



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

### **MINUTES MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD WORKSHOP MEETING**

December 9, 2020

9:00 am

Governor Ralph Northam declared a state of emergency in Virginia on Thursday, March 12 in response to COVID-19. In light of this action, the Workshop Meeting of the December 9, 2020 Commonwealth Transportation Board (CTB) was conducted using electronic communications in accord with Item 4-0.01.g. of Chapter 1289 (2020 Acts of Assembly), as the COVID-19 emergency makes it impracticable or unsafe to assemble in a single location. The purpose of the meeting was to discuss or transact the business statutorily required or necessary to continue operation of the CTB and the discharge of its lawful purposes, duties, and responsibilities.

All board members participated remotely using a Webex platform. Members of the public were able to witness the meeting online via live-streaming at the following internet link: [http://www.ctb.virginia.gov/public\\_meetings/live\\_stream/default.asp](http://www.ctb.virginia.gov/public_meetings/live_stream/default.asp) and were provided the opportunity to provide public comment telephonically at the outset of the meeting using a dial in number provided in the online meeting public notice.

The online internet public notice for the meeting noted that this meeting would be conducted using an electronic process due to the COVID-19 state of emergency and as a precaution to reduce the risk and spread of the novel coronavirus. The online meeting public notice also furnished the Agenda and Board materials as well as information regarding the availability of online live-streaming of the meeting at the noted link.

Online viewers were furnished a telephone number to call to notify staff of any interruption of the live streaming of the meeting in accordance with Item 4-0.01.g. of Chapter 1289 and Section 2.2-3708.2 of the Code of Virginia; and no interruption of the live streaming was noted during the meeting.

The Chair, Shannon Valentine, presided and called the meeting to order at 9:04 a.m. on December 9, 2020.

Present: Messrs. Brown, Dodson, Johnsen, Kasprowicz, Malbon, Merrill, Miller, Rucker, Smoot, Stinson, Yates, Williams and, Ms. DeTuncq, Ms. Hynes; Mr. Brich, ex officio, Commissioner of Highways and Ms. Mitchell, ex officio, Director of the Department of Rail and Public Transportation.

Absent: None

Prior to taking up any agenda items Ms. DeTuncq made the following motion:  
*In light of the continuing state of emergency declared by Governor Northam, where it is impracticable or unsafe to assemble a quorum in a single location, I move that we adopt this agenda to take action to discuss or transact the business statutorily required or necessary to continue operation of the Commonwealth Transportation Board. This motion was seconded by Mr. Smoot, a roll call vote was taken with all present voting aye, the motion passed unanimously.*

1. Hampton Roads Express Lanes Network  
*Chris Hall, Virginia Department of Transportation  
Referenced by attachment of presentation.*
2. Route 58  
*Ken King, Virginia Department of Transportation  
Rob Griffith, Virginia Department of Transportation  
Bart Thrasher, Virginia Department of Transportation  
Referenced by attachment of presentation.*
3. Central Virginia Transportation Authority  
*Shane Mann, Virginia Department of Transportation  
Referenced by attachment of presentation.*
4. Urban & Arlington/Henrico County Street Maintenance Payments Update  
*Russ Dudley, Virginia Department of Transportation  
Referenced by attachment of presentation.*
5. Revenue Sharing FY21/22 Application Cycle Update  
*Russ Dudley, Virginia Department of Transportation  
Referenced by attachment of presentation.*
6. SMARTSCALE Update  
*Chad Tucker, Office Intermodal Planning and Investment  
Referenced by attachment of presentation.*
7. SMART SCALE Budget Increase for UPC 109419 I-81  
State Route 75 (Exit 17) Interchange Modification.  
*Kimberly Pryor, Virginia Department of Transportation  
Referenced by attachment of presentation.*
8. I-495 American Legion Bridge Transit and TDM Plan Update  
*Jennifer DeBruhl, Virginia Department of Rail and Public Transportation  
Referenced by attachment of presentation.*

*The Chair suspended the meeting at 11:15 a.m. on December 9, 2020 for lunch.*

*The Chair reconvened the suspended meeting at 11:45 a.m. on December 9, 2020.*

9. WMATA Annual Reporting Requirements  
*Jennifer DeBruhl, Virginia Department of Rail and Public Transportation  
Referenced by attachment of presentation.*
10. Rail Industrial Access: Tucker Timber  
*Jeremy Latimer, Virginia Department of Rail and Public Transportation  
Referenced by attachment of presentation.*
11. Fiscal Year 2021 Commonwealth Transportation Fund and VDOT Budgets  
*Laura Farmer, Virginia Department of Transportation  
Referenced by attachment of presentation.*
12. Virginia Passenger Rail Authority Annual Capital and Operating Budgets  
*Steve Pittard, Virginia Department of Rail and Public Transportation  
Referenced by attachment of presentation.*
13. Final FY 2021 – 2026 Six-Year Improvement Program  
*Kimberly Pryor, Virginia Department of Transportation  
Referenced by attachment of presentation.*
14. DRPT SYIP / Budget Update  
*Steve Pittard, Virginia Department of Rail and Public Transportation  
Referenced by attachment of presentation.*
15. Director's Items  
*Jennifer Mitchell, Virginia Department of Rail and Public Transportation*
16. Commissioner's Items  
*Stephen Brich, Virginia Department of Transportation*
17. Secretary's Items  
*Shannon Valentine, Secretary of Transportation*

Ms. DeTuncq made the following motion:

*"I move that the Board convene in a Closed Session pursuant to Section 2.2-3711 (A)(6) of the Code of Virginia, for the purpose of discussing a project involving the investment of public funds where bargaining is involved and where the financial interest of the Commonwealth would be adversely affected if the discussion were made public at this time, And, pursuant to Va. Code Sec. 2.2-3711(A)(8), for the purpose of consulting with legal counsel regarding provisions in the agreement requiring legal advice. Additionally, I move that staff and attorneys attend the Closed Session because their presence is deemed necessary, and will*

*aid the Board in its consideration of this matter.*" This motion was seconded by Mr. Yates, followed by a roll call vote with all present voting aye, the motion passed. The Workshop Session suspended at 1:57p.m. on December 9, 2020 and went into Closed Session with a note that the suspended December 9, 2020 Workshop session would reconvene at approximately 2:45 p.m. on December 9, 2020.

The Chair reconvened the Workshop meeting at 3:10 p.m. on December 9, 2020. Upon reconvening the meeting the Chair read the following statement "*We are now going to take a roll call vote, and I ask that each member indicate their agreement with the following: To the best of my knowledge, during the Closed Meeting, the only matters heard, discussed or considered were those matters lawfully exempted from open meeting requirements under the Virginia Freedom of Information Act, and only those public business matters as were identified in the motion by which the Closed Meeting was convened*"

The roll was called with each member present agreeing with the statement.

**ADJOURNMENT:**

**Meeting adjourned at 3:13 p.m. on December 9, 2020**

Respectfully Submitted:

Carol Mathis,  
Assistant Secretary to the Board

###

# HAMPTON ROADS EXPRESS LANE NETWORK

Authorization for the Commissioner of Highways to Enter into Standard Project Agreements Between VDOT and the Hampton Roads Transportation Accountability Commission Relating to the Hampton Roads Express Lane Network

Chris Hall, P.E. – Hampton Roads District Engineer

December 9, 2020

# HREL Standard Project Agreements

- The CTB authorized the Commissioner to execute Standard Project Agreements (SPAs) for HREL Segments 1, 4A/4B and 4C at the November 24<sup>th</sup>, 2020 meeting
- Preliminary Engineering and Construction activities for the following projects of the HREL network are ready to commence and will be addressed by two individual SPAs:
  - HREL Segment 3: Installation of Infrastructure to support tolling operations on Interstate 64 from Settlers Landing Road in Hampton to the Interstate 564 Interchange in Norfolk. (HRBT Expansion Project)
  - HREL Toll Integration (System Integrator): Provide a tolling system integrator for overall HREL network.

Note: Pursuant to the MTA, VDOT and HRTAC are to enter into a Standard Project Agreement (SPA) for Funding and Administration to commence design and construction of any element of the HREL Network

# Anticipated CTB Action

- **VDOT will be requesting that the Board authorize the Commissioner to enter into separate SPAs with HRTAC for Segment 3 and the Toll Integration projects**
- **The SPAs will be brought back to the Board at their next meeting for approval**

# HAMPTON ROADS EXPRESS LANE NETWORK

Authorization for the Commissioner of Highways to Enter into Standard Project Agreements Between VDOT and the Hampton Roads Transportation Accountability Commission Relating to the Hampton Roads Express Lane Network

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December 9, 2020





# ROUTE 58 LOVERS LEAP PROJECT

 Ken King, PE, Salem District Engineer

December 9, 2020

# Route 58 in Virginia

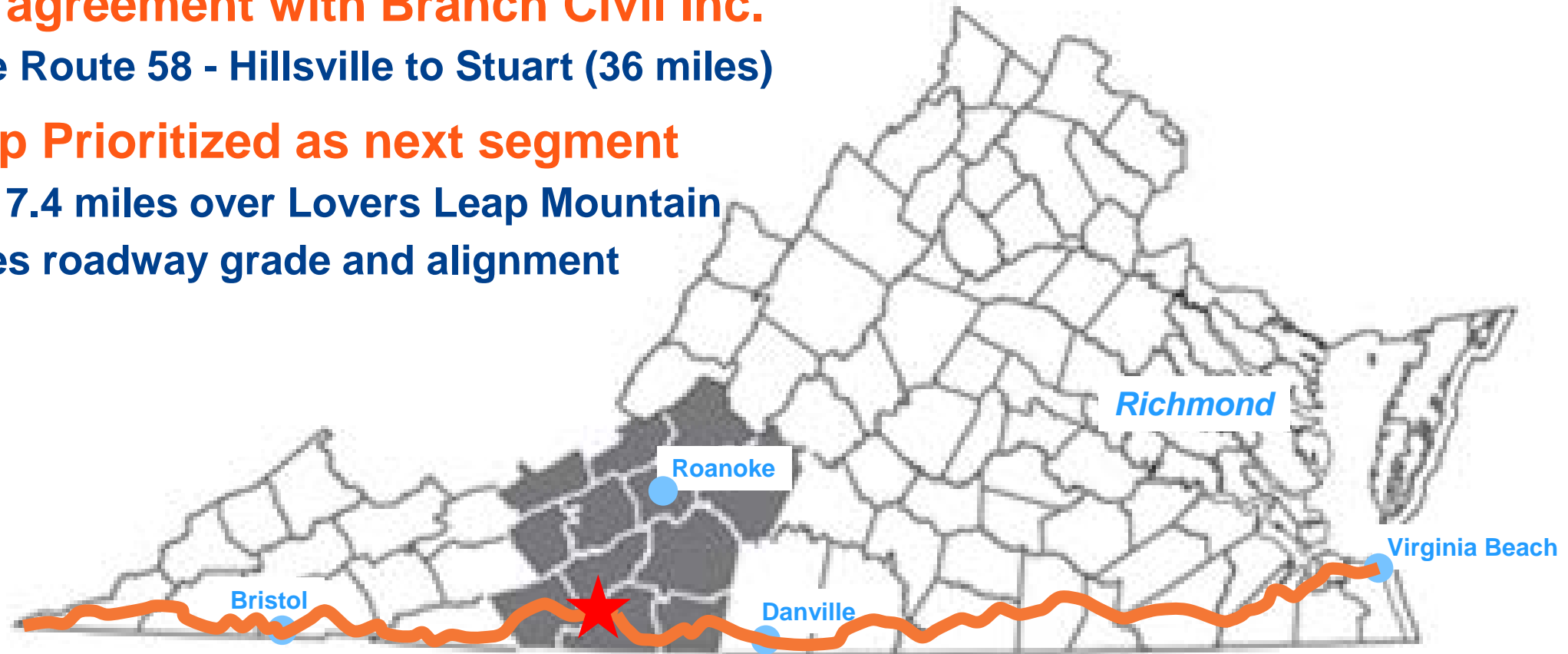
## Route 58 Corridor Development Fund

### 2003 PPTA agreement with Branch Civil Inc.

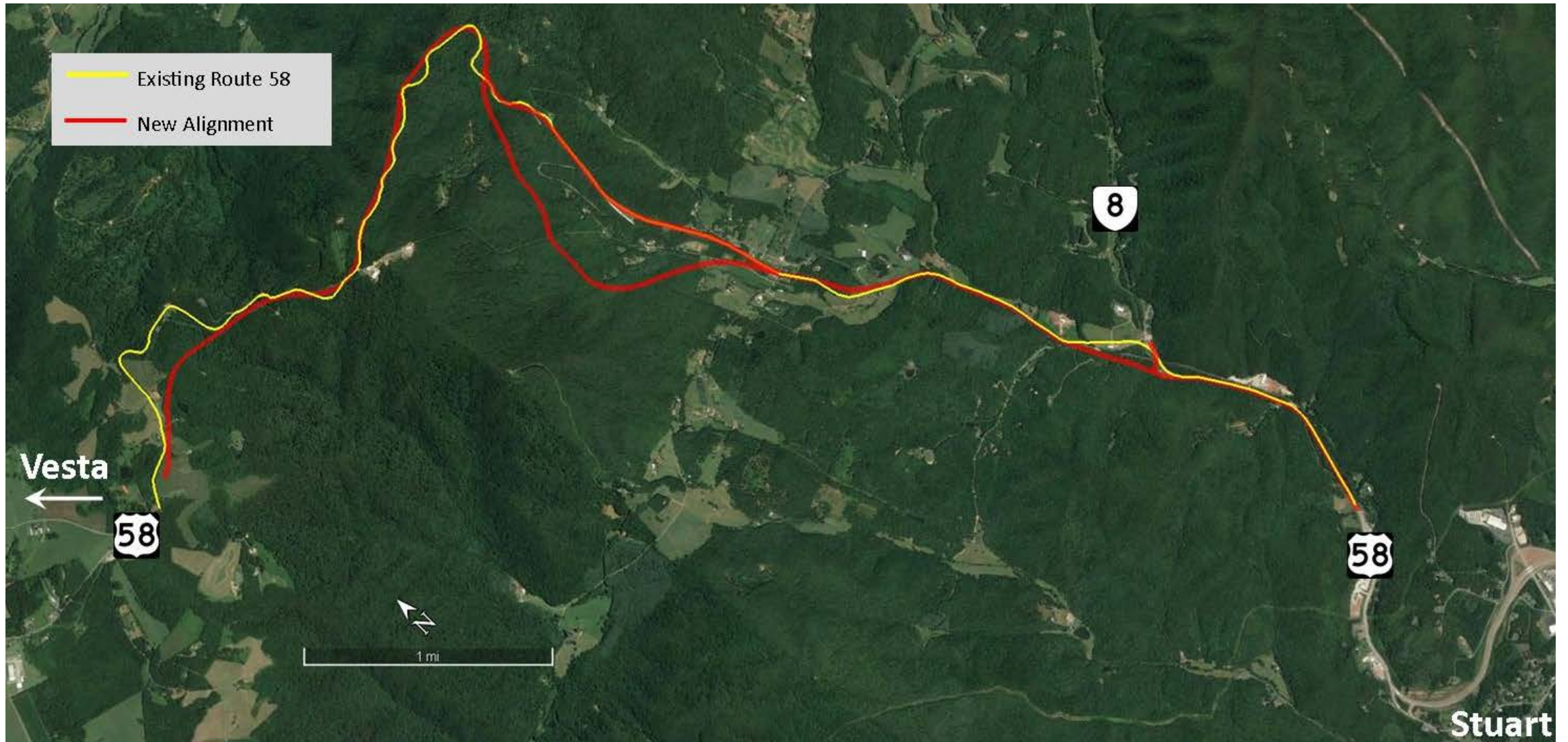
- Improve Route 58 - Hillsville to Stuart (36 miles)

### Lovers Leap Prioritized as next segment

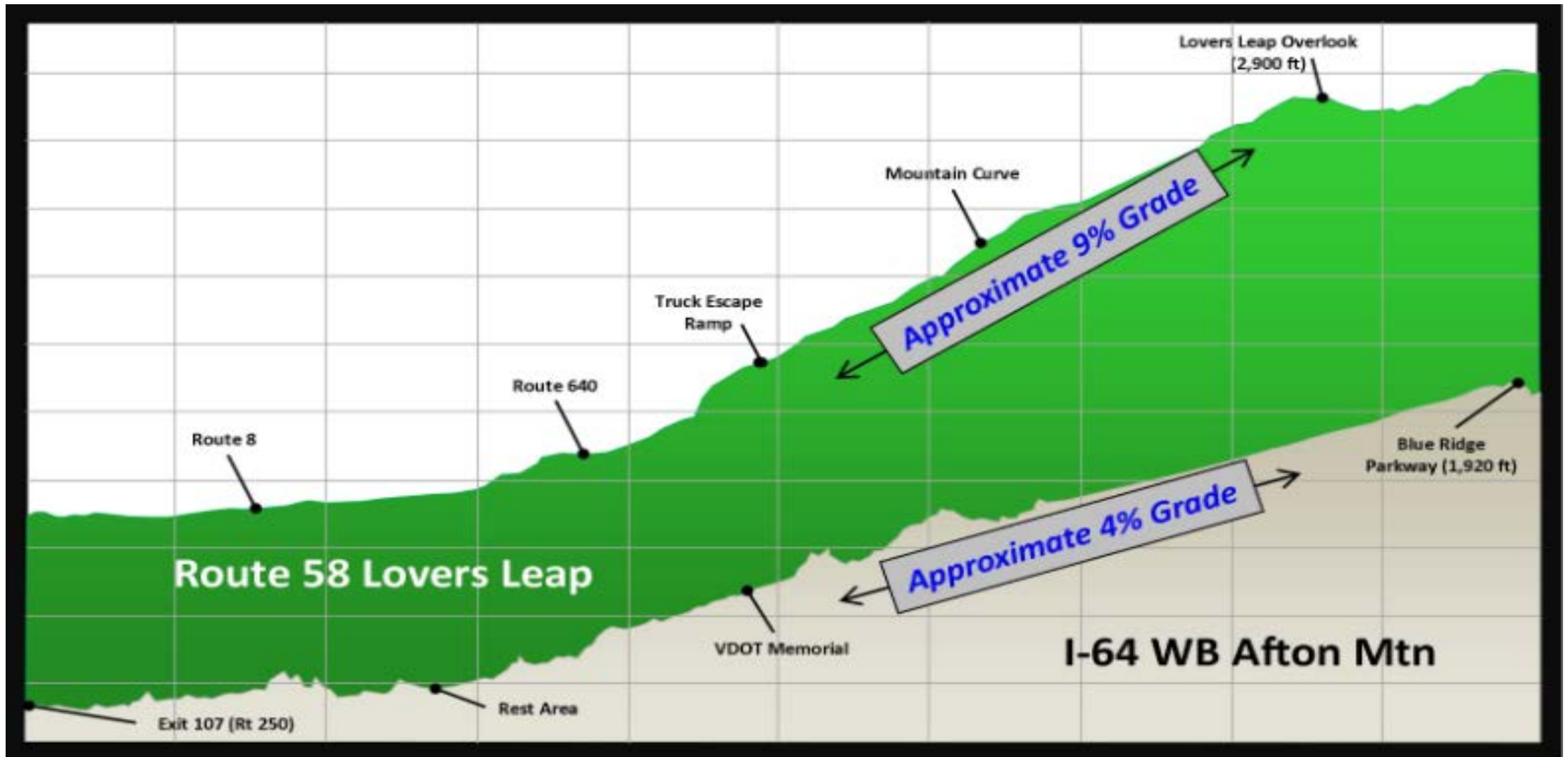
- Widens 7.4 miles over Lovers Leap Mountain
- Improves roadway grade and alignment



# Route 58 – Lovers Leap Alignment



# Lovers Leap versus WB I-64 Afton Mountain Elevations



# Design and Permitting Activities

**Refreshed 1990s preliminary design**

**Updated environmental review**

**Ensured environmental permits could be issued**

# Innovative Project Approach

**Used a Progressive Design Build (PDB) process to advance the project**

**Co-located staff to increase collaboration and expedite decision making**

## **Team members**

- **Branch Civil Inc. (BCI)**
- **Salem District Project Delivery Team**
- **Central Office Environmental Division**
- **Central Office Construction Division**
- **Central Office Alternative Project Delivery Division**

# Project Development Activities

## Updated design

- Revised slopes to current standards
- Developed and evaluated design refinements

## Completed draft environmental permit application

- Coordinated with federal and state regulatory agencies

## Estimated project cost

- Independent cost estimate prepared by Michael Baker International
- BCI prepared project cost estimate
- Evaluated collaboratively via line-item, open-book review
- Significant gap identified in a few key areas



# Project Pricing and Negotiation

## Identified major differences in specific areas

- Design fee
- Excavation costs
- Construction duration

## Innovative Approach - Obtained multiple subcontractor proposals

- VDOT directed solicitation of proposals from subcontractors in these areas
- Three design proposals and six excavation subcontractor proposals received

## Negotiated final cost

- VDOT and BCI executives met multiple times (June - September)
- Detailed line-item, open-book review
- Final cost validated against the independent cost estimate

# Route 58 Lovers Leap Project Process Outcome

**Design-Build Project - \$300 million**

**Amended PPTA agreement executed - November 6, 2020**

**Notice to Proceed issued - November 30, 2020**

**Project completion - Late Spring 2026**

# Project Takeaways and Lessons Learned

**Progressive Design Build approach and co-location (BCI, CO and District)**

**Promoted open communication and trust among team members**

**Facilitated collaboration and teamwork**

**Expedited decision making**

# Project Takeaways and Lessons Learned

**Supported flexibility throughout the design and development process**

**Identified and evaluated risks from varying perspectives**

**Gained valuable insight from line-item, open-book pricing and solicitation of subcontractor proposals**

**Ensured fair and reasonable price for both parties**

**Provided a better understanding of the PDB process**



# MOA WITH THE CENTRAL VIRGINIA TRANSPORTATION AUTHORITY

Authorization for the Commissioner of Highways to Enter into a Memorandum of Agreement Between  
VDOT and the Central Virginia Transportation Authority

 Shane Mann, P.E. – Richmond District Engineer

December 9, 2020

# CVTA Memorandum of Agreement

- **The Central Virginia Transportation Fund (Fund) and Authority (CVTA) were established by HB 1541(Chapter 1235) of the 2020 Session of the Virginia General Assembly.**
- **Chapter 1235 provides for imposition of certain state taxes in localities comprising Planning District 15, and requires that the revenues derived from such taxes:**
  - **be deposited in the Fund;**
  - **be used solely for transportation purposes benefiting the Planning District 15 localities and certain administrative and operating expenses.**
- **A Memorandum of Agreement (MOA) is needed to facilitate VDOT's transfer of funds generated by Chapter 1235 to the CVTA.**

# CVTA Memorandum of Agreement

- **The MOA provides the conduit and processes for transfer of funds to the CVTA, and addresses various roles and responsibilities of VDOT and the CVTA with regard to the Fund and related activities.**
- **The MOA establishes a Standard Project Agreement (SPA) template for VDOT administration of CVTA projects, if requested by the CVTA.**
  - **In the event the CVTA requests VDOT to administer a particular project, the SPA for the project will be presented to the CTB for consideration and approval**
- **The MOA was unanimously approved by the Authority on December 4, 2020**
- **The MOA has been reviewed by the Office of the Attorney General**



# Anticipated CTB Action

- **The CTB has received a copy of the MOA approved by the CVTA and VDOT will be requesting that the CTB authorize the Commissioner to enter into the MOA with the CVTA.**
- **This item will be also be on today's Action Agenda to facilitate prompt execution of the MOA.**

# MOA WITH THE CENTRAL VIRGINIA TRANSPORTATION AUTHORITY

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December 9, 2020



# **FY 2021 Street Maintenance Payments Overview**

## **Urban Localities Arlington / Henrico**

# Urban Maintenance Program Local Maintenance Payments

## Eligibility Requirements for Maintenance Payments:

- Urban street acceptance criteria established in Code Section 33.2-319
- CTB approves mileage additions/ deletions

## Payment - General

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

## Payment Categories – Based on Functional Classifications

1. Principal and Minor Arterial Roads
2. Collector Roads and Local Streets

# County (Arlington/ Henrico) Maintenance Program

- **Eligibility Requirements**

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

- **Payment - General**

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

# Additional Quarterly Payments

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

**\$1 Million (\$250,000 quarterly) to City of Chesapeake for additional maintenance costs of Moveable Bridges**

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

**Propose supplemental payment of \$10,845 taken off the top to the Town of Leesburg due to 0.5 miles omitted from FY2020 quarterly payments**

# COVID Impacts to Payments

**Localities rely on State payments to supplement their maintenance budgets and continue to maintain inventory**

**Due to Uncertainties to Transportation Revenues impacting ability to establish a final fiscal year 2021 budget, FY2020 maintenance payments were continued in the first quarter FY2021**

**Overweight Permit Fee were not included in first quarter payments FY2021**

**The 2<sup>nd</sup> quarter maintenance payments will include adjustments for 1<sup>st</sup> quarter payment and mileage (inventory) changes**

**Chesapeake \$1 Million payment and Payments for VPA Tax-exempt Real Estate are not impacted by current budget**



# Street Inventory Adjustments / GeoReferencing Project/Reconciliation

- **Approval of Urban Street Inventory Changes Necessary to Determine Overweight Permit Fees – Change Result From:**
  - Reported Inventory Changes from Localities, or
  - Reconciliations made during Urban Maintenance Inventory System (UMIS) Georeferencing project
  - 37 Localities Decreased Mileage; 44 Increased Mileage; 3 No Changes
- **UMIS Georeferencing Project**
  - Combining the UMIS into a geospatial layer with a centerline dataset on the Roadway Network System.
  - Transitioning our entire Urban Inventory from a collection of street segments in a dataset that can only be provided in tabular form.

UMIS DETAIL REPORT

Date: 6/18/2018  
Time: 9:41:54AM

VIRGINIA DEPARTMENT OF TRANSPORTATION  
LOCAL ASSISTANCE DIVISION  
URBAN MAINTENANCE INVENTORY

( 140 ) Town of Abingdon

Planning District: (03) Mount Rogers

Construction District: (01) Bristol

S E Q U E N C E	ROUTE(S)	FACILITY NAME	FROM	TO	F U N C T I O N A L C L A S S	S T A T E C L A S S	L E N G T H M I L E	R / W F T	W I D T H F T	P A V E M E N T T Y P E	T Y P E O P E R	# T L	P E A K H O U R	M O V I N G L A N E M I L E S
101000	84 LUMBER RD		MAIN ST E	CUL DE SAC	LOC	LOS	0.06	50	30	2	2	2	0.12	
1000	A ST SE		GREEN SPRING RD	GREEN SPRING RD	LOC	LOS	0.31	0	22	2	2	2	0.62	
2000	A ST SE	0.31 W	GREEN SPRING RD	DEADMORE ST	LOC	LOS	0.15	0	22	2	2	2	0.30	
201000	ACADEMY DR		MAIN ST W	MAIN ST W	LOC	LOS	0.07		20	2	2	2	0.14	
202000	ACADEMY DR	0.07 N	MAIN ST W	MAIN ST W	LOC	LOS	0.40		12	1	1	1	0.40	
203000	ACADEMY DR	0.10 S	RUSSELL RD	RUSSELL RD	LOC	LOS	0.10		22	2	2	2	0.20	
205000	ALTAMONT ST		OLD ELEVEN DR	DEAD END	LOC	LOS	0.07	50	20	2	2	2	0.14	
301000	ARNOLD ST NE		WHITES MILL RD	WHITES MILL RD	LOC	LOS	0.08		18	2	2	2	0.16	
305000	AUGUSTA DR		WINTERHAM DR	SAWGRASS CIR	LOC	LOS	0.08	60	24	2	2	2	0.16	
306000	AUGUSTA DR		SAWGRASS CIR	WINTERHAM DR	LOC	LOS	0.24	60	24	2	2	2	0.48	
101000	B ST		SPRING ST	KINGS MOUNTAIN DR	LOC	LOS	0.32		21	2	2	2	0.64	
1000	BALTIMORE ST		RUSSELL RD	RUSSELL RD	LOC	LOS	0.04	30	16	2	2	2	0.08	
201000	BARTER DR NE		COURT ST	COURT ST	LOC	LOS	0.07		28	2	2	2	0.14	
202000	BARTER DR NE	0.07 E	COURT ST	COURT ST	LOC	LOS	0.07	0	22	2	2	2	0.14	
1000	BAUGH LA NE		MAIN ST E	WAYNE AVE	LOC	LOS	0.50	40	20	2	2	2	1.00	
2000	BAUGH LA NE		WAYNE AVE	FALCON DR	LOC	LOS	0.10	40	20	2	2	2	0.20	
3000	BAUGH LA NE		FALCON DR	MORNINGSIDE LA	LOC	LOS	0.04	40	20	2	2	2	0.08	
4000	BAUGH LA NE		MORNINGSIDE LA	EDGEMONT ST N	LOC	LOS	0.03	40	20	2	2	2	0.06	
5000	BAUGH LA NE		EDGEMONT ST N	EUCLID AVE	LOC	LOS	0.17	40	20	2	2	2	0.34	
6000	BAUGH LA NE		EUCLID AVE	PANACELLA DR	LOC	LOS	0.05	40	20	2	2	2	0.10	
7000	BAUGH LA NE		PANACELLA DR	WOODLAWN TER	LOC	LOS	0.08	40	20	2	2	2	0.16	
8000	BAUGH LA NE		WOODLAWN TER	NEW NCL	LOC	LOS	0.15	40	20	2	2	2	0.30	
1000	BEECHWOOD DR		SUNSET DR	CUL DE SAC	LOC	LOS	0.07	0	32	2	2	2	0.14	
307000	BEVERLY DR NE		CHARWOOD DR	EDMOND DR	LOC	LOS	0.18	50	20	2	2	2	0.36	
308000	BEVERLY DR NE		EDMOND DR	DEAD END	LOC	LOS	0.04	50	20	2	2	2	0.08	
305000	BEVERLY DR SW		CHARWOOD DR	MAIDEN ST	LOC	LOS	0.15	50	20	2	2	2	0.30	
306000	BEVERLY DR SW		MAIDEN ST	CUL DE SAC	LOC	LOS	0.16	50	20	2	2	2	0.32	
309000	BIRDIE DR		CUMMINGS ST	LONGVIEW DR	LOC	LOS	0.10	60	22	2	2	2	0.20	
309100	BIRDIE DR		LONGVIEW DR	PAR PLACE	LOC	LOS	0.09	60	22	2	2	2	0.18	
309600	BIRDIE DR		PAR PLACE	BOGEY DR	LOC	LOS	0.07	60	22	2	2	2	0.14	

# Street Inventory Adjustments / GeoReferencing Project/Reconciliation

- To a publicly available georeferenced layer:

The screenshot displays the VDOT RIMS/UMIS Events web application interface. The top navigation bar includes the VDOT logo, the text "RIMS/UMIS Events", and the website "VirginiaRoads.org". A search bar is present with the placeholder "Find address or place". The main map area shows a street network with a popup window for "Bruce AVE (PR - City of Charlottesville)". The popup provides the following details:

- Route Name: S-VA104PR BRUCE AVE
- Route Category Name: Urban Streets
- Route Type Name: Urban Road
- Peak Lane Count: 2
- Pavement Width: 35.00
- See attribute table for more details...
- Zoom to

Below the map is a data table with the following columns and one row of data:

OBJECTID	EVENT_SOURCE	RTE_COMMON_N	RTE_FROM_MSR	RTE_TO_MSR	LAD_UMIS_SEGM	LAD_UMIS_SOUR	LAD_UMIS_SOUR	LAD_UMIS_PEAK	LAD_UMIS_ROW	LAD_UMIS_PAVE	LAD_UMIS_PAY_A	LAD_UMIS_COMI
17650	503,241	Bruce AVE (PR - City of Charlottesville)	0.00	0.16	503,241	0.32	0.16	2		35.00	Y	Juris: 104- Facility: BRUCE AVE; Seq: 2501000; From: WELLFORD ST; To: CAMBRIDGE CIR; From

At the bottom of the table, it indicates "1 features 0 selected".

# Proposed FY21 Maintenance Payments Budget

- Urban and County Maintenance Payments

- FY 21 Urban Payment Rates:*

- Principal and Minor Arterial Roads = \$22,161.46 per lane mile
    - Collector Roads and Local Streets = \$13,011.71 per lane mile

- FY 21 Payment Rates:*

- Arlington = \$19,406.40 per lane mile
    - Henrico = \$14,121.14 per lane mile

- FY21 Overweight Permit Fee \$1.93 per lane mile*

- Continue \$1M to Chesapeake to address additional costs associated with movable bridges (payments began 2005)
- Va Port Authority Tax-Exempt Real Estate Payments = \$1M total

# Next Steps

- **FY21 Maintenance Payments to Cities, Certain Towns and Warren County**
- **FY21 Maintenance Payments to Arlington and Henrico Counties**

**CTB Approval to be taken at Action Meeting**

# FY 2021 Street Maintenance Payments

 Russ Dudley, Local Assistance Division

Date



# REVENUE SHARING PROGRAM ALLOCATIONS

FY2021 and FY2022 APPLICATION CYCLE



# Revenue Sharing Program Update FY21 and FY22 Application Cycle

- **Biennial application cycle**
- **\$5M = Maximum locality application per fiscal year**
- **\$10M = Maximum allocation (cumulative) per project**
- **Priority Tiers**
  - **Priority given to construction projects that have previously received Revenue Sharing funding**
  - **Next, priority given to construction projects that meet a transportation need identified in the Statewide Transportation Plan or projects that will be accelerated in a locality's capital plan**
  - **Next, priority given to projects that address deficient pavement resurfacing and bridge rehabilitation.**

# Revenue Sharing Program Update FY21 and FY22 Application Cycle

## FY21 and FY22 Application Timeline

- Call for pre-applications – April 3, 2019
- SMART Portal opened for pre-application intake – May 15, 2019
- Pre-application submittal deadline – July 1, 2019
- SMART Portal application submittal deadline – October 1, 2019
- 72 Localities submitted applications, 69 localities screened in
  - 12 localities requested maximum \$10M over two fiscal years
- Total requests – \$259M, \$246M screened in
  - Priority 1 – Existing Revenue Sharing projects **\$68.0M**
  - Priority 2 – Meet Statewide Transportation Need or accelerate project in locality capital improvement plan **\$164.0M**
  - Priority 3 – Address deficient pavement or bridge **\$9.9M**
  - Priority 4 – All other requests for eligible project work **\$4.3M**

## Revenue Sharing Program Update FY21 and FY22 Application Cycle

<b>DISTRICT</b>	<b># Localities</b>	<b>Total <u>Submitted</u></b>	<b># Screened In Localities</b>	<b>Total <u>Screened In</u></b>
<b>Bristol</b>	<b>6</b>	<b>\$1,039,072</b>	<b>6</b>	<b>\$1,039,072</b>
<b>Culpeper</b>	<b>5</b>	<b>\$11,362,805</b>	<b>5</b>	<b>\$11,362,805</b>
<b>Fredericksburg*</b>	<b>6</b>	<b>\$20,718,000</b>	<b>5</b>	<b>\$10,718,000</b>
<b>Hampton Roads*</b>	<b>10</b>	<b>\$55,004,647</b>	<b>10</b>	<b>\$54,329,647</b>
<b>Lynchburg</b>	<b>4</b>	<b>\$10,317,562</b>	<b>4</b>	<b>\$10,317,562</b>
<b>Northern Virginia*</b>	<b>13</b>	<b>\$69,831,609</b>	<b>13</b>	<b>\$69,175,779</b>
<b>Richmond*</b>	<b>9</b>	<b>\$42,221,299</b>	<b>8</b>	<b>\$42,024,816</b>
<b>Salem*</b>	<b>10</b>	<b>\$29,216,793</b>	<b>10</b>	<b>\$29,216,793</b>
<b>Staunton*</b>	<b>9</b>	<b>\$19,422,068</b>	<b>8</b>	<b>\$18,272,548</b>
<b>TOTAL</b>	<b>72</b>	<b>\$259,133,855</b>	<b>69</b>	<b>\$246,457,022</b>

# Revenue Sharing Program Update FY21 and FY22 Application Cycle

## FY21 & FY22 Revenue Sharing Program:

- FY21 & FY22 Total Requests: \$ 239,198,478
- Allocations Available: \$ 200,000,000

## Summary of Applications meeting Priority selection criteria for funding:

- Priority 1 projects = \$ 67,248,901 Fund at 100%
- Priority 2 projects = \$ 39,733,511 Fund at 100% (up to \$1M/locality)
- Priority 2 projects = \$ 117,966,073 Fund at <79% (\$93,017,588)
- Priority 3 projects = \$ 9,985,000 Fund at 0%
- Priority 4 projects = \$ 4,264,993 Fund at 0%

**Allocations programmed for FY25/26**

## REVENUE SHARING PROGRAM NEXT STEPS

- **CTB Approval Included in SYIP at Action Meeting**
- **Present list of projects for deallocation to CTB in January 2021**





COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

**SMART SCALE - Round 4  
Screening and Validation**

December 2020







# Comparison of Rounds

## Total Cost of Submissions



District	# of Submissions	Total Cost*	Total Requested*
Bristol	34	\$212M	\$212M
Culpeper	38	\$374M	\$349M
Fredericksburg	36	\$562M	\$377M
Hampton Roads	53	\$1,221M	\$787M
Lynchburg	30	\$490M	\$451M
Northern Virginia	31	\$2,621M	\$1,637M
Richmond	78	\$956M	\$921M
Salem	60	\$629M	\$600M
Staunton	45	\$232M	\$229M
<b>Grand Total</b>	<b>405**</b>	<b>\$7,298M</b>	<b>\$5,568M</b>

\* cost estimate validation is underway - there may be differences in final totals  
scores are presented in January

\*\* does not include the 2 projects that CTB has the option to submit

# Round 4

## Project Screening



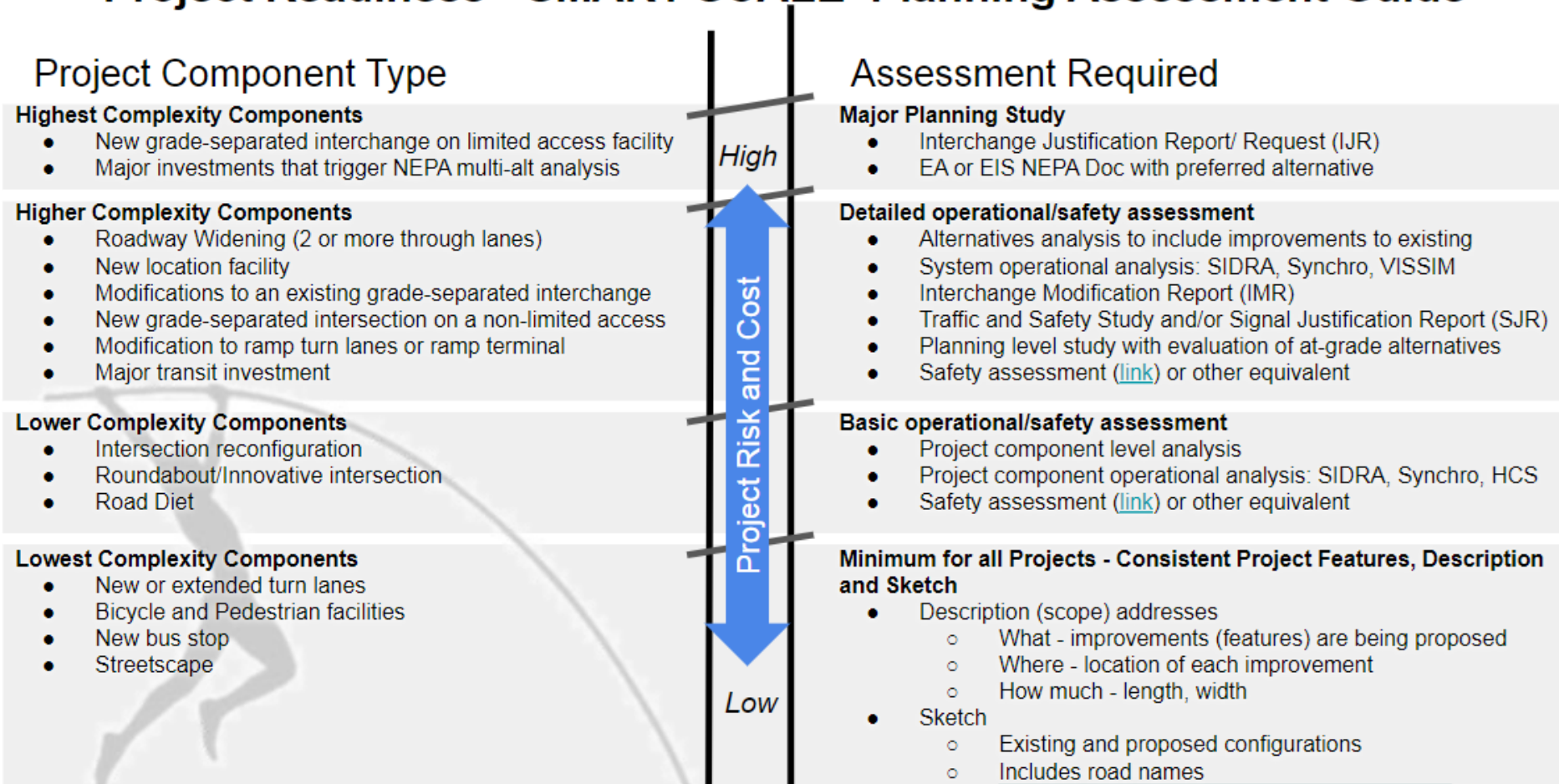
- **VTrans Need** - Review of each submission to ensure project is addressing a Board adopted VTrans need
- **Project Eligibility** - Review to ensure applications meet SMART SCALE eligibility requirements
  - Most common issue - Application were significant portion of project is replacement of existing assets - considered maintenance
- **Project Readiness** - Review to ensure applications meet CTB readiness requirements to minimize risks for project changes and cost increase
  - Readiness requirements increase based on the size and complexity of the project

# Round 4

## Project Screening - Readiness



### Project Readiness - SMART SCALE Planning Assessment Guide



# Screen Outs

## Comparison of Rounds



**SMART  
SCALE**

*Funding the Right  
Transportation Projects  
in Virginia*

District	Screen Out Decisions by Round			
	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>
Bristol	10	5	4	0
Culpeper	0	0	0	2*
Fredericksburg	0	3	1	1
Hampton Roads	5	9	2	2**
Lynchburg	2	0	2	1
Northern Virginia	1	3	4	1
Richmond	14	7	6	7**
Salem	2	3	4	1
Staunton	0	3	0	0
<b>Grand Total</b>	<b>34 of 321 (10.6%)</b>	<b>33 of 437 (7.6%)</b>	<b>23 of 468 (4.9%)</b>	<b>9 to 15 of 405 (2.2% - 3.7%)</b>

\* 2 applications were withdrawn by applicant

\*\* 4 application in Richmond District and 2 in Hampton Roads are at risk for Screen Out

# Round Three Screening Decisions



**SMART  
SCALE**

*Funding the Right  
Transportation Projects  
in Virginia*

District	# of Apps	Screened Out	Reason to Screen Out		
			VTrans Need	Project Eligibility	Project Readiness
Bristol	34	0	0	0	0
Culpeper	38	2*	0	0	2*
Fredericksburg	36	1	1	0	0
Hampton Roads	53	0 to 2**	0	0	2
Lynchburg	30	1	1	0	0
Northern Virginia	31	1	0	1	0
Richmond	78	3 to 7**	0	5***	4***
Salem	60	1	0	1	0
Staunton	45	0	0	0	0
<b>Grand Total</b>	<b>405</b>	<b>9 to 15**</b>	<b>2</b>	<b>7***</b>	<b>8***</b>

\* 2 applications were withdrawn by applicant

\*\* 4 applications in Richmond District and 2 in Hampton Roads are at risk for Screen Out

\*\*\* 2 applications with screen out risk have both Eligibility and Readiness concerns

# Round Three Screening Decisions



App ID	Name	District	Applicant	Screening Decision
7134	Ira Hoffman / US 15/29 Bus Intersection	Culpeper	Town of Culpeper	Screen Out - <u>Applicant Withdrawn</u>
7135	Montanus Dr / US 15/29 Bus Intersection	Culpeper	Town of Culpeper	Screen Out - <u>Applicant Withdrawn</u>
7182	Courthouse Metro New Elevators	Northern Virginia	Arlington County	Screen Out - Eligibility
6654	I Government Road	Richmond	City of Richmond	Screen Out - Eligibility
6656	A Arts District BRT Station Pedestrian Safety / Streetscape	Richmond	Greater Richmond Transit Company	Screen Out - Eligibility
7128	Hopkins Road at Chippenham Parkway Interchange Improvement	Richmond	Chesterfield County	Screen Out - Readiness
6644	I-81 Northbound Safety Improvements MM167.4 to MM169.5	Salem	Roanoke Valley-Alleghany Regional Commission	Screen Out - Readiness
7167	VSH 3 - VSH 604 Intersection Improvements	Fredericksburg	Lancaster County	Screen Out - VTRANS
6960	Cumberland County Route 60 and 45 Intersection Improvements	Lynchburg	Cumberland County	Screen Out - VTRANS
6648	C US360 Hull Street Phase II	Richmond	City of Richmond	Screen Out Risk - Eligibility
6652	G Commerce Road Streetscape	Richmond	City of Richmond	Screen Out Risk - Eligibility & Readiness
6914	A Broad Street Streetscape w/ Pulse BRT Expansion Phase I	Richmond	Richmond Regional TPO	Screen Out Risk - Eligibility & Readiness
6705	I-64/Denbigh Boulevard Interchange	Hampton Roads	City of Newport News	Screen Out Risk - Readiness
6715	Warwick Blvd Improvements: Fort Eustis Blvd to Enterprise Dr	Hampton Roads	City of Newport News	Screen Out Risk - Readiness
6721	Magellan Parkway Extension Project	Richmond	Henrico County	Screen Out Risk - Readiness

# Application Validation



- District and DRPT staff conducting thorough review of applications to ensure accuracy and adherence to CTB policy
  - Clear project scope
  - Reasonable cost estimate and schedule
  - Eligible econ dev sites
- SMART Portal used to track and communicate edits needed and to document applicant concurrence

Category	Item	Status
General	Locality Applicant	Valid
	Transit Applicant	Valid
Location	Applicant Authority	Valid
	Polygon Extent(s)	Valid
Features	Highway	Valid
	Bike/Pedestrian	Valid
	Bus Transit	Valid
	Rail Transit	Valid
	Freight Rail	Valid
	Inter-City Rail(AMTRAK)	Valid
	TDM	Valid
	Right of Way	Valid
Accessibility Factor	Transit (Bus or Rail)	Valid
	Park-and-Ride	Valid
	HOV/HOT	Valid
	Bike Accommodation	Valid
	Ped Accommodation	Valid
	TDM	Valid
Environmental Factors	TMC/ITS	Valid
	Rail Transit	Valid
	Bike Accommodation	Valid
	Ped Accommodation	Valid
	Park-and-Ride	Valid
	Bus Transit	Valid
	Hybrid/EV Accommodation	Valid
Economic Factor	Alternative Fuel Fleet	Valid



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

Thank you





# **SMART SCALE PROPOSED BUDGET INCREASE**

## **I-81 EXIT 17 INTERCHANGE MODIFICATION – BRISTOL DISTRICT**

Commonwealth Transportation Board

Kimberly Pryor – Director, Infrastructure Investment

*December 2020*

# SMART SCALE Policy

## CTB Policy for Scope Changes and/or Budget Increases, February 2020

- A project that has been selected for funding must be re-scored and the funding decision re-evaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed.
- If an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:
  - i. Total Cost Estimate <\$5 million: 20% increase in funding requested
  - ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
  - iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested

# Project Information

## I-81 Exit 17 Interchange Modification (UPC 109419)

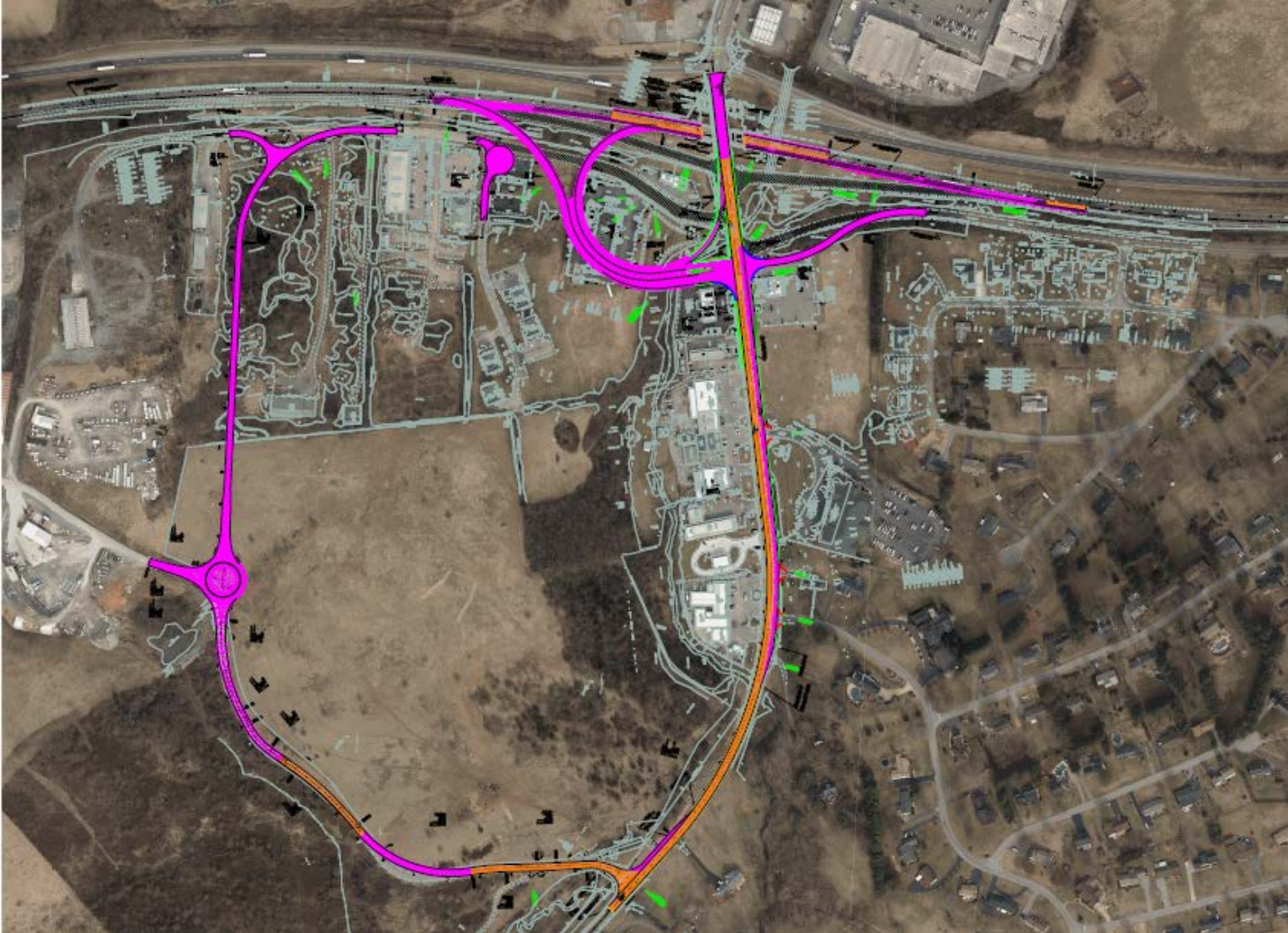
- Submitted by the Town of Abingdon in Round 1 of SMART SCALE
  - Total Original Project Cost: \$21,200,000
  - Total SMART SCALE Request: \$21,200,000
  - Request funded with DGP and HPP funds
- Project is VDOT administered
  - A \$10.6M budget increase was previously approved by the CTB in October 2018
  - Project was advertised and VDOT received bids on November 18, 2020
  - There is currently a \$1.5M shortfall for award
- Original Scope Included:
  - Relocate and extend I-81 northbound on- and off-ramps
  - Relocate intersection for I-81 northbound on- and off-ramps
  - Reconfigure property access due to road closures from construction of new ramps

# Change in Project Design

## What changed after Project Selection?

- Signal improvements at I-81 southbound ramps were included in the project scope
  - This allows both the northbound ramps signal and southbound ramps signal to be upgraded simultaneously and facilitates better operations of the interchange
- Proposed signal at Gravel Lake Road was removed from the project scope
  - During project development it was determined that the signal location would impact wetlands and further review indicated the signal was not warranted for the amount of traffic
- Roundabout was included in project scope along the realignment of Gravel Lake Road
  - During the public involvement process requests were made to include a roundabout at the proposed entrance for several industrial businesses along the proposed realignment for Gravel Lake Road

# Project Location



# Shortfall for Award

## Factors contributing to \$1.5M shortfall for award

- Design refinements enhance safety operations of the interchange and do not adversely impact project benefits
- Design refinements do not contribute to the shortfall for award
- Additional costs related to environmental cultural resources monitoring at archaeological sites on project
- Higher unit prices for asphalt and aggregate
- Higher utility relocation costs

# Project Budget Increase

- **VDOT received bids and has determined that price proposals are responsive and represent good competition**
  - Estimated budget increase required for award is \$1.5M
  - Total budget increase of \$12.1M or 57% increase overall
  - Sufficient deallocated DGP funds are available to cover the increase

	Original Application	Previously Revised (Approved 10-30-2018)	Current
Total \$	\$21.2M	\$31.8M	\$33.3M
SMART SCALE \$	\$21.2 (\$12.3 DGP+\$8.9MHPP)	\$31.8M (increase of \$10.6M funded with \$7.6M DGP+\$3.0M HPP)	\$33.3M (increase of \$1.5M)
Score	1.48	0.99	0.94
Funding Scenario	10/10	Dropped five spots; would not have been funded	Drops another spot
Expenditures as of 12/2/20			\$18.9M

# Recommendation for Action

**Approve budget increase request so that the project can be awarded**

- Fund increase from surplus Bristol District DGP balances

Bristol DGP Surplus Funds	Amount
Surplus	\$12,157,875
Less Proposed Budget Increase for UPC 109419	\$1,499,746
<b>Total Remaining</b>	<b>\$10,658,129</b>





# **I-495 American Legion Bridge Transit and TDM Study Update**

Commonwealth Transportation Board

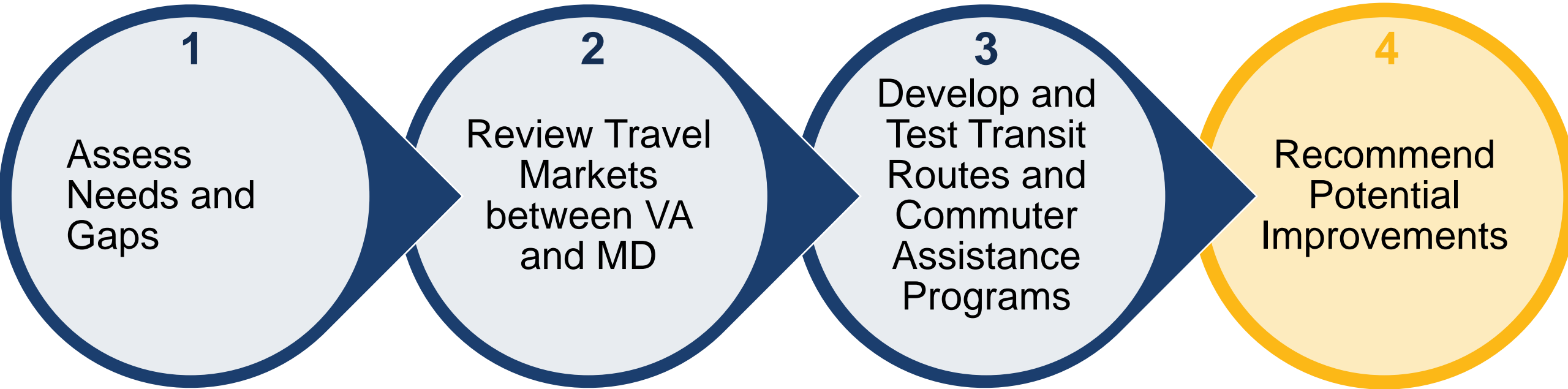
*December 9, 2020*

Jennifer DeBruhl, Chief of Public Transportation  
Department of Rail and Public Transportation

# Engagement Process

- Three Stakeholder Meetings held to date
  - July 16, 2020
  - August 28, 2020
  - October 16, 2020
- Upcoming Stakeholder Meeting scheduled for **December 11, 2020**
- Public Comment Period for Draft Recommendations: *Mid December – Late January*
- Public Meetings
  - DRPT/VDOT I-495 Public Meeting. November 18, 2020
  - I-495 ALB Transit and TDM Study Public Meeting. Early January
- Surveys
  - Survey 1: Purpose was to gain an understanding of commute choices in addition to driving alone. *Closed August 28, 2020*
  - Survey 2: Getting feedback on potential recommendations. *Ongoing*
- Keeping track of the Study is easy by connecting to DRPT's Major Initiatives Webpage.
- The study webpage includes a stakeholder comment link

[www.drpt.virginia.gov/transit/major-initiatives/i-495american-legion-bridge-transit-and-tdm-study/](http://www.drpt.virginia.gov/transit/major-initiatives/i-495american-legion-bridge-transit-and-tdm-study/)



**1**  
Assess  
Needs and  
Gaps

**2**  
Review Travel  
Markets  
between VA  
and MD

**3**  
Develop and  
Test Transit  
Routes and  
Commuter  
Assistance  
Programs

**4**  
Recommend  
Potential  
Improvements

- Why is transit needed?
- What transit is there today?
- What transit is planned in the future?

- Where are trips over the bridge coming from and going to?
- Which of those markets could be served by transit?

- Where and how often should the route stop?
- Where can transit use managed lanes?
- How can technology improve the transit experience?
- How will people get to and from the transit service?

- What is the overall forecasted affect on reducing congestion?
- How many people and jobs will be connected by new transit?
- How much will it cost to implement?

**Legend**

- Insufficient Travel Demand Along Corridor
- Not Competitive with Existing Transit Service
- Indirect Access to Managed Lanes
- Route Connection Advanced for Testing

Option	Virginia	↔	Maryland
1	Tysons		Bethesda ★
2			Friendship Heights
3a			Germantown ★
3b			Gaithersburg ★
4			White Flint
5a			Silver Spring ★
5b			White Oak via Silver Spring
6			Frederick ★

Option	Virginia	↔	Maryland
8a	Dunn Loring		Frederick
8b			Germantown
8c			Gaithersburg
8d			Rockville
8e			Silver Spring
8f			White Oak
8g			Bethesda ★

Option	Virginia	↔	Maryland
7a	Reston		Frederick
7b			Germantown
7c			Gaithersburg
7d			Rockville
7e			Silver Spring
7f			White Oak
7g			Bethesda ★

Option	Virginia	↔	Maryland
7a	Arlington		Frederick ★
7b			Germantown
7c			Gaithersburg
7d			Rockville
7e			Bethesda
7f			Silver Spring
7g			White Oak

# Prioritization Methodology

- Potential routes scored relative to each other based on three categories



**Productivity** – Maximizing ridership for the lowest cost



**Equity** – Serving areas with high concentrations of low-income and minority individuals



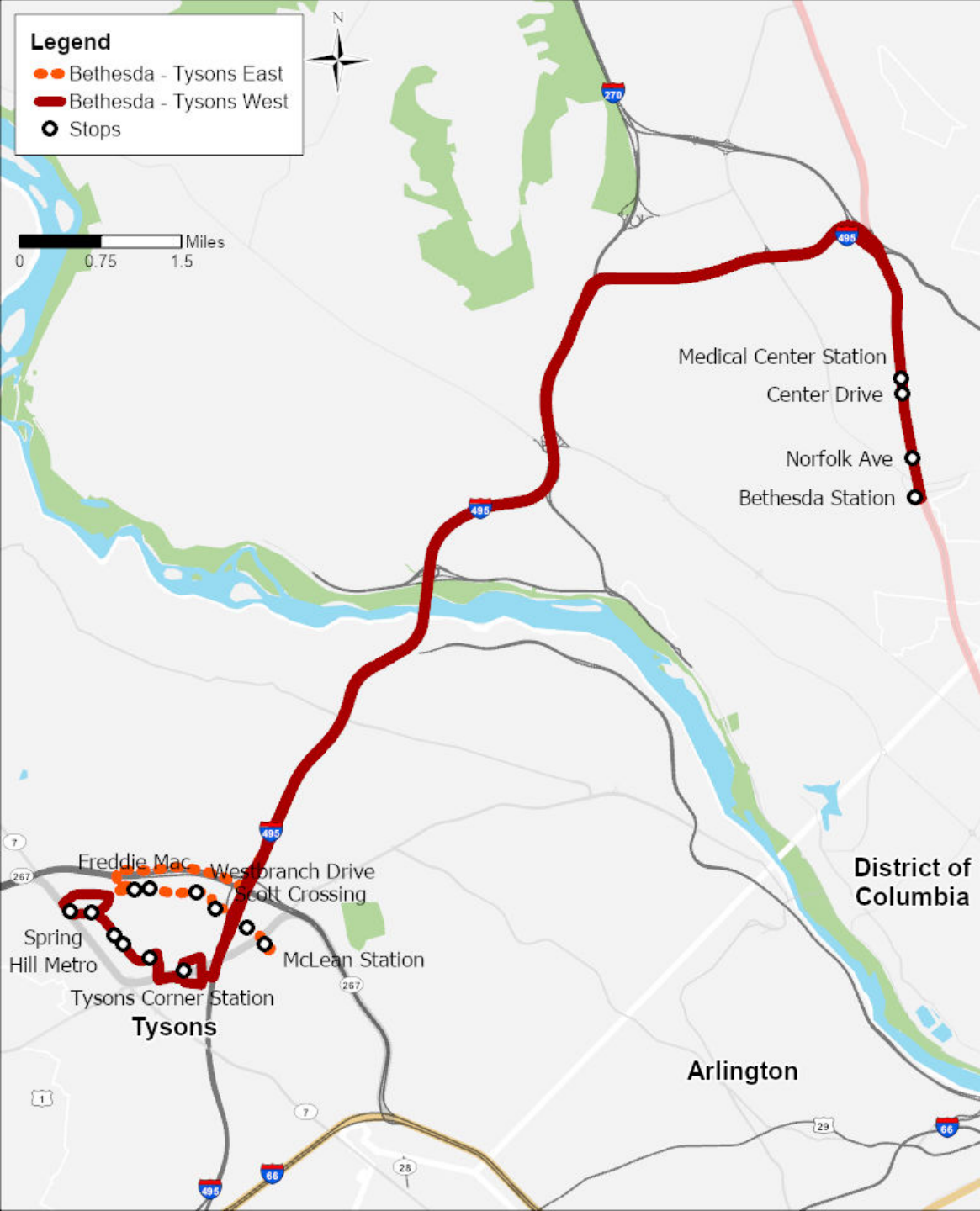
**Connectivity** – Providing access to the most jobs and people

## Routes Retained:

- Bethesda – Tysons
- Germantown – Tysons
- Silver Spring – Tysons
- Gaithersburg – Tysons
- Frederick – Tysons
- Bethesda – Reston
- Bethesda – Dunn Loring
- Frederick – Arlington

## SCORING KEY

HIGH ● ● ●  
MEDIUM ● ●  
LOW ●



# 1. Bethesda – Tysons

- Service both directions during peak periods
- Transit and Rail Connections:
  - Red Line Metrorail
  - Silver Line Metrorail
  - Planned Purple Line
  - Planned Route 7 BRT
  - Planned MD 355 BRT
  - Local Bus and Regional Bus

Metric	Score
Productivity	● ● ●
Equity	●
Connectivity	● ●
Rank	# 2

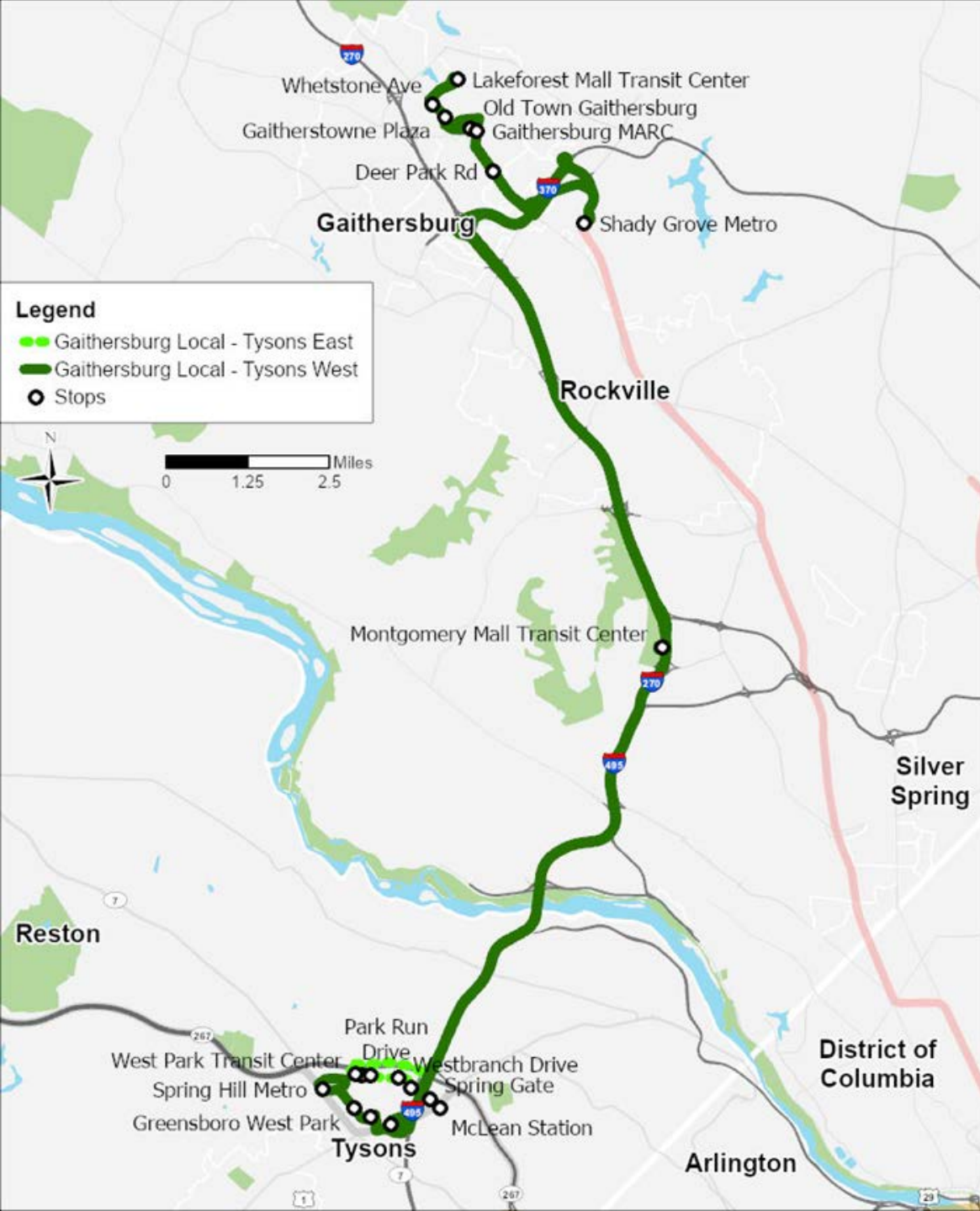


# 3a. Germantown – Tysons

- Service from Germantown to Tysons during AM peak period and Tysons to Germantown during PM peak period.
- Transit and Rail Connections:
  - Silver Line Metrorail
  - Planned Route 7 BRT
  - Planned Corridor Cities Transitway
  - Planned Randolph Road BRT
  - Local Bus and Regional Bus

Metric	Score
Productivity	● ●
Equity	● ● ●
Connectivity	● ●
<b>Rank</b>	<b># 4</b>

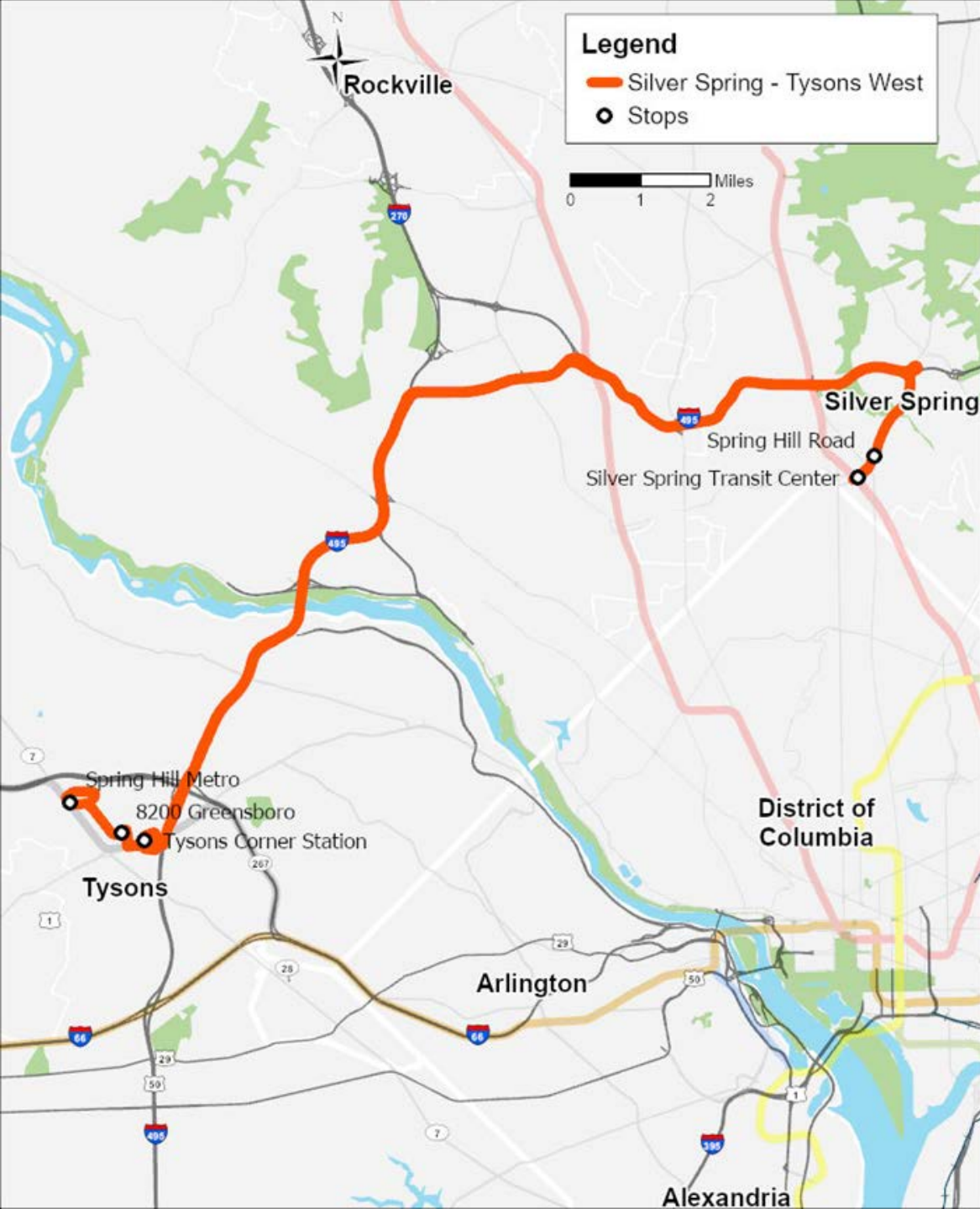




# 3b. Gaithersburg – Tysons

- Service from Gaithersburg to Tysons during AM peak period and Tysons to Gaithersburg during PM peak period.
- Transit and Rail Connections:
  - Red Line Metrorail
  - Silver Line Metrorail
  - Gaithersburg MARC
  - Planned Route 7 BRT
  - Planned Corridor Cities Transitway
  - Planned MD 355 BRT
  - Planned Randolph Road BRT
  - Local Bus and Regional Bus

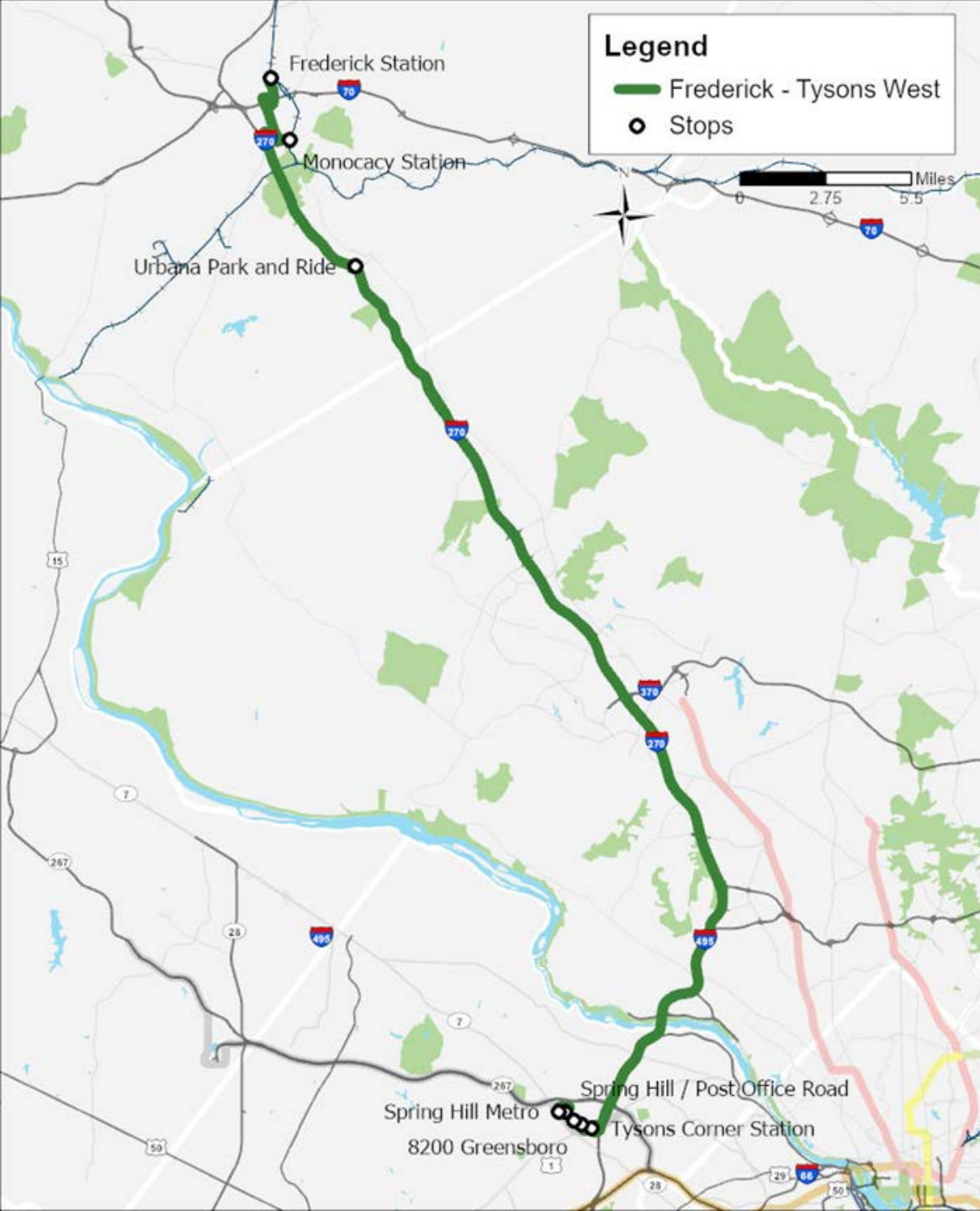
Metric	Score
Productivity	● ● ●
Equity	● ● ●
Connectivity	● ● ●
Rank	#3



# 5a. Silver Spring – Tysons

- Service from Silver Spring to Tysons during AM peak period and Tysons to Silver Spring during PM peak period.
- Transit and Rail Connections:
  - Red Line Metrorail
  - Silver Line Metrorail
  - Planned Purple Line LRT
  - Planned Route 7 BRT
  - US 29 FLASH BRT
  - Local Bus and Regional Bus

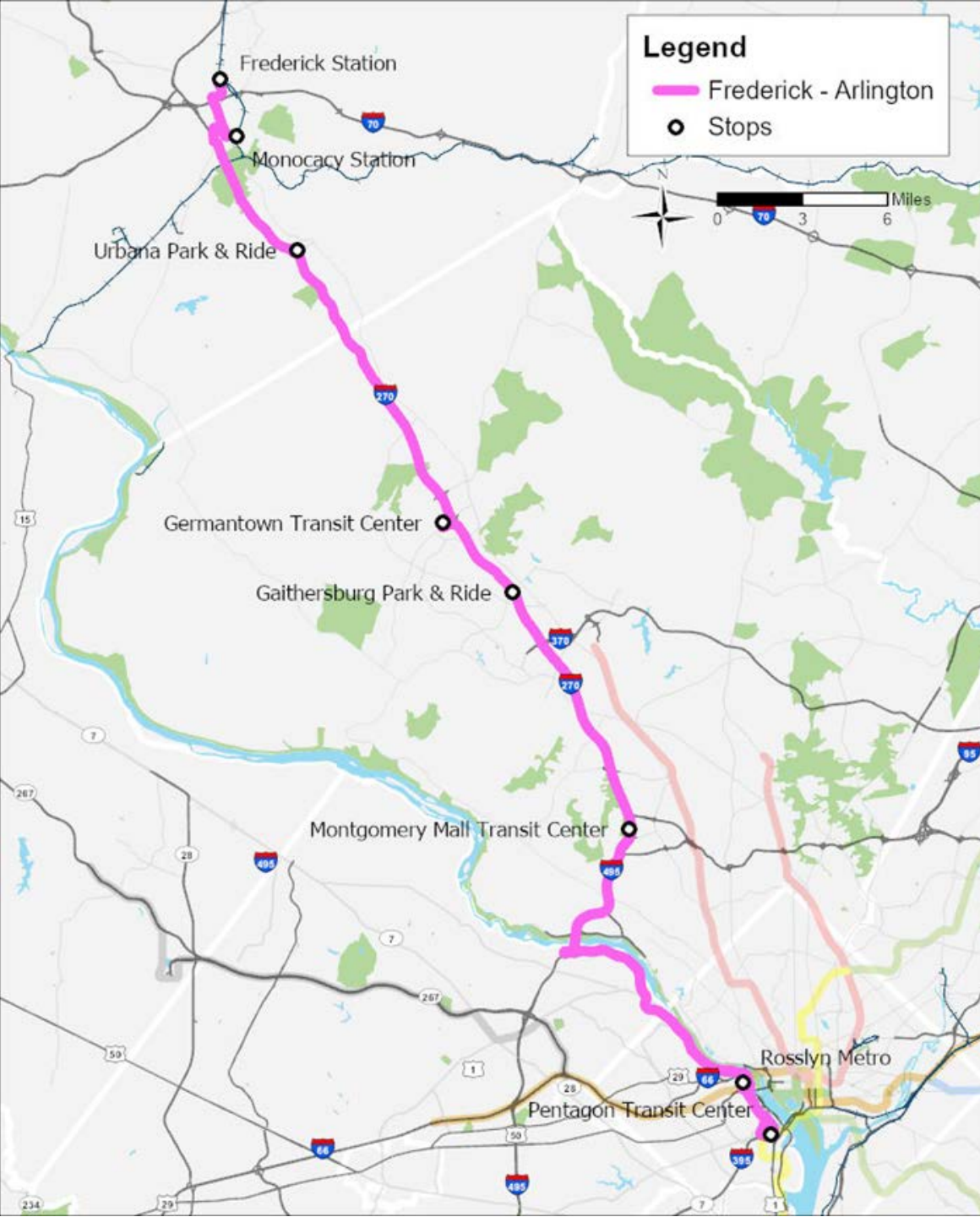
Metric	Score
Productivity	● ●
Equity	● ● ●
Connectivity	● ●
Rank	#5



# 6. Frederick – Tysons

- Service from Frederick to Tysons during AM peak period and Tysons to Frederick during PM peak period.
- **Transit and Rail Connections:**
  - Silver Line Metrorail
  - Planned Route 7 BRT
  - Local Bus and Regional Bus

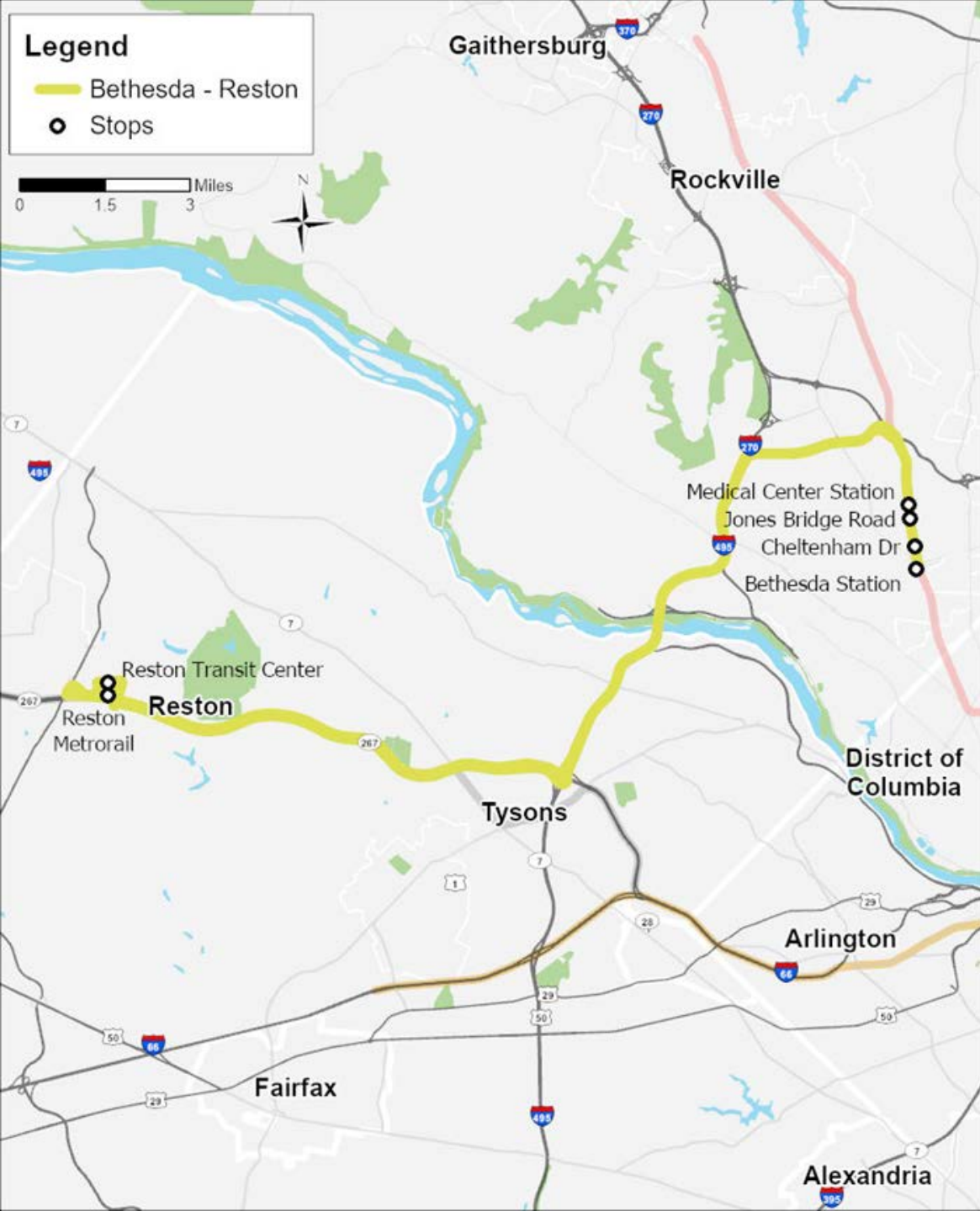
Metric	Score
Productivity	●
Equity	● ● ●
Connectivity	● ●
<b>Rank</b>	<b>#8</b>



# 7a. Frederick – Arlington

- Service from Frederick to Arlington during AM peak period and Arlington to Frederick during PM peak period.
- Transit and Rail Connections:
  - Orange Line Metrorail
  - Silver Line Metrorail
  - Blue Line Metrorail
  - Yellow Line Metrorail
  - Planned Randolph Road BRT
  - Planned Corridor Cities Transitway
  - Local Bus and Regional Bus

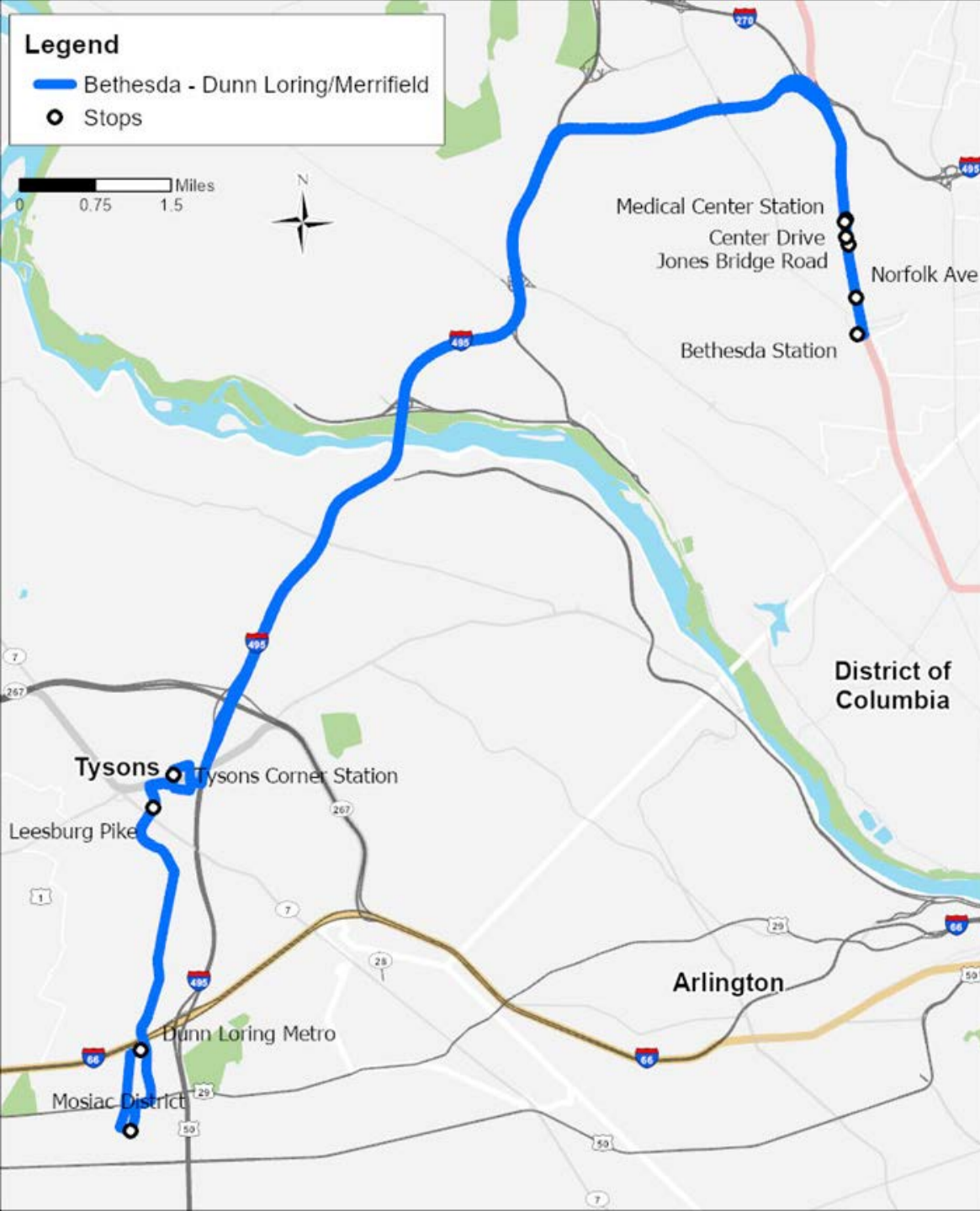
Metric	Score
Productivity	● ●
Equity	● ●
Connectivity	● ●
Rank	#6



# 7g. Bethesda – Reston

- Service both directions during peak periods
- Transit and Rail Connections:
  - Red Line Metrorail
  - Silver Line Metrorail
  - Planned Purple Line LRT
  - Planned MD 355 BRT
  - Local Bus and Regional Bus

Metric	Score
Productivity	● ●
Equity	● ●
Connectivity	● ● ●
Rank	#7






## 8g. Bethesda – Dunn Loring via Tysons

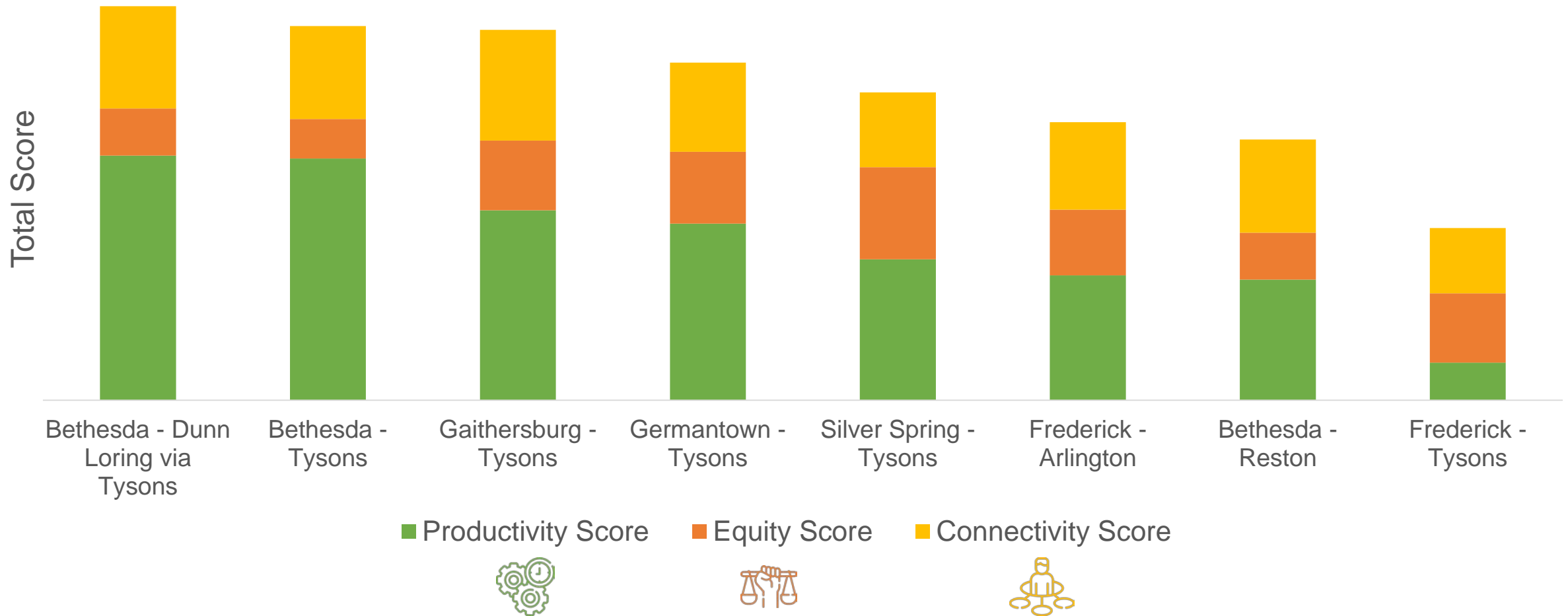
- Service both directions during peak periods
- Transit and Rail Connections:
  - Red Line Metrorail
  - Silver Line Metrorail
  - Planned Purple Line LRT
  - Planned Route 7 BRT
  - Planned MD 355 BRT
  - Local Bus and Regional Bus

Metric	Score
Productivity	● ● ●
Equity	● ●
Connectivity	● ● ●
<b>Rank</b>	<b>#1</b>

# Preliminary Route Ranking Summary Table

Preliminary Rank	Options for Evaluation	Productivity Score 	Equity Score 	Connectivity Score 
1	Bethesda - Dunn Loring via Tysons	● ● ●	● ●	● ● ●
2	Bethesda - Tysons	● ● ●	●	● ● ●
3	Gaithersburg - Tysons	● ● ●	● ● ●	● ● ●
4	Germantown - Tysons	● ●	● ● ●	● ●
5	Silver Spring - Tysons	● ●	● ● ●	● ●
6	Frederick - Arlington	● ●	● ●	● ●
7	Bethesda - Reston	● ●	● ●	● ● ●
8	Frederick - Tysons	●	● ● ●	● ●

# Preliminary Route Scoring





# Technology and Commuter Assistance Program Options

**Commuter Parking  
Information System**

**Vanpool Formation and  
Expansion Program**

**Real-Time Toll and  
Transit Information**

**Carpool Promotion Programs**

**Real-Time Arrival Information**

**Corridor-Specific Mobility  
Options Marketing Campaign**

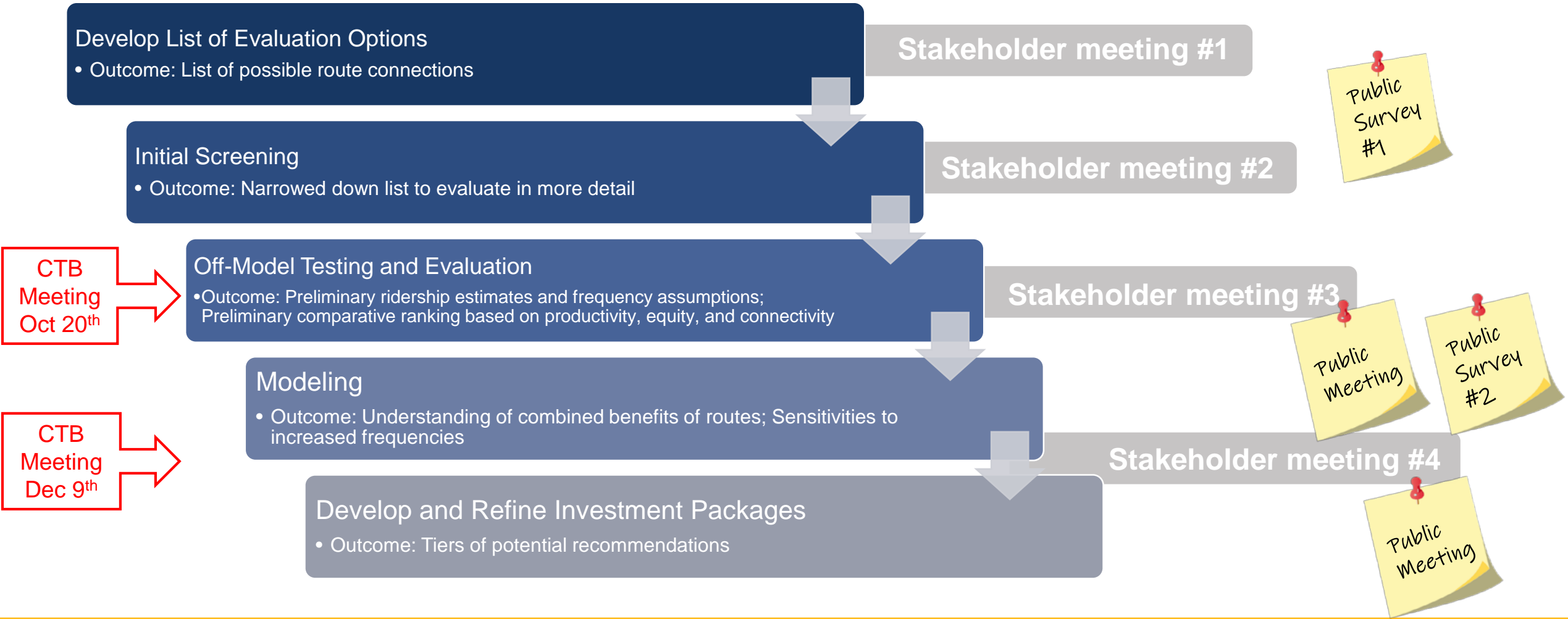
**Real-Time Passenger  
Load Information**

**Targeted Residential Outreach**

**Transit Signal Priority**

**Targeted Employer Outreach**

# Transit Potential Recommendations Development



# **I-495 American Legion Bridge Transit and TDM Study Update**

Commonwealth Transportation Board

***December 9, 2020***

Jennifer DeBruhl, Chief of Public Transportation  
Department of Rail and Public Transportation

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# **WMATA Annual Reporting Requirements**

December 9, 2020

Commonwealth Transportation Board

Jennifer DeBruhl, Chief of Public Transportation



# WMATA Reporting Requirements

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- **WMATA must annually certify compliance with applicable law and CTB policy for the following items:**
  - » *Board Governance*
  - » *Operating Assistance*
  - » *Strategic Plan*
  - » *Capital Improvement Plan*

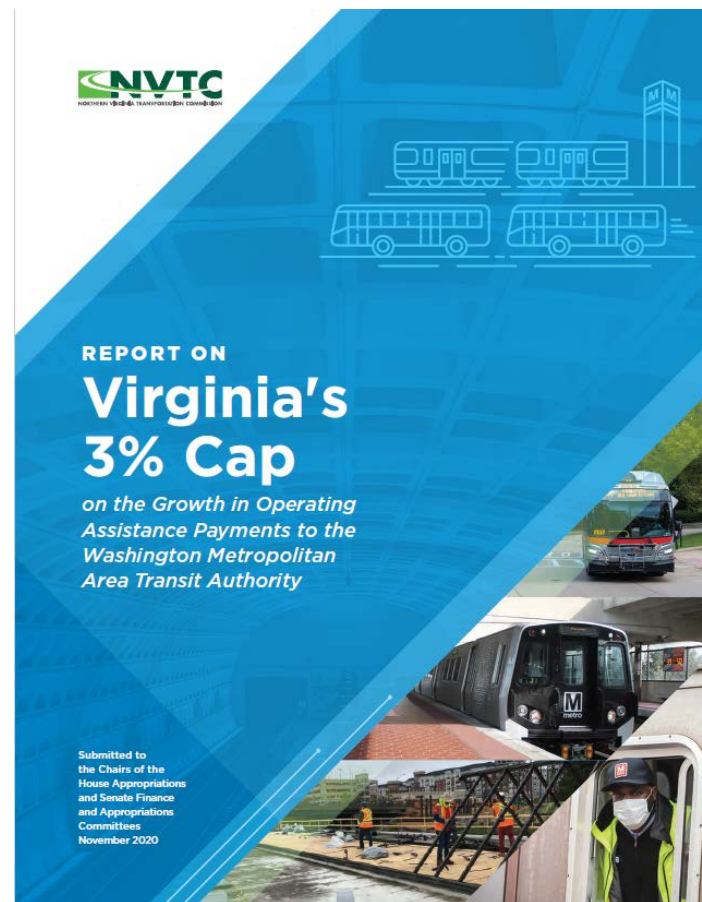
# Biennial Review of CTB Policy

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- **Policy Resolution adopted in September 2018 states that the CTB will consider revisions or updates to the policy every two years**
- **There are three actions from the 2020 General Assembly that require a review of the policy:**
  - » *HB 1586 - Provides that increases in service approved by the Washington Metropolitan Area Transit Authority Board shall not be included in the calculation of the annual three percent cap on Virginia's annual operating subsidy.*
  - » *HB 30 (Budget Amendment) - Northern Virginia Transportation Commission shall convene a workgroup to review the impact of the three percent cap on operating assistance in the approved WMATA budget and report on the usefulness of the cap and whether additional items should be excluded.*
  - » *SB 848 - Changes the due date of the NVTC Report on the Condition and Performance of WMATA from November 1 to December 15.*

# NVTC 3% Working Group

- The 2020 General Assembly directed the Chair of NVTC to convene a working group to discuss the effectiveness of the 3% cap on WMATA operating expenses and determine if additional exceptions were warranted.
- The working group consisted of the Director of DRPT, local transportation directors, and representatives of the private sector.
- NVTC submitted their report on November 10<sup>th</sup>



# NVTC 3% Working Group Recommendations

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- No changes should be made to the existing 3% cap legislation and no additional items should be excluded at this time
- No legislative changes should be considered before the cap has been in place for five WMATA budget development cycles
- The group recommended minor updates to the CTB policy to clarify exclusions related to legal expenses
- NVTC will continue to evaluate the impact of Virginia's 3% cap legislation



# Recommended Policy Updates

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- **Process has been only been in place for two years, with no major issues or non-compliance.**
- **Modifications required by legislative changes:**
  - » *Insert language to establish that service increases approved by the WMATA Board are excluded from calculation of the 3% cap*
  - » *Modify the due date for the NVTC Annual Review on the Condition and Performance of WMATA from November 1<sup>st</sup> to December 15<sup>th</sup>*
- **Modifications recommended for clarification:**
  - » *Addition of language to clarify exclusion for legal expenses does not include day-to-day operational costs of WMATA's legal department*
  - » *Clarification that the policy will be reviewed at least every two years*

# Next Steps

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- December – NVTC to submit Annual Report by December 15<sup>th</sup>
- January – Present modified CTB policy for approval

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# **WMATA Annual Reporting Requirements**

December 9, 2020

Commonwealth Transportation Board

Jennifer DeBruhl, Chief of Public Transportation





# COMMONWEALTH of VIRGINIA

## Commonwealth Transportation Board

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

Agenda item #

### RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January X, 2021

#### MOTION

**Made By: Seconded By: Action:**

**Title: Approval of Policy and Guidelines for Implementation of Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority (WMATA)**

**WHEREAS**, the Commonwealth Transportation Board (CTB), the Northern Virginia Transportation Commission (NVTC), and the jurisdictions that comprise the NVTC, who provide local funding and receive transit service from the Washington Metropolitan Area Transit Authority (WMATA), are mutually interested in the success of the WMATA; and

**WHEREAS**, WMATA was established pursuant to an interstate compact between Virginia, Maryland, and the District of Columbia to operate a regional mass transit system in the Washington, D.C. metropolitan area; and

**WHEREAS**, NVTC was founded in part to represent the interests of the Commonwealth of Virginia during the establishment of WMATA; and

**WHEREAS**, NVTC's member jurisdictions – the cities of Alexandria, Falls Church and Fairfax and the counties of Arlington and Fairfax – are the current WMATA Compact funding partners, with Loudoun County to become a funding partner in advance of the start of operations on Phase 2 of the Silver Line; and

**WHEREAS**, Section 33.2-1936 of the *Code of Virginia* establishes that the Northern Virginia Transportation District has unique needs and that the operation of the rapid heavy rail mass transportation system and the bus mass transportation system by WMATA provides particular and substantial benefit to the persons living, traveling, commuting, and working in the localities embraced by the NVTC; and

**WHEREAS**, Section 33.2-3401 of the *Code of Virginia*, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, establishes a WMATA Capital Fund to provide Virginia's agreed upon share of regional dedicated capital funding to WMATA; and

**WHEREAS**, Section 33.2-1526.1 of the *Code of Virginia*, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, restructures the Commonwealth Mass Transit Fund so that 53.5 percent of its funds shall be annually allocated to NVTC for distribution to WMATA on behalf of its local jurisdictions for capital purposes and operating assistance ("Commonwealth Mass Transit Fund WMATA Allocation"), as determined by NVTC; and

**WHEREAS**, the enactment clauses of Chapter 854 of the 2018 Virginia Acts of Assembly requires the Commonwealth Transportation Board to withhold funding available to WMATA pursuant to Section 33.2-1526.1(C)(3) of the *Code of Virginia* Allocation under the following conditions:

1. The seventh enactment requires the CTB shall withhold 20 percent of the funds available if (i) any alternate directors participate or take action at an official WMATA Board meeting or committee meeting as Board directors for a WMATA compact member when both directors appointed by that same WMATA Compact member are present at the WMATA Board meeting or committee meeting or (ii) the WMATA Board of Directors has not adopted bylaws that would prohibit such participation by alternate directors.
2. The eighth enactment requires that, beginning July 1, 2019, the CTB shall withhold 20 percent of the funds available each year unless (i) WMATA has adopted a detailed capital improvement program covering the current fiscal year and, at a minimum, the next five fiscal years, and at least one public hearing on such capital improvement program has been held in a locality embraced by the NVTC; and (ii) WMATA has adopted or updated a strategic plan within the preceding 36 months, and at least one public hearing on such plan or updated plan has been held in a locality embraced by the NVTC. The first strategic plan adopted to comply with such requirements shall include a plan to align services with demand and to satisfy the other recommendations included in the report submitted pursuant to Item 436 R of Chapter 836 of the Acts of Assembly of 2017.
3. The first enactment requires that, in any year that the total Virginia operating assistance in the approved WMATA budget increases by more than 3 percent from the total operating assistance in the prior year's approved WMATA budget, the Board shall withhold an amount equal to 35 percent of the funds available. The following items shall not be included in the calculation of any WMATA budget increase: (i) any service, equipment, or facility that is required by any applicable law, rule, or regulation; (ii) any capital project approved by the WMATA Board before or after the effective date of this provision; and (iii) any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.

**WHEREAS**, it is in the best interest of the CTB, NVTC, and the jurisdictions that are WMATA Compact funding partners to ensure that WMATA receives the full allocation of funding from the Commonwealth Mass Transit Fund that is distributed by the NVTC on behalf of its jurisdictions; and

**NOW THEREFORE, BE IT RESOLVED** that the Board hereby adopts the following policy and guidelines to govern future Board decisions related to the Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority enacted by the General Assembly of Virginia in 2018:

**Participation by Alternate Directors of the WMATA Board (Enactment Clause 7 of Chapter 854 of the 2018 Virginia Acts of Assembly)**

1. The CTB shall withhold funding if the WMATA Board of Directors has not adopted bylaws that prohibit the participation of alternate directors specified in clause (ii) of Enactment Clause 7.
2. When determining whether to withhold funding in response to an action taken by an alternate director that is prohibited by clause (i) of Enactment Clause 7, the CTB shall consider the following as prohibited activities by alternate directors at an official WMATA Board or committee meeting (unless the alternate director is acting in the absence of a Board director who serves on the committee): (i) participating in the discussion among Board directors; (ii) making or seconding a motion; (iii) voting on motions, resolutions or other Board actions; (iv) being counted toward the required quorum; (v) attendance or participation in any Executive Session of the WMATA Board or its committees; (vi) any action in violation of WMATA Bylaws in regards to the activities of alternate directors. Attendance by alternate directors at official WMATA Board or committee meetings, excluding Executive Sessions, shall not be a basis for withholding funding, nor shall the provision of information or reports to directors at a WMATA committee meeting in response to a request to do so by the director chairing the committee meeting.
3. WMATA shall provide a written notification to the CTB by July 1 of each year that it has adopted bylaws that prohibit the participation of alternate directors specified in clause (ii) of Enactment Clause 7 and that no violations of the bylaws by alternate directors have occurred during the previous year.
4. WMATA shall immediately notify the CTB in writing if a violation of its bylaws by an alternate director or some other action prohibited by this CTB policy occurs.

**Adoption of a Detailed Capital Improvement Program (Enactment Clause 8(i) of Chapter 854 of the 2018 Virginia Acts of Assembly)**

1. The CTB shall withhold funding if:
  - a. Beginning July 1, 2019, WMATA has not annually adopted or updated by July 1 of each year a detailed capital improvement program covering the current fiscal year and the next five fiscal years, including projections of funding sources and uses for the six-year period.
  - b. Beginning July 1, 2019, WMATA has not annually held by July 1 of each year at least one public hearing on such capital improvement program held in a locality embraced by the NVTC.
2. WMATA shall provide a written notification to the CTB by July 1 of each year that it has: (i) adopted a capital improvement program that complies with the above requirements; and (ii) held a public hearing on the capital improvement program in a locality embraced by the NVTC.

**Adoption or Update of a Strategic Plan (Enactment Clause 8(ii) of Chapter 854 of the 2018 Virginia Acts of Assembly)**

1. The CTB shall withhold funding if:
  - a. Beginning July 1, 2019, the WMATA Board has not adopted or updated a strategic plan within the preceding 36 months. After submission of the first strategic plan, WMATA must submit updated plans every 3 years thereafter.
  - b. Beginning July 1, 2019, WMATA has not held at least one public hearing on such strategic plan held in a locality embraced by the NVTC.
2. The first strategic plan adopted to comply with such requirements shall include a plan to align services with demand and to satisfy the other recommendations included in the report submitted pursuant to Item 436 R of Chapter 836 of the Acts of Assembly of 2017.
3. WMATA shall provide a written notification to the CTB by July 1 of the year of any strategic plan update that it has: (i) adopted or updated a strategic plan that complies with the above requirements; and (ii) held a public hearing on the strategic plan or strategic plan update in a locality embraced by the NVTC.

**3% Cap on Growth in Total Virginia Operating Assistance (Enactment Clause 1 of Chapter 854 of the 2018 Virginia Acts of Assembly)**

1. The CTB shall withhold funding if:
  - a. The total operating subsidy for Virginia in the current year approved WMATA budget increases (effective July 1) by more than 3 percent over the prior year approved WMATA budget (as of June 30).

2. The following items shall not be included in the calculation of any WMATA budget increase:
  - a. Any service, equipment, or facility that is required by any applicable law, rule, or regulation.
    - i. Includes, but is not limited to, compliance with any safety directives to WMATA issued by the Metrorail Safety Commission (MSC), the Federal Transit Administration (FTA), the National Transportation Safety Board (NTSB) or any other relevant safety oversight agency; actions taken to comply with the Americans with Disabilities Act (ADA); and actions taken to comply with Title VI requirements.
  - b. Any major capital project approved by the WMATA Board before or after the effective date of this provision.
    - i. Includes operating subsidy increases related to major capital projects that improve WMATA's state of good repair, support a major system expansion project (such as the planned Potomac Yard Metrorail Station in Alexandria and the Silver Line Metrorail Phase 2 project in Fairfax and Loudoun Counties), and respond to service disruptions caused by implementation of approved capital projects to address state of good repair needs or from emergency system shutdowns.
  - c. Any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.
    - i. This exclusion is not intended for expenses related to the day to day operations of WMATA's legal department.
  - d. Any service increases approved by the WMATA Board pursuant to Section 33.2-1526.1(J) of the Code of Virginia.
  - e. Operating subsidies for specific WMATA transit services that are funded in whole by one or more WMATA member jurisdictions and/or from other non-WMATA funding sources.
  - e.f. Regularly scheduled adjustments of the inputs to the regional subsidy allocation formulas by WMATA.
3. WMATA shall provide a written notification to the CTB no later than July 1 of each year of the annual growth in total Virginia operating assistance, including a detailed description of the costs contributing to the increased operating subsidy and a year over year comparison of such costs. WMATA shall also provide a detailed description and justification of costs considered exempt from the calculation of the annual growth rate in operating subsidy. The written notification shall include sufficient documentation to



allow the CTB to perform its own verification of the annual growth rate and amount of total Virginia operating assistance.

4. By July 1 of each year, WMATA shall notify the CTB if it is scheduled or plans to adjust the regional subsidy allocation formulas in the budget to be proposed for the next fiscal year.

### **Resolution of Withholding of Funds**

1. The CTB will release any withheld funding upon approval or implementation of an approved mitigation action.
  - a. The CTB will determine what constitutes an approved mitigation action, except that approval by the WMATA Board of a budget amendment reducing the amount of annual operating assistance required by Virginia to no more than 3 percent greater than the prior year shall be considered an approved mitigation action for a violation of the restriction related to the 3% cap on growth in Virginia operating assistance.
2. The CTB shall retain as a penalty any funding withheld during a fiscal year in response to a violation for which there is no mitigation.

### **Additional Considerations**

1. The CTB, the Virginia Department of Rail and Public Transportation (DRPT), WMATA, the NVTC, and NVTC's member jurisdictions shall proactively collaborate to avoid activities that would require the CTB to withhold funding.
2. WMATA shall submit the documents required to demonstrate compliance to DRPT by the deadlines specified. DRPT will analyze the information received from WMATA and present to the CTB, in September of each year (beginning in 2019), a recommendation on enforcement actions, if any, that are required to be taken by this policy.
3. DRPT will provide regular reports to the CTB on observations related to compliance with this policy throughout the year.
4. After ~~November~~December 15 of each year, the NVTC shall present to the CTB the findings included in its report on the performance and condition of WMATA required under Section 33.2- 3403 of the *Code of Virginia*.
5. The CTB reserves the right to approve exceptions to this policy at any time in response to special or extraordinary circumstances.
6. Given that the condition of the WMATA system may change over time, the CTB will consider revisions and/or updates to these guidelines at least every two years.



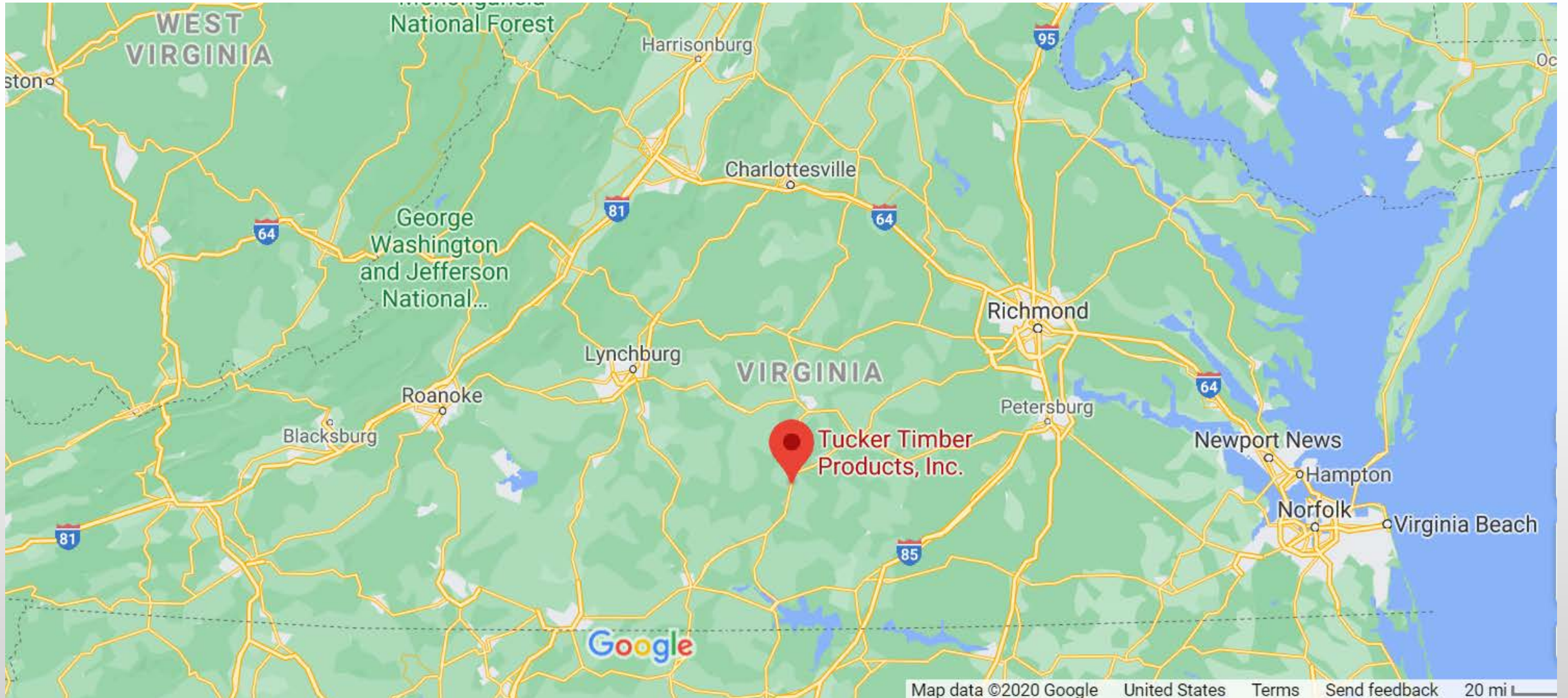
Virginia Department of Rail and Public Transportation

# Rail Industrial Access Application

Tucker Timber Products, Inc.

Town of Keysville, VA

# Project Location: Keysville, Virginia



# Tucker Timber Products, Inc.



# Project Overview

- Tucker Timber Products, Inc. produces railroad cross ties in addition to flooring lumber and pallets.
- Largest producer of cross ties in the Eastern Region
- Expanding existing facility in Town of Keysville
  - Rail will allow the facility to serve new markets in the Midwest at competitive costs.
  - Company has coordinated with VEDP and Buckingham Branch RR.
  - Small, family owned business.
- This project will secure employment (40 employees) and add an additional 2 employees.

# Project Overview



- Currently utilizes BBRR mainline track for loading outbound shipments.
- Small business: grant will offset significant upfront cost of rail.
- Builds on DRPT partnership with BBRR to grow business on the Virginia Southern Division.

# Application Summary

- Application for \$422,678
  - \$603,825 Total Estimate Rail Cost (also total capital investment)
  - Applicant required to provide minimum 30% match
  - Total Applicant match: \$181,147
- Standard Program Requirements
  - All capital expenditures above grant amount will be paid by applicant.
  - Cost overruns are the responsibility of the applicant.

# Public Benefits

- Application Score: 53 of 100 points
  - Minimum 50 points needed for staff recommendation to CTB
- Benefits Include:
  - 201 new railcars annually
  - Minimum threshold is 101 new carloads
  - 2 new jobs associated with new facility
  - Supports 40 existing jobs
  - 14% of outbound shipments by rail



Thank you.

Jeremy Latimer

[Jeremy.Latimer@drpt.Virginia.gov](mailto:Jeremy.Latimer@drpt.Virginia.gov)

[www.drpt.Virginia.gov](http://www.drpt.Virginia.gov)

804-786-4440



# Recommended Commonwealth Transportation Fund (CTF) Financial Plan Assumptions

## Fiscal Year 2021 Commonwealth Transportation Fund and VDOT Budgets

Laura Farmer, Chief Financial Officer

December 9, 2020

# Commonwealth Transportation Fund (CTF) Financial Plan Overview

The Financial Plan reflects the impacts of recent transportation legislation:

- Governor's Omnibus Bill (HB1414/SB 890)
- Central Virginia Transportation Authority (HB 1541)
- Hampton Roads Regional Transit Program (HB 1726/SB 1038)
- Interim state revenue update from August
- Flexibility granted in Biennial Budget actions from Special Session

The update reflects the creation of the Commonwealth Transportation Fund and the new streamlined distribution of revenue available for transportation

# Commonwealth Transportation Fund

## Recommended Financial Plan - Estimated Revenues (in millions)

	2021	2022
State Transportation Revenues		
Commonwealth Transportation Fund	\$ 3,560.6	\$ 3,869.3
Prior year funding	303.7	191.4
Local & Regional Project Participation/Revenue	1,643.6	1,075.7
Other Revenue	284.2	341.1
<b>Total</b>	<b><u>5,792.0</u></b>	<b><u>5,477.5</u></b>
<b>Federal Revenues</b>	<b><u>1,153.3</u></b>	<b><u>1,154.5</u></b>
<b>Total Revenues</b>	<b><u>6,945.3</u></b>	<b><u>6,632.0</u></b>
Other Financing Sources		
GARVEE Bonds	98.0	76.3
Capital Improvement Bonds	50.0	-
Route 58	-	218.4
<b>Total</b>	<b><u>148.0</u></b>	<b><u>294.7</u></b>
<b>Total Operating Revenues and Other Financing Sources</b>	<b><u>\$ 7,093.3</u></b>	<b><u>\$ 6,926.7</u></b>
Pass Through Revenues		
Regional Transportation Funds	610.8	677.8
WMATA Capital Fund Revenue	116.8	116.8
<b>Grand Total</b>	<b><u>\$ 7,820.9</u></b>	<b><u>\$ 7,721.3</u></b>

*State revenue update from August reflects adjustments to three major sources for FY 2021 and 2022*

*Includes re-allocation of prior year revenue in FY 2021 and FY 2022 totaling \$495 million from Revenue Sharing.*

# Commonwealth Transportation Fund

## Recommended Financial Plan - Estimated Allocations (in millions)

	FY 2021	FY 2022
Debt Service	\$ 405.2	\$ 412.2
Other Agencies & Transfers	50.3	50.6
Maintenance & Operations	2,210.3	2,230.7
Administration & Other Programs	529.0	523.3
Toll Programs	65.7	93.6
Special Structures	-	5.0
Rail and Public Transportation	691.7	703.0
Port Trust Fund	43.3	45.3
Airport Trust Fund	24.7	25.9
Commonwealth Space Flight Fund	16.8	15.8
Department of Motor Vehicles	13.9	13.9
Construction	2,964.4	2,727.4
<b>Total Operating Programs</b>	<b>\$ 7,015.5</b>	<b>\$ 6,846.8</b>
Pass Through Programs		
WMATA Capital Fund	161.2	157.8
Central Virginia Transportation Fund	136.9	187.2
Northern Virginia Transportation Authority Fund	299.3	309.0
Hampton Roads Regional Transit Fund	26.1	32.5
Hampton Roads Transportation Fund	181.9	188.0
<b>Subtotal</b>	<b>805.4</b>	<b>874.5</b>
<b>Total</b>	<b>\$ 7,820.9</b>	<b>\$ 7,721.3</b>

*Allocations reflect flexibility granted in state budget approved in the 2020 Special Session*

*\*Changed value from preliminary assumptions*



# Recommended VDOT FY 2021 Budget

	(in millions)		
	FY 2020	Recommended FY 2021	Increase (Decrease)
<b>VDOT Programs</b>			
Environmental Monitoring and Evaluation (514)	\$ 23.5	\$ 40.9	\$ 17.4
Ground Transportation Planning and Research (602)	77.7	79.1	1.4
Highway Construction Programs (603)	2,686.8	<b>2,987.1</b>	<b>300.4</b>
Highway System Maintenance (604)	1,728.1	1,741.9	13.8
Commonwealth Toll Facilities (606)	85.5	<b>68.6</b>	<b>(16.8)</b>
Financial Assistance to Localities (607)			
VDOT Programs	473.8	484.3	10.6
Regional Programs	485.1	644.2	159.1
Non-Toll Supported Transportation Debt Service (612)	402.4	407.9	5.5
Administrative and Support Services (699)	297.6	300.4	2.8
VDOT Capital Outlay (998)	30.0	64.3	34.3
<b>Total VDOT Programs</b>	<b>\$ 6,290.4</b>	<b>\$ 6,818.9</b>	<b>\$ 528.5</b>
Support to Other State Agencies	75.0	50.3	(24.7)
Support to DRPT Programs & Virginia Passenger Rail Authority	65.0	<b>123.4</b>	<b>58.4</b>
<b>TOTAL</b>	<b>\$ 6,430.4</b>	<b>\$ 6,992.6</b>	<b>\$ 562.2</b>
<b>TOTAL OPERATING BUDGET (Net Regional Programs)</b>	<b>\$ 5,945.3</b>	<b>\$ 6,348.4</b>	<b>\$ 403.1</b>

## Updates include:

- Federal funding and associated state match (CMAQ and Regional STP) reflected with DRPT in Six-Year Improvement Program
- Reduced toll revenue expectations for I-66 Express Lanes and adjustments for I-64 Express Lanes

*\*Changed value from preliminary assumptions*



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# Virginia Passenger Rail Authority FY 2022 Operating and Capital Budget

December 9, 2020

Steve Pittard  
Department of Rail and Public Transportation



# Code of Virginia

The law establishing the Virginia Passenger Rail Authority (VPRRA) also established that the CTB should prescribe the form of the VPRRA operating plan and budget.

- [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.*



# VPRA Budget Requirements

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- By February 1<sup>st</sup> of each year, submit an annual operating and capital budget to the CTB
- The CTB has until May 30<sup>th</sup> each year to approve or deny any capital expenditures in the budget
- CTB provided the ability to prescribe the format and contents of the operating budget

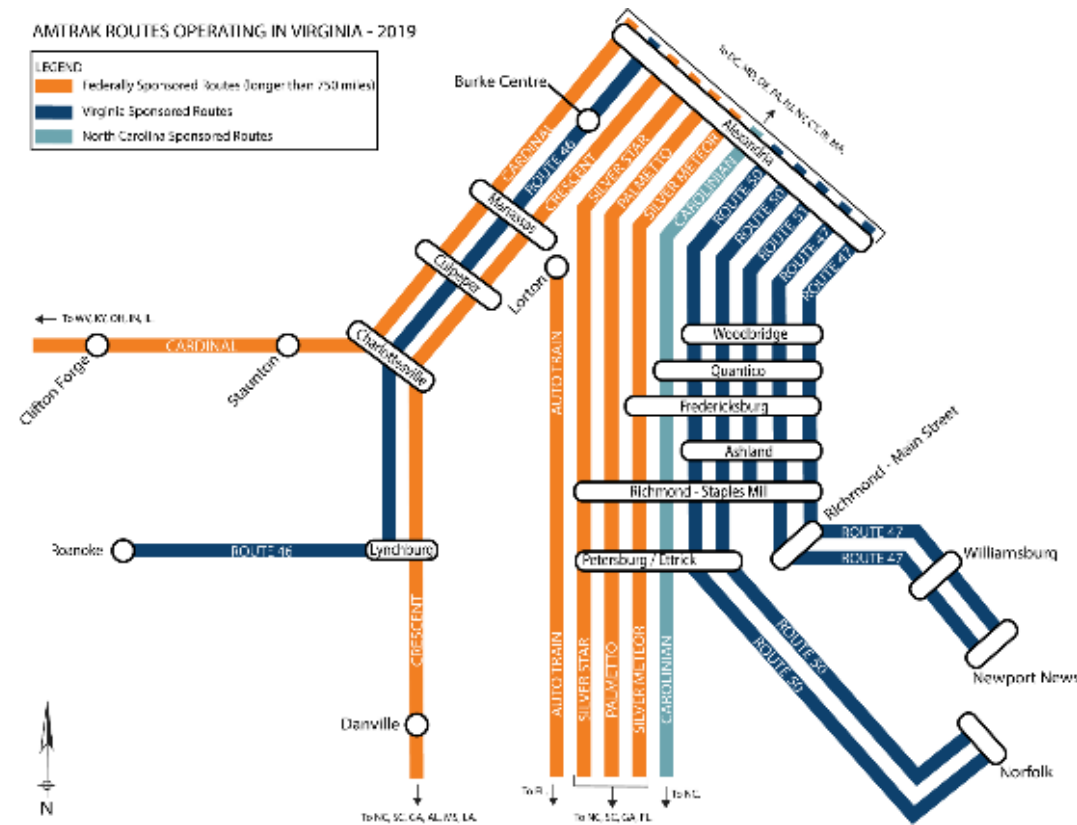
# Basic Assumptions – Operating Budget

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- One year budget (FY2022); will include an estimate for FY2021 for comparison
- Based on anticipated expenditures as accrual basis required
- Zero-based estimate for FY2022
- Two main elements of Operating Budget:
  - Amtrak Operations Costs
  - VPRA Administration

# Amtrak State-Supported Operating Budget

- Presents the costs of the six state-supported Amtrak trains
- Includes funding for marketing, train operating costs, and for Virginia's share of contributions for Amtrak equipment
- Presents net subsidy required by route



# VPRA Administration Budget

- Develop at general ledger account level
- Include Payroll, IT support, Other Support Services, Office building and related costs, and other Admin expenses.
- Present using a roll-up by certain classifications of expenditures. For example:
  - Payroll will include base salaries and all fringes
  - IT will include telecomm, network, hardware, software and maintenance

TOTAL PAYROLL
TELECOMM SERVICE
VOICE/DATA TRANS. EQUIP
COMPUTER SYSTEMS & SUPPORT
MOBILE CLIENT COMPUTERS
NETWORK COMPONENTS
OTHER COMP. EQUIPMENT
COMPUTER SOFTWARE PURCHASES
COMPUTER OPERATING SUPPLIES
TOTAL INFORMATION TECHNOLOGY
CLERICAL SERVICES
AUDITING SERVICES
CONSULTING SERVICES
PERSONNEL MANAGEMENT SERVICES
LEGAL SERVICES
MANUAL LABOR SERVICES
TOTAL OUTSIDE SUPPORT SERVICES
EMPLOYEE INCENTIVES
EMP TRNG COURSE, WKSHP, CONF
TRAVEL, SUBSISTENCE AND LODGING
ORG. MEMBERSHIPS
FOOD AND DIETARY SERVICES
APPAREL SUPPLIES
TOTAL TRAINING TRAVEL OTHER
PROPERTY INSURANCE
BUILDING RENTALS
OFFICE APPURTENANCES
OFFICE FURNITURE
CONSTRUCTION, BLDG IMP
TOTAL OFFICE BUILDING & RELATED
PUBL. SUBSCRIPTIONS
OFFICE SUPPLIES
PRINTING SERVICES
EQUIP. REPAIR & MAINT.
POSTAL SERVICES
TOTAL OTHER ADMINISTRATIVE
TOTAL FY2022 BUDGET

# Basic Assumptions – Capital Budget

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- Will include current year expenditures and (FY2021), budget for following fiscal year (FY2022) and five-year forecast (FY2023-FY2027)
- Based on cash flows - approximate accrual based expenditures
- Includes existing projects (~30 projects) and planned future efforts (Transforming Rail Initiative)
- Two sections:
  - **Capital Grants** section: Projects managed by external grantees
  - **Capital Projects** section: VPRA-managed projects
- Will include one-page narrative description with status update on each project

# Next Steps

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- DRPT staff to present draft VPRA budget to the VPRA Board on December 14<sup>th</sup> after incorporating feedback received from CTB
- After consultation with the VPRA Board and Audit and Budget Committee, Draft budgets will be presented to the VPRA Board in late January for their approval to submit to the CTB.
- DRPT will submit a draft VPRA operating and capital budget to CTB by February 1<sup>st</sup>; a presentation will follow at February CTB workshop.

# Questions?

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# **FINAL FY 2021 – 2026 SIX-YEAR IMPROVEMENT PROGRAM**

 Kimberly Pryor, Infrastructure Investment Director

December 9, 2020



# Background

- **General Assembly Special Session ended November 9, 2020**
- **Governor Northam signed the Budget November 18, 2020**
  - **Approved budget includes provisions for certain flexibilities related to virtual public meetings, the Six-Year Improvement Program, and mitigating impacts of the revenue reductions resulting from the COVID-19 pandemic**
- **During this unprecedented time, we are striving to be as efficient as possible**
- **Our goal is to keep projects moving on-time and on-budget**

# Background

- **Flexibility language provided by Item 430 of Chapter 56 of the 2020 Acts of Assembly (Special Session 1)**
  - **The FY2020-2025 SYIP adopted June 19, 2019, and as amended may remain in effect through June 30, 2021, or until a new SYIP is adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 Pandemic**
  - **Assistance provided for fiscal year 2021 may be maintained up to the levels allocated in the FY2020-2025 SYIP until a new SYIP is adopted**
  - **CTB may use previously allocated funds not currently needed to support project delivery to mitigate impacts from revenue reductions resulting from the COVID-19 pandemic and replace those allocations in the year needed to support current project schedules**

# Background

- **Flexibility language provided by Item 430 of Chapter 56 of the 2020 Acts of Assembly (Special Session 1)**
  - **The CTB shall take all actions necessary to ensure appropriate coverage ratios for debt backed by the Transportation Trust Fund and distribute funds to the modal programs and Highway Maintenance and Operating Fund in such a manner as to protect core programs, services, and existing projects**
  - **The Secretary shall report to the Governor and Chairs of the House Appropriations and Senate Finance and Appropriations Committees on the funding actions planned to be taken under this authority, including a listing of the programs and projects impacted as well as any deviation from the proposed plan**

# FY2021-2026 SYIP COVID-19 Update Plan

- **Recommendation**

1. Build upon actions approved to date to amend and modify the FY2020-2025 SYIP
2. Execute a targeted approach focused on updating specific funding programs
3. Defer certain processes and procedures of a typical SYIP update

# FY2021-2026 SYIP COVID-19 Update Plan

- 1. Build upon actions approved to date to amend and modify the FY2020-2025 SYIP based on funding levels in the FY2020-2025 SYIP**
  - ✓ Updated various federal and state funding programs through amendment and transfer actions approved by the CTB through November 2020
  - ✓ Continued to advance approved projects according existing schedules

# FY2021-2026 SYIP COVID-19 Update Plan

## 2. Execute a targeted approach focused on updating specific funding programs based on funding levels in the FY2020-2025 SYIP

- **Current Solicitation Cycles for SGR Local and VDOT Bridges and Revenue Sharing**
  - Added new FY2021 selected Local and VDOT bridges, leaving FY2026 un-programmed
  - Added new FY2021/2022 selected Revenue Sharing projects using FY2025-2026 allocations
- **Existing Revenue Sharing Projects**
  - Implemented an allocation strategy utilizing previously allocated funds not currently needed to support project delivery to mitigate impacts from revenue reductions resulting from the COVID-19 pandemic and replace those allocations in FY2021-2024 as necessary to support current project schedules
  - No funding commitments were reduced and no projects were delayed due to the proposed allocation restructuring strategy
  - Biennial solicitation cycle will continue with awards in the last two years of the SYIP

# New State of Good Repair Bridge Project Selections

District	VDOT Projects		Locality Projects		Total	
	# of Projects	Cost (millions)	# of Projects	Cost (millions)	# of Projects	Cost (millions)
Bristol	6	\$36.8	2	\$5.5	8	\$42.3
Culpeper	3	\$17.2	1	\$7.2	4	\$24.4
Fredericksburg	3	\$28.0	0	\$0	3	\$28.0
Hampton Roads	0	\$0	2	\$24.2	2	\$24.2
Lynchburg	1	\$26.4	1	\$4.3	2	\$30.6
Northern Virginia	6	\$19.8	1	\$0.9	7	\$20.8
Richmond	4	\$52.1	3	\$6.9	7	\$60.7
Salem	9	\$28.3	1	\$6.0	10	\$34.3
Staunton	2	\$11.3	0	\$0	2	\$11.3
<b>Total</b>	<b>34</b>	<b>\$219.9</b>	<b>11</b>	<b>\$54.9</b>	<b>45</b>	<b>\$274.8</b>

# New Revenue Sharing Project Selections

District	# of Projects	Total Local and State Match (millions)
Bristol	8	\$1.7
Culpeper	22	\$18.2
Fredericksburg	8	\$18.6
Hampton Roads	29	\$95.4
Lynchburg	15	\$16.0
Northern Virginia	26	\$105.6
Richmond	41	\$69.1
Salem	29	\$45.6
Staunton	19	\$29.8
<b>Total</b>	<b>197</b>	<b>\$400.0</b>



# Summary of Revenue Sharing Allocations Used to Mitigate COVID-19 Revenue Reductions (millions)

	<i>Planned Number of Projects</i>	<i>State Match in Previous Planned to be Provided by FY24</i>	<i>Actual Number of Projects</i>	<i>State Match in Previous Actually Provided by FY24</i>
Bristol	6	\$8.2	6	\$8.1
Culpeper	18	\$16.9	18	\$17.7
Fredericksburg	12	\$27.2	12	\$27.1
Hampton Roads	55	\$144.9	55	\$142.0
Lynchburg	14	\$10.3	14	\$10.6
Northern Virginia	65	\$142.5	65	\$141.3
Richmond	55	\$51.8	55	\$54.6
Salem	36	\$18.9	36	\$18.3
Staunton	29	\$24.3	29	\$25.1
Deallocations		\$49.9		\$50.3
<b>Grand Total</b>	<b>290</b>	<b>\$495.0</b>	<b>290</b>	<b>\$495.0</b>

- Adjustments to preliminary strategy reflect changes based on project activity since March 2020
- No project schedules will be delayed
- No funding commitments will be reduced
- Average change to amount was -\$1,122

# FY2021-2026 SYIP COVID-19 Update Plan

## 3. **Defer certain processes and procedures of a typical SYIP update**

- **Retain the existing structure of the FY2020-2025 SYIP and reflect adjustments to the new transportation funding formula and distribution factors in the FY2022-2027 SYIP Update**
- **Deferred adjustments to the I-81 program to reflect adjustments to the revised tax structure and debt financing until the FY2022-2027 Update**
  - Project schedules were not be impacted by this delay
- **Defer traditional Spring and Fall Public Meetings until the FY2022-2027 Update**
  - Held a virtual public hearing November 24, 2020

# FY2021-2026 SYIP COVID-19 Update Plan

**Limited adjustments to FY2021 were made to support FY2021 budget posting**

- **SMART SCALE Programs**
  - Reduced DGP funds by \$10.0M and replaced funds with new Supplemental DGP
  - Remaining \$82.0M of Supplemental DGP was programmed to district DGP balance entries
  - Reduced HPP funds by \$10.0M by releasing surplus allocations from the HPP balance entry
- **SGR**
  - Reduced SGR funds by \$1.3M and replaced with remaining 40/30/30 formula funds that must be transferred to the SGR program per the Appropriation Act
- **Interstate Corridor Funds**
  - Reduced I-81 Corridor Funds by \$60.7M and replaced with \$55.1M in new I-81 funds from new fuel tax for a net decrease of \$5.6M
  - Reduced I-95, I-64 and Other Interstate Corridor Funds by 0.5M by releasing unprogrammed funds from balance entries
- **Virginia Highway Safety Improvement Program**
  - Programmed \$26.0M in additional funding to the Safety balance entry





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# **FY 2021 SYIP and Budget Final**

**December 9, 2020**

**Steve Pittard**

**Department of Rail and Public Transportation**



# FY2021 Plan - Assumptions

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- Update the project analysis and review performed in March of 2020
- Propose allocation of funds targeting FY21
  - Utilize updated revenue data from August 2020
  - Meet operating needs at a minimum of FY20 levels
  - Deliver on long term commitments
  - 5 year transit capital plan not updated due to uncertainty
- Adjust the rail allocations to accommodate establishment of the Virginia Passenger Rail Authority as of July 1, 2020

# Transit Operating Assistance

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- COVID has significantly increased operating expenses and decreased revenues for transit agencies
- Total funding level \$101.6M for FY21 (slight increase from FY20)
- Individual agencies will see fluctuations based on 2020 performance metrics



# Transit Capital Funding

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- Prioritized under MERIT process – primarily state of good repair
  - CTB briefed on prioritization in March 2020
- Prioritized projects reevaluated in October for readiness:
  - Availability of local matches and other funding commitments
  - Updated project schedules
- Capital recommendations reflect both prioritization and updated readiness evaluation





# WMATA Operating and Capital Funding

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- WMATA is facing significant challenges due to the impacts of COVID
- Draft FY21 SYIP recommendations:
  - Maintain \$50M for PRIIA Match
  - \$173.6M to NVTC to support WMATA operating and capital needs (increase of \$14.6M from FY20)
  - Maintain \$154.5M in dedicated capital funding, part of \$500M regional commitment including MD and DC
    - *If this commitment is not met by VA, DC or MD, WMATA's total capital program would be reduced proportionally*

# Proposed Transit Allocations Summary

\$ in millions	FY20	FY21 Draft	FY21 Final	Variance
Operating	\$125	\$119	\$119	-
Capital	198	135	132	(3)
Other	11	7	7	-
WMATA	364	378	378	-
Total	\$698	\$639	\$636	(\$3)

- Decrease from Draft due to grantee providing more funding on a capital project
- Operating does not include ~\$15M of normal FTA 5311 allocations covered by CARES Act allocations from FY2020
- FY2020 included several large capital projects related to the Amazon HQ project

# Commonwealth Rail Fund

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- 2020 Transportation Omnibus bill established the Virginia Commonwealth Rail Fund
  - Receives 7.5% of the Transportation Trust Fund (\$96.8M for FY21 with anticipated growth to ~\$150M by FY26)
  - 7% dedicated to DRPT freight and planning projects
  - 93% dedicated to Virginia Passenger Rail Authority (VPRA) to develop program for passenger rail operations and capital improvements
  - VPRA share is directly disbursed based on Code language

# Transforming Rail in Virginia Initiative

## Proposed Allocations of State Controlled Funds

\$ in millions

Source	Prior	FY21	FY22	FY23	FY24	FY25	FY26	Total
PTF - Excess	-	53	19	21	8	26	31	158
PTF - AG	75	33	33	33	32	-	-	206
I66 Tolls / Financing	-	4	6	22	24	614	29	699
<b>Total</b>	<b>75</b>	<b>90</b>	<b>58</b>	<b>76</b>	<b>64</b>	<b>640</b>	<b>60</b>	<b>1,063</b>

- PTF AG – existing allocations to the 2018 Atlantic Gateway initiative that is now a part of the broader project
- I66 Inside Toll Funding – peak only, and net of existing MOA

# DRPT FY2021 Budget

	\$ in millions			
	Adopted			Change
	FY20	Draft FY21	Final FY21	Draft - Final
Public Transportation Programs	\$590.7	\$604.8	\$620.2	\$15.4
Other Transit Programs	29.7	25.6	25.6	-
Rail Programs	95.6	20.0	20.0	-
Agency Operating Budget	14.5	17.2	17.2	-
Other Transfers - VPRA	0.0	393.2	393.2	-
Agency Total	\$730.5	\$1,060.8	\$1,076.2	\$15.4

- Change from Draft due to inclusion of projected expenditure of \$15.4M for the I-95/395 Commuter Choice program
- Rail programs reflect shift to VPRA of passenger rail activities and funding

# Next Steps

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- CTB action in December 2020 on proposed allocations and budget
- Application process opened on December 1<sup>st</sup>, 2020 for the SYIP process for FY22-FY27