of the final week of Session:
    - 102 bills have been heard by this committee; 84 bills were reported to the House Floor;
    - 5 bills were reported and rereferred to the Appropriations Committee; 1 bill was reported and rereferred to the Courts Committee;
    - 8 bills were continued to the 2027 Session; 2 bills were struck at the request of the patron
    - 2 bills were incorporated into other similar legislation

- **Senate Committee on Transportation, chaired by Senator Lamont Bagby**
  - 2026 Statistics: As of the final week of Session:
    - 114 bills have been heard by this committee; 72 bills were reported to the Senate Floor
    - 30 bills were reported and rereferred to the Finance and Appropriations Committee; 2 bills were reported and rereferred to the Courts Committee; 1 bill was reported and rereferred to the Education and Health Committee; 2 bills were reported and rereferred to the Commerce and Labor Committee
    - 2 bills were passed-by-indefinitely; 3 bills failed to report; 1 bill was struck at the request of the patron
    - 1 bill was incorporated into other similar legislation

Transportation Agency Legislation

- **Delegated NEPA Authority for the Commonwealth**
  - **HB411 (Del. Reid): Unanimously passed both legislative chambers**
  - **SB716 (Sen. Roem): Unanimously passed both legislative chambers**

- **Pilot Program for Deployment of Truck-Mounted Attenuators within Mobile Work Zones**
  - **HB582 (Del. Glass): Unanimously passed both legislative chambers**
  - **SB320 (Sen. Srinivasan): Unanimously passed both legislative chambers**

- **Clarification of Virginia Passenger Rail Authority Code Exemptions**
  - **HB141 (Del. Reid): Unanimously passed House; Passed 38-2 in Senate**

- **Alignment of Virginia Passenger Rail Condemnation Authority**
  - **HB446 (Del. Simon): Passed 78-19 in House; Passed 37-3 in Senate**

Other Key Transportation Bills

- **Legislation to Increase Funds for Transportation and Transit were continued to 2027 Session, with the understanding that legislative efforts would continue as part of budget negotiations**
  - **SB730 (Sen. Surovell) / HB900 (Del. Sullivan): Sales & use tax on taxable services & digital personal property; taxes levied in certain districts**
    - SB730 was continued to the 2027 Session by the Senate Finance and Appropriations Committee, with the understanding that the goal of the legislation would be continued to be worked on in negotiations over the state budget
    - HB900 was continued to the 2027 Session by the House Finance Committee, with the understanding that the goal of the legislation would be continued to be worked on in negotiations over the state budget
  - **HB978 (Del. Watts): Retail Sales and Use Tax; taxation on various services, include digital personal property**
    - HB978 was continued to the 2027 Session by the House Finance Committee, with the understanding that the goal of the legislation would be continued to be worked on in negotiations over the state budget
  - **HB1179 (Del. Tran): Transportation; changes various provisions of existing funds, etc.**
    - HB1179 was left in the House Appropriations Committee without action, with the understanding that the goal of the legislation would be continued to be worked on in negotiations over the state budget

Other Key Transportation Bills

- **Legislation on Photo Speed Monitoring Technology**
  - **SB59 (Sen. Diggs) / HB684 (Del. Hayes): Photo speed monitoring devices; photo-monitoring system for traffic signals, proof of violation**
    - SB59 passed 36-4 Senate; pending in House / HB684 passed 56-39 House; pending in Senate
  - **SB84 (Sen. Williams Graves): Speed safety cameras; placement and operation, violation enforcement, civil penalties, report**
    - Passed 27-11 Senate; pending in House
  - **SB219 (Sen. Jones): Photo speed monitoring devices; summons, reports**
    - Passed 37-2 Senate; pending in House
  - **SB436 (Sen. Bagby): Photo speed monitoring devices; highway work zones, workers present**
    - Passed 40-0 Senate; pending in House
  - **HB1220 (Del. Delaney): Photo speed monitoring devices; placement and operation**
    - Passed 67-29 House; pending in Senate
  - **HB994 (Del. Seibold): Photo speed monitoring devices; placement and operation**
    - Passed 59-38 House; continued to 2027 Session by Senate Finance and Appropriations Committee
  - **HB1330 (Del. Seibold): Speed safety cameras, pedestrian crossing violation monitoring systems, etc., violation enforcement**
    - Passed 66-30 House; continued to 2027 Session by Senate Finance and Appropriations Committee

Other Key Transportation Bills

- **Fully autonomous vehicles; commercial use, civil penalty**
  - **HB112 (Del. Reid): Left in House Transportation Committee**
  - **SB670 (Sen. Salim): Passed 35-4 Senate; Continued to 2027 Session by House Transportation Committee**

- **Traffic regulation; bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, and motorized skateboards or scooters**
  - **HB661 (Del. Willett): Passed 98-0 House; Continued to 2027 by Senate Finance and Appropriations Committee**

Other Key Transportation Bills

- **Hampton Roads; joint subcommittee to study public transit systems to ensure it meets needs of region.**
  - **HJ28 (Del. Askew): Passed 92-4 House; Passed Senate by voice vote**

- **Hampton Roads Infrastructure Coordination and Readiness Framework; HRTPO to develop, report.**
  - **H1241 (Del. Glass): Passed 92-5 House; pending in Senate**

- **Bus obstruction monitoring systems; parking, stopping, and standing enforcement.**
  - **HB564 (Del. Reid): Passed 80-14 House; Passed 21-19 Senate**
  - **SB583 (Sen. Salim): Passed 21-18 Senate; Passed 84-11 House**

Transportation Items in Proposed Amendments to State Budget

- **Funding for WMATA, transportation and transit**
  - **Needs: Sustainable, long-term funding for Metro / WMATA**
    - Operating Needs: $153M beginning in FY27
    - Capital Needs: $136M beginning in FY28
  - **Amendments to the state budget proposed by the House would provide one-time infusion of General Funds for WMATA operating costs: $153 in FY27**
    - Funding shall be carried forward into the second fiscal year, providing half of the unmet capital need in both fiscal years.
  - **Amendments to the state budget proposed by the Senate would provide:**
    - Ongoing state funds for transportation, including transit and WMATA: $84.5M in FY27, $207.3M in FY28
    - Ongoing funds for WMATA capital costs:
      - $156.1M over the biennium from higher Northern Virginia regional sales tax base
      - Regional 1% increase TOT in Northern Virginia: $34.3M over biennium

Transportation Items in Proposed Amendments to State Budget

- **Continuing Hampton Roads Toll Relief (441#1s; 441#1h)**
  - **Changes needed in HB29 to ensure the toll relief program can continue as intended**
    - Increased flexibility needed in state budget to allow the Commonwealth to pay more than 50 percent of the costs of the discount to low-income drivers from Portsmouth and Norfolk.
  - **Amendments to state budget proposed by both the House and the Senate contain these needed changes**

- **Ticket Reciprocity Workgroup (420#2s; 420#3h)**
  - **Amendments to the state budget released by both the House and the Senate direct the Secretary of Transportation to work with counterparts in D.C. and Maryland to review ticket and registration reciprocity:**
    - Including how ticketing reciprocity is handled for tickets issued to Virginia drivers by the District of Columba through automated ticket enforcement and options for how Virginia could enter reciprocity agreements for automated tickets

Transportation Items in Proposed Amendments to State Budget

- **Affordable Housing Near Transportation (435#1s; 435#1h)**
  - **Amendments to the state budget released by both the House and the Senate direct the Virginia Department of Rail and Public Transportation to conduct a statewide study to plan, promote, and identify funding opportunities for transit-oriented development around existing and proposed transit and rail stations, with assistance from the Virginia Department of Housing and Community Development.**

- **Rural Electric Vehicle Charging Infrastructure Funding (420 #1h)**
  - **Amendments to the state budget released by the House direct the Secretary of Transportation, in coordination with the Secretary of Commerce and Trade, to identify any available federal funds eligible to assist in the development of rural electric vehicle charging infrastructure.**

Transportation Items in Proposed Amendments to State Budget

- **Interstate 81 Study Language (420 #2h)**
  - **Amendments to the state budget released by the House direct the Secretary of Transportation to study and evaluate options for accelerating large-scale improvements to the Interstate 81 corridor:**
    - Including assessing the feasibility of utilizing public-private partnership pursuant to the Public Private Transportation Act, including those options with toll financing, provided that any such analysis assumes there shall be two toll-free in each direction available for continued use on Interstate 81

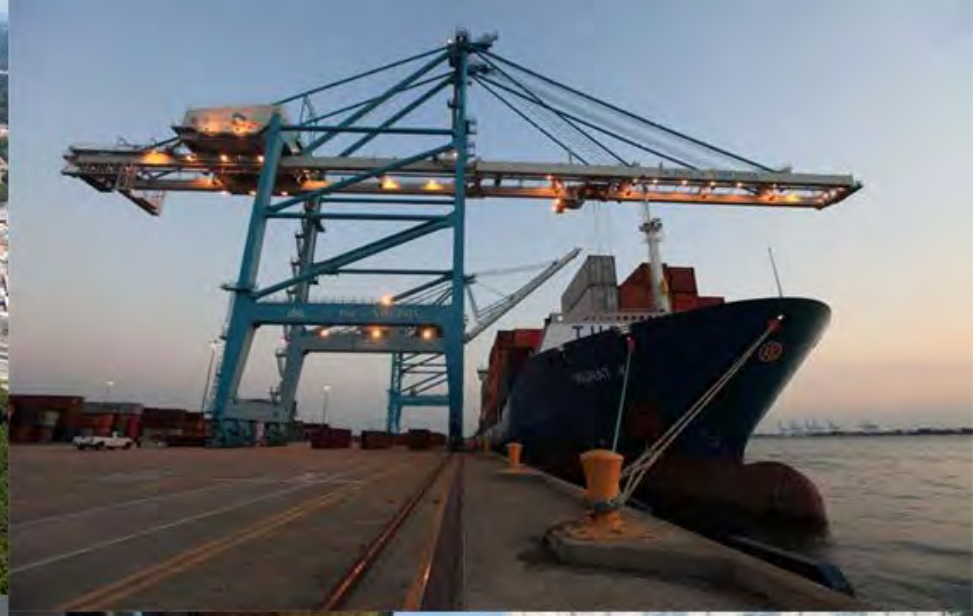
- **Study of Hampton Roads Public Transit (433 #1h)**
  - **Amendments to the state budget released by the House appropriate $300k in General Funds to support the work of the joint 13-member subcommittee established pursuant to HJ28 (Del. Askew) for a one-year study concerning the status of public transit in Hampton Roads and options for the future.**

Transportation Items in Proposed Amendments to State Budget

- **Northern Virginia Bus Consolidation Study (433 #2s)**
  - **Amendments to the state budget released by the Senate direct the Department of Rail and Public Transportation to evaluate the feasibility of consolidating DASH Alexandria Transit, Fairfax Connector, ART Arlington Transit, and CUE Fairfax Citybus systems into a single, unified regional structure:**
    - The amendment directs DRPT to prepare and submit a comprehensive report assessing: (i) potential cost savings and long-term financial impacts; (ii) operational efficiencies and service improvements; (iii) rider and community input, including public feedback and consumer sentiment; (iv) potential challenges, implementation considerations, and legal or governance implications associated with consolidation; and (v) a review of comparable consolidation efforts in other states or metropolitan regions.

- **Study on Feasibility of Private/Commercial Parking Tax in Northern Virginia (420 #1s)**
  - **Amendments to the state budget released by the Senate direct the Office of Intermodal Planning and Investments to study the feasibility of imposing a tax on paid parking in private or commercial parking lots and garages, excluding residential parking, within any county or city that is a member of the Northern Virginia Transportation Commission.**







Passes
BROADWAIN




VDOT
Virginia Department of Transportation

FEDERAL TRANSPORTATION GRANT ANTICIPATION NOTES AND REFUNDING NOTES

Series 2026

Kimberly Pryor, Chief Financial Officer

March 17, 2026

GARVEE Program Overview

Chapter 830 and 868 of the Acts of Assembly of 2011 authorized issuance of GARVEEs

- **Successor program to Federal Highway Reimbursement Anticipation Notes (FRANs) authorized in 2000**
- **Limits outstanding GARVEEs to $1.2 billion**
- **Limits maturity to 20 years**
- **Debt service must have 4x coverage**
- **Secured first by project specific federal reimbursements and then by:**
  - Legally available revenues from Transportation Trust Fund (TTF)
  - Other such funds designated by the General Assembly for such purposes

Memorandum of Agreement (MOA) with Federal Highway Administration (FHWA) for GARVEE program was executed in December 2011 and updated in July 2025

Attachment A of MOA identifies approved GARVEE supported projects and is updated as the projects in the SYIP are reflected or modified

GARVEE Issuances to Date

The CTB has issued seven series of GARVEEs from 2012 to 2024

Issuances have totaled approximately $1.5 billion over that period (excludes refundings)

Beginning in 2017 through 2024 sale, GARVEEs were used to support projects selected through SMART SCALE

Proceeds from the 2026 issue will provide continued support to projects that received prior GARVEE allocations

In November 2025, CTB allocated $300 million of GARVEE Bonds to support priority projects

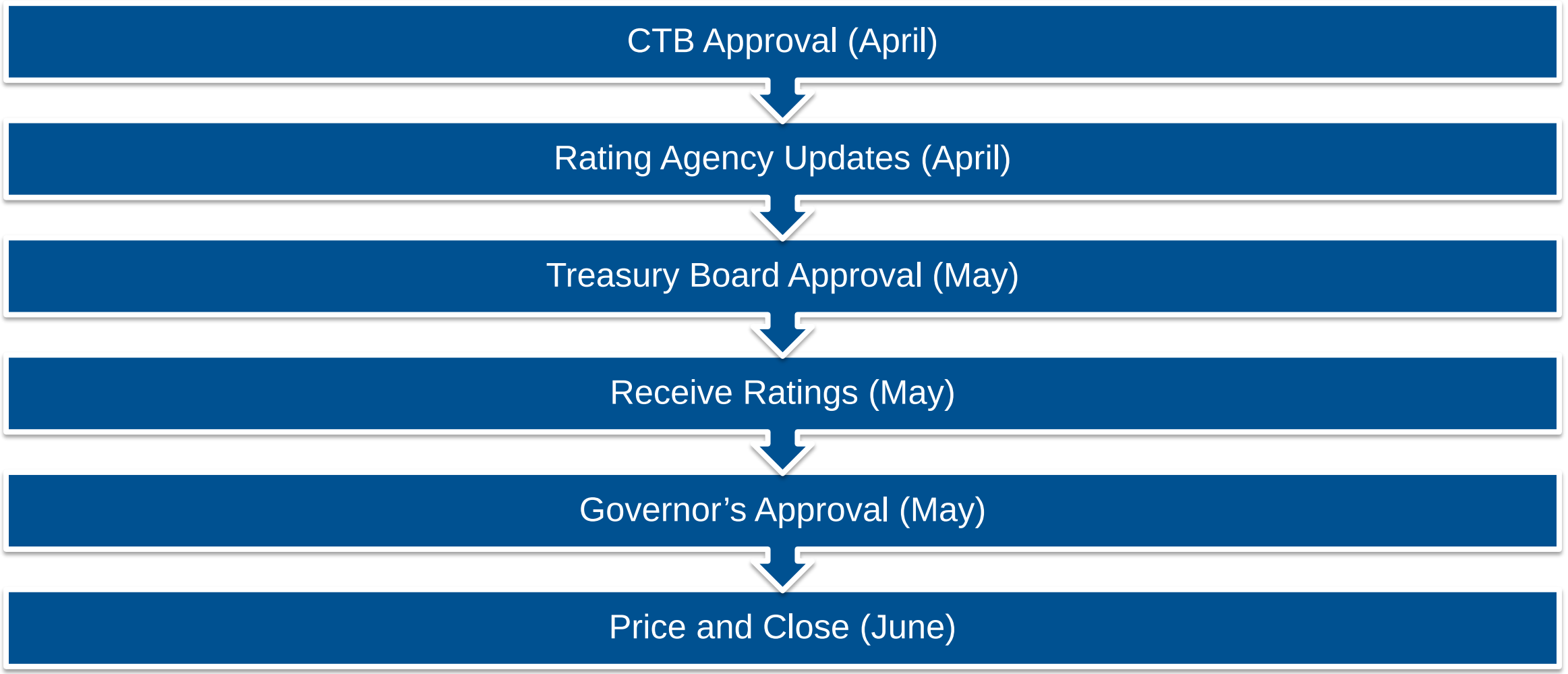
Estimated outstanding GARVEEs after this sale is $626.6 million

Federal Transportation Grant Anticipation Notes (“GARVEEs”), Series 2026

Summary of the Terms of Offering*	
Issuer	Commonwealth Transportation Board
Use of Bond Proceeds	Series 2026A: Projects with GARVEE allocations in a Six-Year Improvement Program (“SYIP”) previously approved by the CTB on advancing projects Series 2026B: Refunding Series 2016 GARVEE for debt service savings
Anticipated Ratings	Double-A Category (Aa1/AA+/AA+)
Pricing Date	Week of June 8, 2026
Security	The Series 2024 bonds are payable from and secured by revenues (i) first, from Project specific reimbursements, (ii) legally available revenues from the TTF, and (iii) from other such funds designated by the General Assembly for such purposes. Estimated minimum debt service coverage 8.4x
Par*	Series 2026A - New Money: $59.1 million ($67.5 million project fund deposit) Series 2026B - Refunding: $116.0 million (Present value savings: $9.8 million)**
Structure	Serial Bonds, Level semi-annual debt service
Final Maturity	15 years

* Preliminary and subject to change.
** As of February 25, 2026

Next Steps


CTB Approval (April)
Rating Agency Updates (April)
Treasury Board Approval (May)
Receive Ratings (May)
Governor’s Approval (May)
Price and Close (June)

ONGOING ISSUANCE AND SALE OF REVENUE REFUNDING BONDS

Revenue Refunding Bonds

Section 33.2-1727 of the Code of Virginia of 1950, as amended authorizes the Commonwealth Transportation Board to issue revenue refunding bonds to refund any bonds issued pursuant to the State Revenue Bond Act (Sections 33.2-1700 et seq. of the Code of Virginia)

Historically, CTB debt is structured with an optional 10-year call date (optional redemption) so approximately 10 years after debt is issued, it is eligible for refunding if is in the best interest of the Commonwealth

Department staff along with our Financial Advisor, monitor all outstanding maturities to identify refunding opportunities and notify the Board Chair

Resolution Authorizing Revenue Refunding Bonds

Allows for the refunding of some or all of the outstanding bonds from time to time as long as the following conditions are met:

(i) Minimum debt service savings threshold for any series of bonds shall be

(a) no less than three percent (3%) savings on a present value basis compared to the existing debt service on the refunded bonds or

(b) such other threshold as may be approved by the Treasury Board of the Commonwealth

(ii) The final maturity date of the refunding bonds must not be later than the final maturity date of the refunded bonds

Revenue Refunding Bonds

Once a refunding opportunity is identified, the Chairperson will submit a memo to the Board identifying the refunded bonds and disclosing the proposed terms and structure of the bonds including all details needed to demonstrate the bonds are expected to satisfy the necessary criteria

Within 60 days following each date of issuance, the Chairperson will submit a report to the Board that:

- **(i) Identifies the bonds actually refunded**
- **(ii) Describes the final terms and conditions**
- **(iii) Demonstrates that the required criteria set forth in the resolution were satisfied**

Next Steps

A Resolution will be provided for consideration at the June 17, 2026 Action Meeting

- **The existing resolution was approved on June 18, 2024 and will terminate on June 30, 2026**
- **The resolution for consideration will be effective July 1, 2026 and will terminate on June 30, 2028**


VDOT
Virginia Department of Transportation

FREEDOM OF INFORMATION ACT (FOIA) ADMINISTRATIVE UPDATE

Records Policy and Procedures

Joshua Heslinga
Director, Governance & Legislative Affairs

March 17, 2026

FOIA Background

- **Va. Code § 2.2-3700(B):**
  FOIA "ensures the people of the Commonwealth have ready access to public records in the custody of a public body or its officers and employees, and free entry to meetings of public bodies wherein the business of the people is being conducted. The affairs of government are not intended to be conducted in an atmosphere of secrecy since at all times the public is to be the beneficiary of any action taken at any level of government."
- **Two main areas of FOIA:**
  1. production of "public records" (prepared by / in possession, in any format)
  2. access to "meetings" (gatherings of 3+ members that incl. public business)
- **Default rule is openness / transparency (for both)**

FOIA – CTB Responsibilities

- **FOIA sets forth duties of each "public body"**
  - CTB, like other boards, is a public body
- **Public bodies must post on their website a variety of info regarding rights and responsibilities. (Va. Code § 2.2-3704.1)**
  - CTB website has this: https://ctb.virginia.gov/foia/
- **In 2023, FOIA was amended to require public bodies to adopt particular policies related to charges**
  - The required info is posted, but CTB has not yet formally adopted such a policy

CTB FOIA Policy Needed – Charges for Requests

- **FOIA provides that a public body may make reasonable charges not to exceed its actual cost on records requests, and must make reasonable efforts to supply at lowest possible cost**
- **FOIA requires a "written policy (i) explaining how the public body assesses charges … and (ii) noting the current fee charged, if any…" (Va. Code § 2.2-3704.1(A)(7))**
- **Proposed policy:**
  - Use the established rates of VDOT and DRPT for staff time
  - No charge for member time, other than ex officio
  - Ability to waive charges, where appropriate

Records Reminder & Next Steps

Reminder: For emails related to the business of the CTB, follow one of two practices:

- Use your CTB email account, *OR*
- Always copy CTBadmin@vdot.virginia.gov

Next Steps:

- At the April 2026 meeting, the CTB will be presented with a Resolution to formally adopt a FOIA Policy


VDOT
Virginia Department of Transportation

Attachment A

Commonwealth Transportation Board (CTB) FOIA Policy

The Freedom of Information Act (FOIA) (Chapter 37 of Title 2.2 of the *Code of Virginia)* provides that "public bodies may make reasonable charges not to exceed its actual cost incurred in accessing, duplicating, supplying or searching for the requested records and shall make all reasonable efforts to supply the requested records at the lowest possible cost." Virginia Code § 2.2-3704.1(A)(7) requires public bodies to develop a written policy explaining how the public body assesses charges for accessing or searching for records and note the current fee charged.

The CTB, the Virginia Department of Transportation (VDOT), and the Department of Rail and Public Transportation (DRPT) are separate public bodies.

The CTB's FOIA policy may be found on the CTB website at https://ctb.virginia.gov/foia/ .

The CTB will assess charges as permitted by FOIA, but the Chair has the discretion to waive fees in appropriate circumstances, as permitted by FOIA. *See* Virginia Code § 2.2-3704(F). If the Chair is vacant or unavailable for more than four (4) business days, the Assistant Secretary of the Board may waive fees in appropriate circumstances, as permitted by FOIA.

Where charges are not waived, the CTB will make reasonable efforts to supply the requested records at the lowest possible cost. Except for ex officio members, the CTB will not charge for time that a member may spend accessing, duplicating, supplying, or searching for the requested records. For staff time, the CTB will use VDOT's Central Office rate, as posted on VDOT's website at: https://www.vdot.virginia.gov/policies/foia/ . Should time from DRPT staff be needed to fulfill a FOIA request to the CTB, the CTB will apply the DRPT FOIA policy, as posted on the DRPT website: https://drpt.virginia.gov/foia/ .

Attachment A

Commonwealth Transportation Board (CTB) FOIA Policy

The Freedom of Information Act (FOIA) (Chapter 37 of Title 2.2 of the *Code of Virginia)* provides that "public bodies may make reasonable charges not to exceed its actual cost incurred in accessing, duplicating, supplying or searching for the requested records and shall make all reasonable efforts to supply the requested records at the lowest possible cost." Virginia Code § 2.2-3704.1(A)(7) requires public bodies to develop a written policy explaining how the public body assesses charges for accessing or searching for records and note the current fee charged.

The CTB, the Virginia Department of Transportation (VDOT), and the Department of Rail and Public Transportation (DRPT) are separate public bodies.

The CTB's FOIA policy may be found on the CTB website at https://ctb.virginia.gov/foia/ .

The CTB will assess charges as permitted by FOIA, but the Chair has the discretion to waive fees in appropriate circumstances, as permitted by FOIA. *See* Virginia Code § 2.2-3704(F). If the Chair is vacant or unavailable for more than four (4) business days, the Assistant Secretary of the Board may waive fees in appropriate circumstances, as permitted by FOIA.

Where charges are not waived, the CTB will make reasonable efforts to supply the requested records at the lowest possible cost. Except for ex officio members, the CTB will not charge for time that a member may spend accessing, duplicating, supplying, or searching for the requested records. For staff time, the CTB will use VDOT's Central Office rate, as posted on VDOT's website at: https://www.vdot.virginia.gov/policies/foia/ . Should time from DRPT staff be needed to fulfill a FOIA request to the CTB, the CTB will apply the DRPT FOIA policy, as posted on the DRPT website: https://drpt.virginia.gov/foia/ .

Director's Report

March 2026

DRPT

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



Growing Ridership & Relationship Building
Public Transportation Updates

Statewide Ridership

- 25 of Virginia's 40 public transportation providers had calendar year-over-year ridership increases
  - VRE led ridership growth with a 45% increase year-over-year
  - WMATA's ridership in Virginia increased by 10.8 million (11%)
  - The Pony Express, Loudoun County Transit, and OmniRide all had year-over-year ridership increases over 20%

Transit Operator Appreciation Day

- Transit Operator Appreciation Day is March 18
- DRPT is partnering with the Virginia Transit Association and transit partners across Virginia to celebrate the work of transit operators throughout March

Industry Engagement

- On February 20, Director Zimmerman participated in the Virginia Transit Association's lunch and learn, which served as an introduction to the broader Virginia transit community
- Director Zimmerman also spoke at a recent meeting of Virginia Association of Metropolitan Planning Organizations and will address the Virginia Transportation Contractors Alliance at its upcoming conference later this month
- On March 9, DRPT met with the American Association of Retired Persons to discuss the outcomes of the 2026 Coordinated Human Service Mobility Plan

Accessible Transportation More Critical Than Ever
Coordinated Human Service Mobility Plan

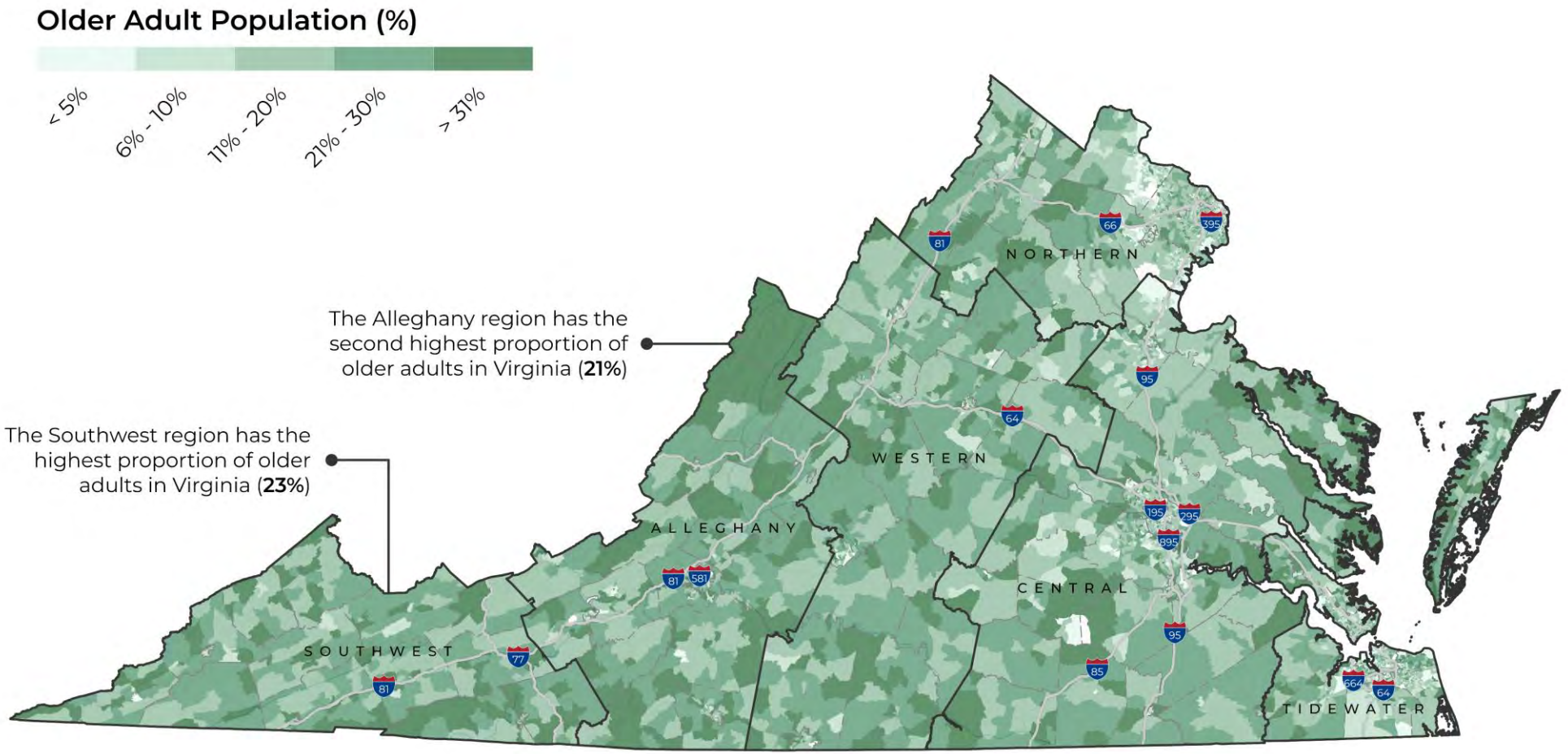
- DRPT has released the 2026 Coordinated Human Services Mobility (CHSM) Plan Update, a people-centered strategy to improve access to transportation for older adults, people with disabilities, veterans, and low-income Virginians who rely on human services mobility to reach health care, work, grocery stores, and daily needs
- 2026 - 2030 Goals:
  - Diversify funding sources for human service transportation
  - Create additional capacity for and expand existing services
  - Expand beyond existing services
  - Increased support for riders over the complete trip
  - Consistent information and streamlined distribution
  - Bring human service transportation into the broader planning conversation
  - Structured and consistent technical support for riders and providers
- DRPT Implementation:
  - Convene fellow state agencies, transit providers, and regional partners to put strategies into action and elevate mobility needs of older Virginians, people with disabilities, and rural communities
  - Leverage federal and state funding to deepen partnerships with localities, health care, non-profits and human service providers for more structured regional coordination and resource partnership

What did we learn?

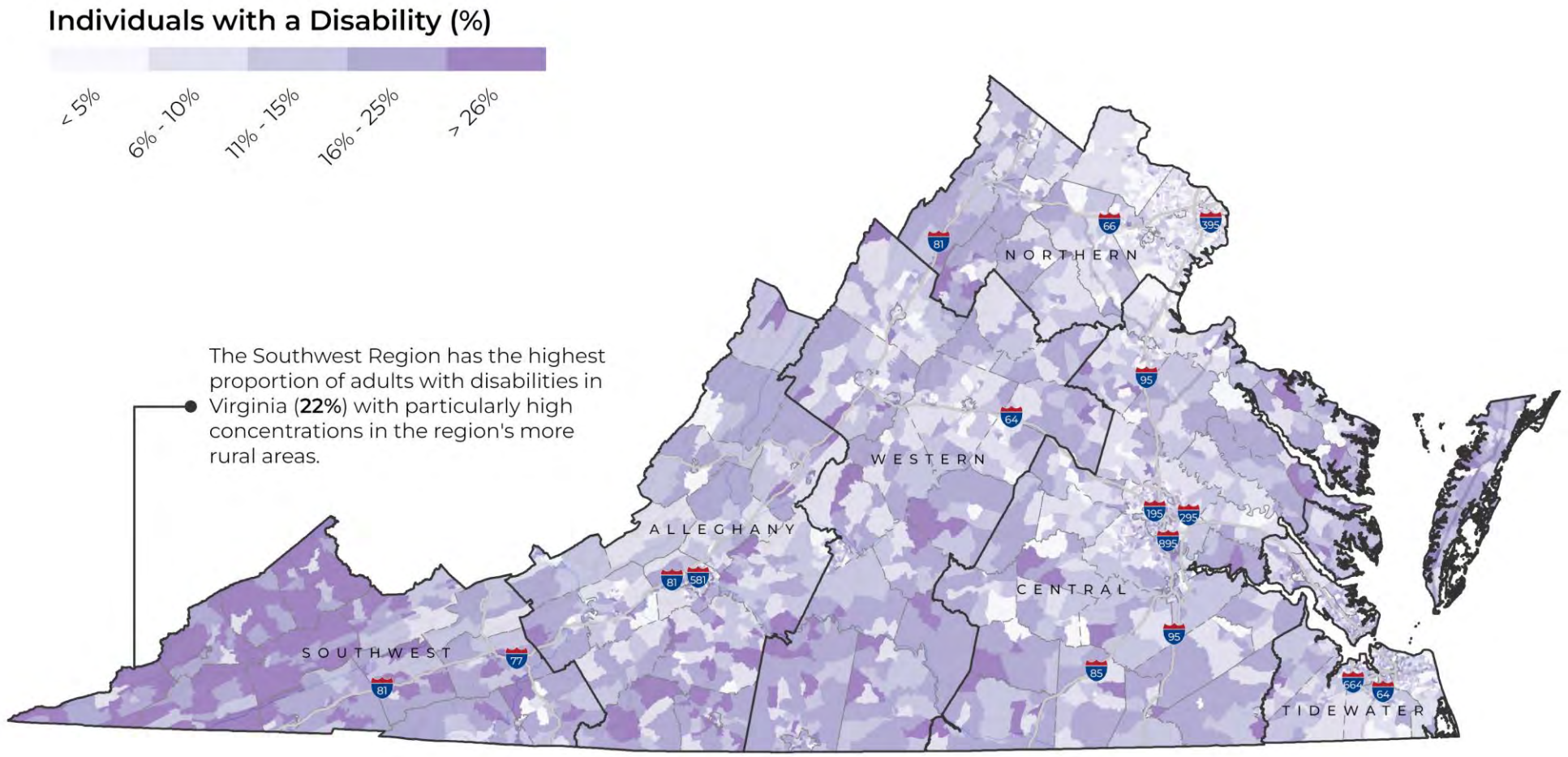
Coordinated Human Service Mobility Plan Findings

- As Virginia's demographics shift, more residents are facing transportation challenges
- 1.4 million residents are over the age of 65, a cohort projected to increase to 1.8 million by 2030 (over 28% increase)
- Almost one million adults have a disability that may impact their mobility, a population that is also expected to increase as the Commonwealth ages
- Income and access to a vehicle also impact demand for human services transportation
  - Over 500,000 households are defined as low-income
  - Almost 200,000 households live without access to a vehicle
- While home to fewer people, rural areas generally have higher proportions of those expected to rely on human services transportation, with less access to public transit systems

Where Are Older Adults Concentrated?



Where Are Persons with Disabilities Concentrated?





Funding Supports Over 70 Mobility Partners Statewide

Coordinated Human Service Mobility Plan

- Human service providers primarily serve senior citizens or individuals with disabilities to fill gaps where public transit is insufficient or unavailable
- FTA section 5310 provides formula funding to states and designated recipients to meet these needs
- DRPT administers the FTA 5310 program for Virginia's rural areas, small urbanized aeras, and large urbanized areas except for within the DC area
- DRPT provides $1.5M in state funding off-the-top of the Commonwealth Mass Transit Fund to support human service transportation services
  - State funds are used as match federal funds FTA section 5310 funding
  - Federal funds are oversubscribed in rural areas, where the need is greatest, as well as in small urban areas

Celebrating Our Transit Operators

- DRPT has partnered with the Virginia Transit Association to celebrate our hard working and dedicated transit operators throughout March
- We received over 40 submissions from 16 transit agencies throughout the state





Visit DRPT's Facebook to see the submissions!

Growing Intercity Bus Service Throughout Virginia
Virginia Breeze Updates

Valley Flyer Express

- The Valley Flyers Express launched in March, offering faster trips between Blacksburg, Harrisonburg, Dulles, and Union Station with no intermediate stops, providing riders greater schedule flexibility at the same cost
- This express service was launched to address operational concerns about bus spacing during high-demand travel periods
- The operating schedule is currently being refined, with potential expansion to other routes pending performance and demand

Tidewater Current

- The Virginia Breeze's first east-west service connecting Hampton Roads and the Shenandoah Valley, will launch on April 20

Wytheville Bus Stop

- Construction has started
- Utilizes I-81 highway construction funds to relocate existing bus stop to have greater connectivity and amenities to include lighting, ADA accessibility, and a bus shelter



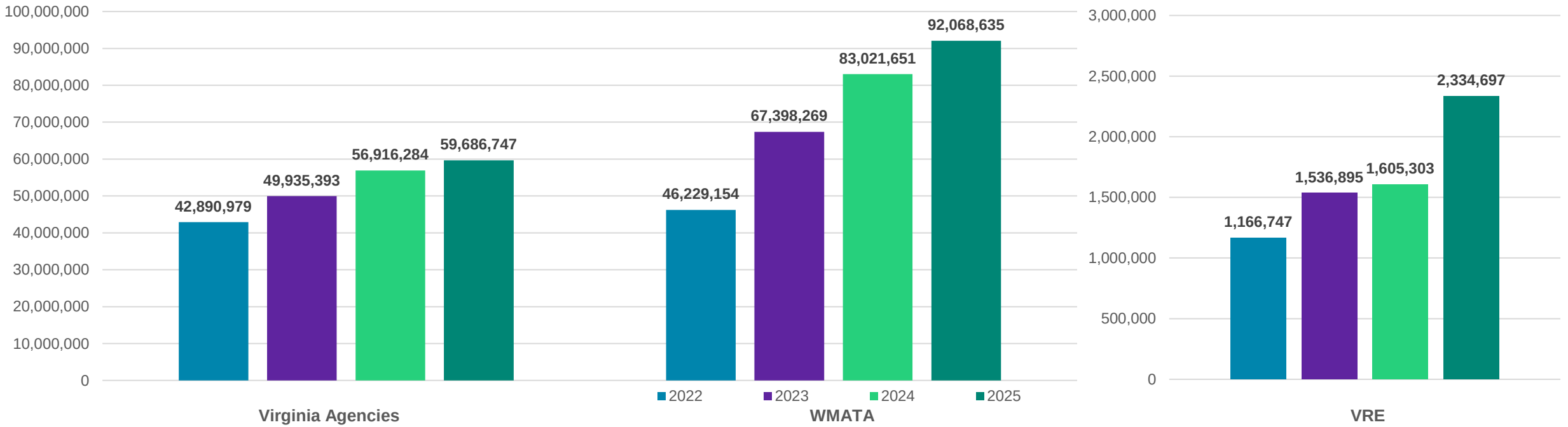


Transforming Rail 2.0

Rail Updates

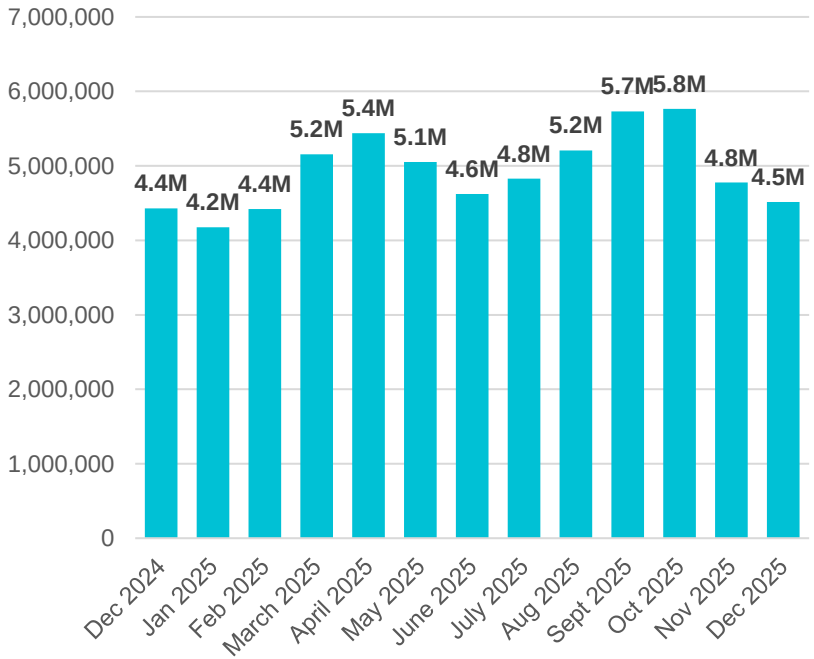
- 2026 Statewide Rail Plan
  - Develop by DRPT with assistance from VPRA every four years per FRA guidance, and in alignment with the goals and objectives of Vtrans
  - Provides long-range projections and recommendations on a 20-year horizon to address freight and passenger rail needs
- Current Status:
  - Public and stakeholder engagement are underway, with stakeholder and public surveys planned for March
  - DRPT has initiated data collection with Amtrak, VPRA, and VRE
  - DRPT expects a draft to be available for the CTB in October, with updates along the way

Statewide Transit Ridership Comparison
Calendar Years 2022-2025

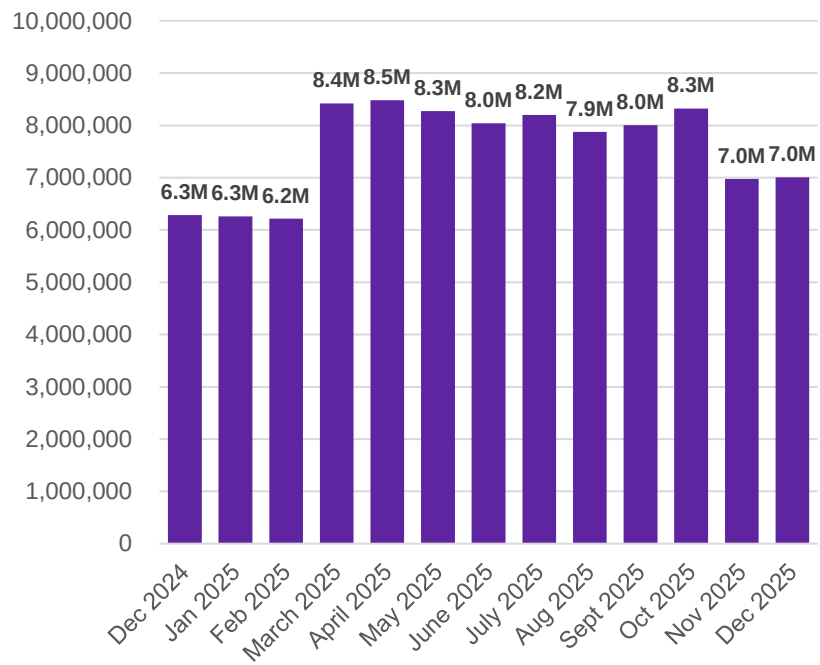


Mode	2022	2023	2024	2025	2025 vs 2022	2025 vs 2023	2025 vs 2024
Virginia Agencies	42,890,979	49,935,393	56,916,284	59,686,747	39%	20%	5%
VRE	1,166,747	1,536,895	1,605,303	2,334,697	100%	52%	45%
WMATA	46,229,154	67,398,269	83,021,651	92,068,635	99%	37%	11%
All Agencies + VRE + WMATA	**90,286,880**	**118,870,557**	**141,543,238**	**154,090,079**	**71%**	**30%**	**9%**

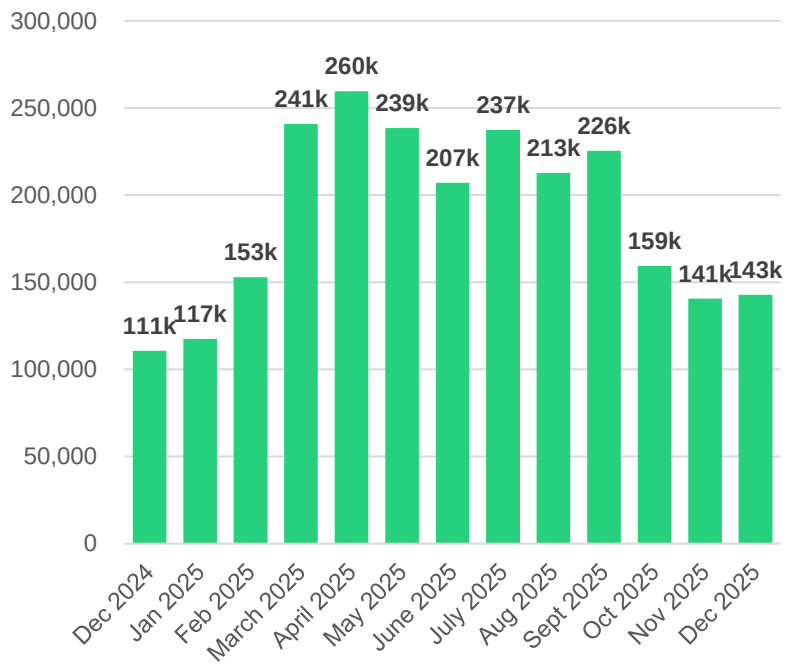
Statewide Transit Ridership
December 2024-December 2025



Virginia Agencies



WMATA



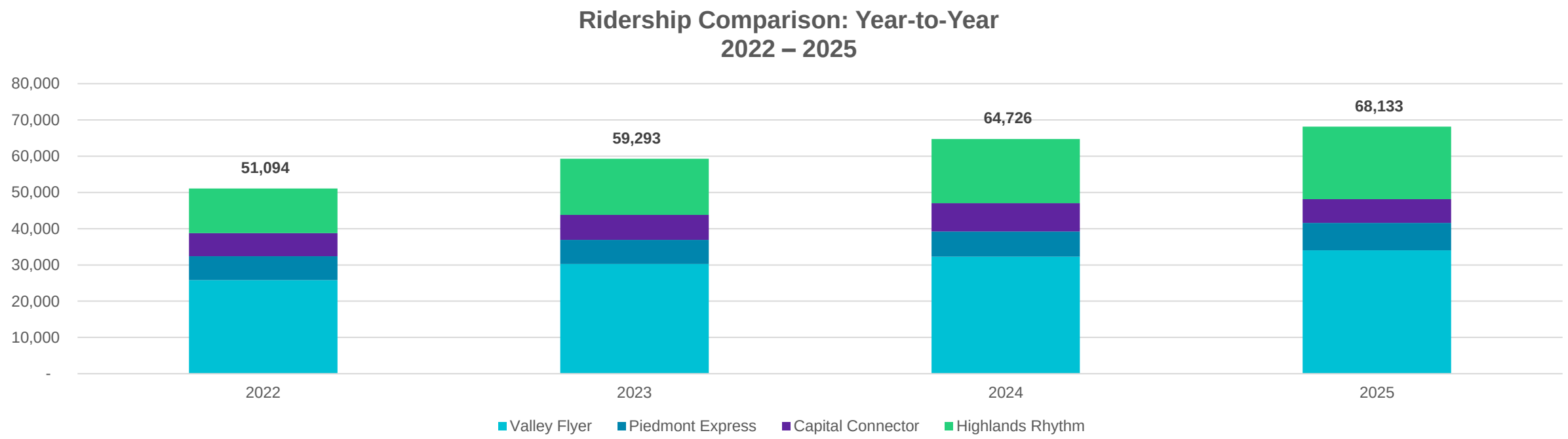
VRE

Agencies	Dec 2024	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Total *
Virginia Agencies	4,427,428	4,177,150	4,422,149	5,155,217	5,437,004	5,053,320	4,624,290	4,826,487	5,208,249	5,729,123	5,765,456	4,774,932	4,513,370	59,686,747
VRE	110,625	117,466	152,882	240,794	259,585	238,518	207,130	237,363	212,798	225,504	159,390	140,553	142,714	2,334,697
WMATA	6,283,260	6,256,404	6,213,666	8,418,575	8,483,804	8,272,850	8,038,628	8,197,440	7,877,904	8,005,759	8,320,907	6,977,427	7,005,271	92,068,635
All Agencies + VRE + WMATA	**10,821,313**	**10,551,020**	**10,788,697**	**13,814,586**	**14,180,393**	**13,564,688**	**12,870,048**	**13,261,290**	**13,298,951**	**13,960,386**	**14,245,753**	**11,892,912**	**11,661,355**	**154,090,079**

**Last 12 Months*

Calendar Year Virginia Breeze Ridership

Calendar Years 2022-2025



Mode	2022	2023	2024	2025	2025 vs 2022	2025 vs 2023	2025 vs 2024
Valley Flyer	25,789	30,255	32,278	34,010	32%	12%	5%
Piedmont Express	6,612	6,669	6,946	7,588	15%	14%	9%
Capital Connector	6,342	6,876	7,786	6,512	3%	-5%	-16%
Highlands Rhythm	12,351	15,493	17,716	20,023	62%	29%	13%
All Routes	**51,094**	**59,293**	**64,726**	**68,133**	**33%**	**15%**	**5%**

Virginia Breeze Ridership
December 2024-December 2025

In December 2025, ridership totaled 6,201:

- 217% higher than original estimates
- 19% lower than December 2024

In December 2025, the VA Breeze contributed to a reduction of 292 metric tons of CO_2 equivalent emissions.

Valley Flyer:

- Ridership – 15% lower than December 2024
- Farebox Rev. – 18% lower than December 2024

Piedmont Express:

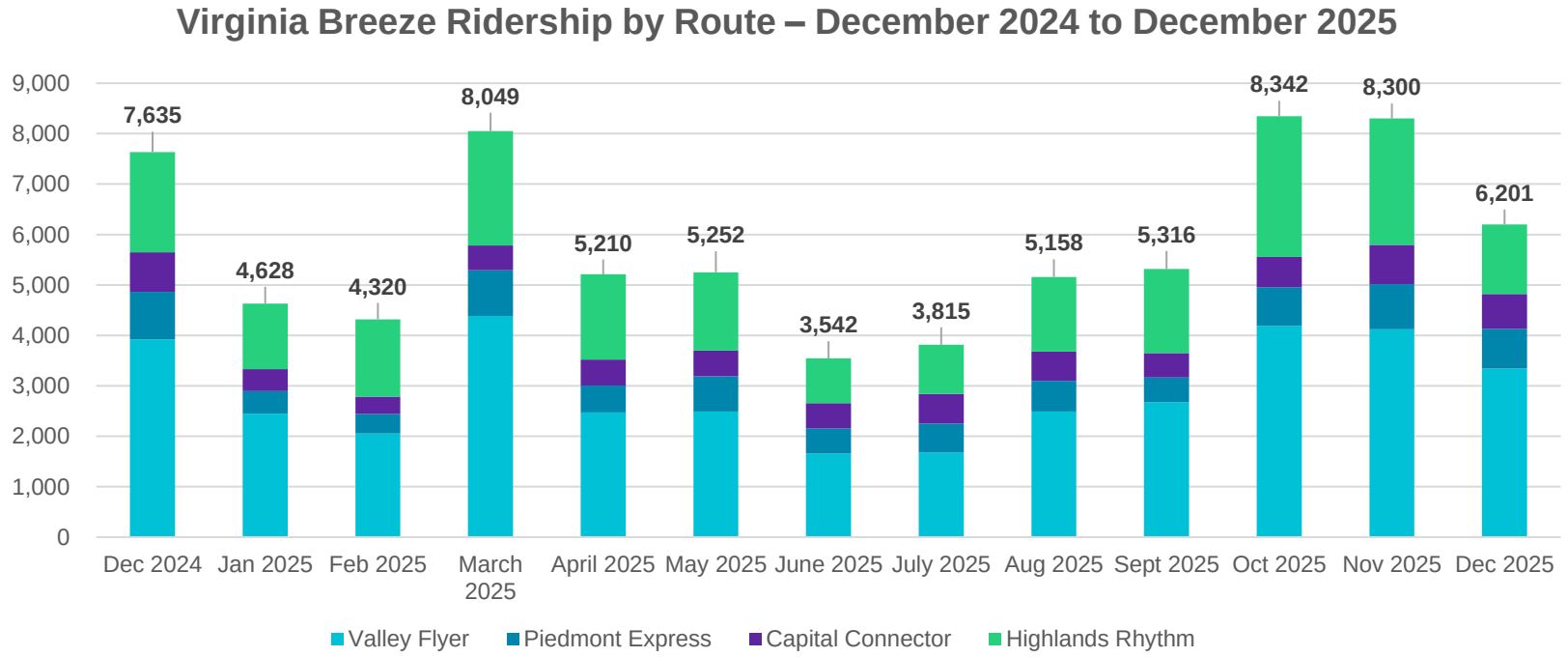
- Ridership – 17% lower than December 2024
- Farebox Rev. – 18% lower than December 2024

Capital Connector:

- Ridership – 12% lower than December 2024
- Farebox Rev. – 11% lower than December 2024

Highlands Rhythm:

- Ridership – 30% lower than December 2024
- Farebox Rev – 29% lower than December 2024



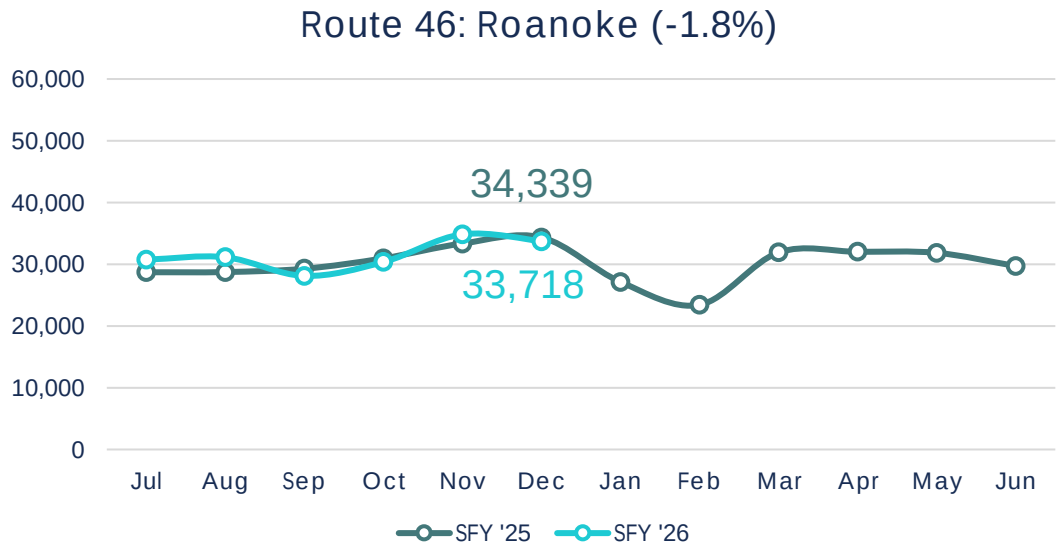
Route	Dec 2024	Jan 2025	Feb 2025	March 2025	April 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Total *
Valley Flyer	3,920	2,448	2,057	4,385	2,475	2,489	1,655	1,675	2,493	2,676	4,189	4,124	3,344	34,040
Piedmont Express	940	448	384	908	531	702	499	577	606	490	767	895	781	7,588
Capital Connector	790	432	345	490	513	508	504	585	581	484	598	778	694	6,512
Highlands Rhythm	1,985	1,300	1,534	2,266	1,691	1,553	884	978	1,478	1,666	2,788	2,503	1,382	20,023
All Routes	**7,635**	**4,628**	**4,320**	**8,049**	**5,210**	**5,252**	**3,542**	**3,815**	**5,158**	**5,316**	**8,342**	**8,300**	**6,201**	**68,133**

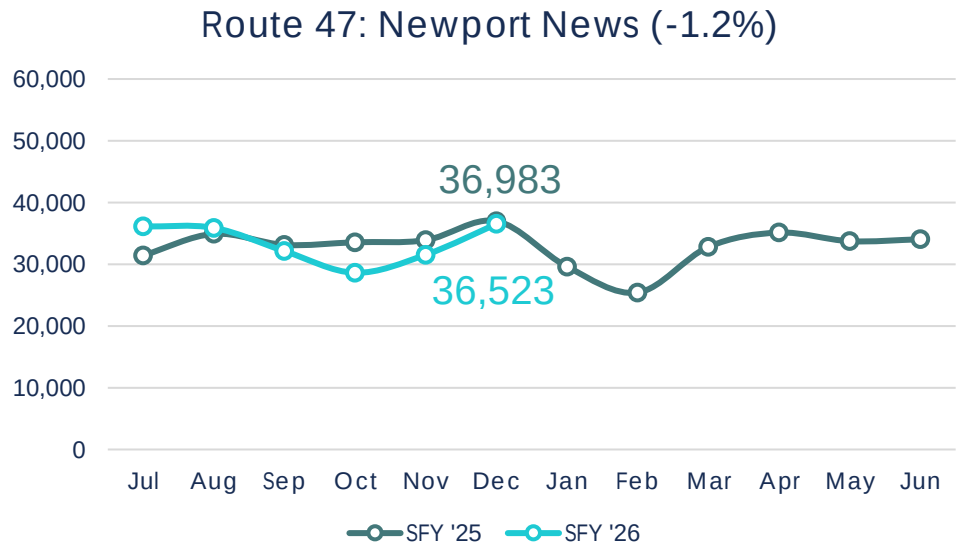
**Last 12 Months*

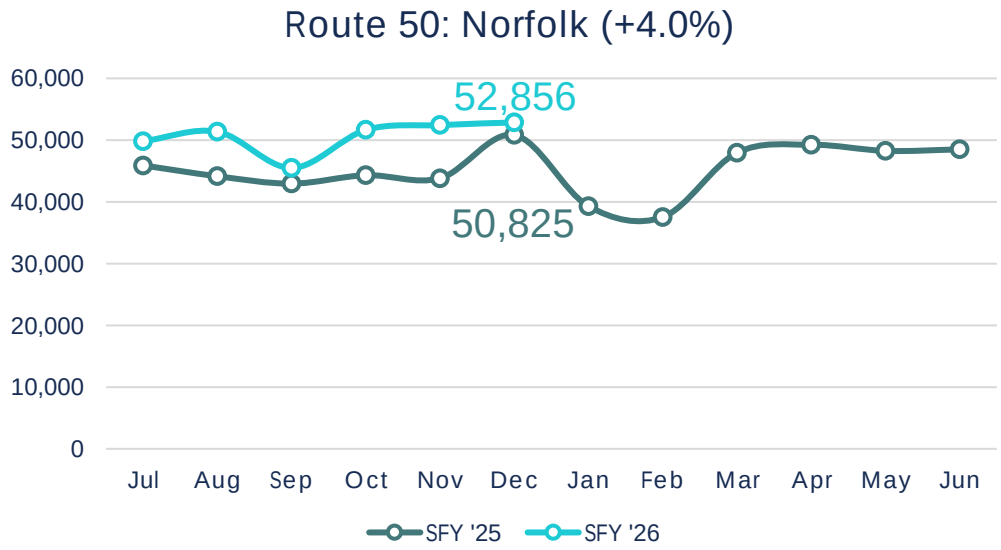
Virginia-**Supported Monthly Ridership by Route SFY '26 vs. SFY '25**

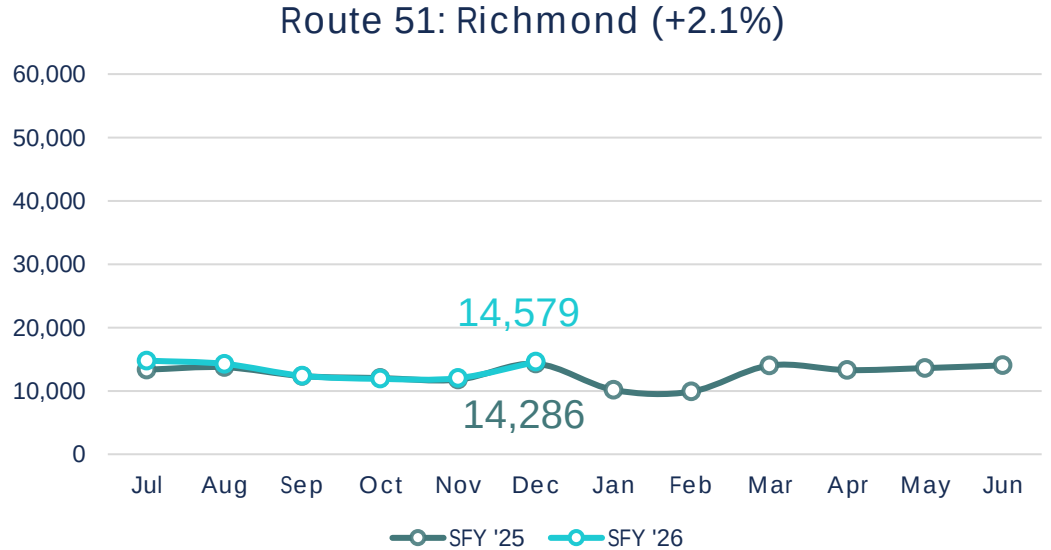
The NFK route set a new monthly ridership record.

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









Virginia & Comparable State-Supported Service Ridership

Normalized: Monthly Ridership ÷ Daily Trains

