



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

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Richmond, Virginia 23219

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### **COMMONWEALTH TRANSPORTATION BOARD**

We are concerned about your health, and we are committed to do all we can to reduce the risk and spread of novel coronavirus. Governor Ralph Northam declared a state of emergency in Virginia on Thursday, March 12, 2020 in response to COVID-19. In light of this action, we have decided to conduct the May 2021 Commonwealth Transportation Board (CTB) workshop meeting using electronic communications in accord with Item 4-0.01.g. of Chapter 552 (2021 Acts of Assembly), as the COVID-19 emergency makes it impracticable or unsafe to assemble in a single location. The purpose of the meeting is 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 will be participating remotely. The public may view the meeting via live stream by clicking the "View video" button at the following link: [http://www.ctb.virginia.gov/public\\_meetings/live\\_stream/default.asp](http://www.ctb.virginia.gov/public_meetings/live_stream/default.asp). There will be opportunity for public comment at the beginning of the May 19, 2021 Action meeting. Public comment can be submitted by calling the following telephone number 1-402-295-5276 followed by PIN 888 254 844# # when it is announced that public comment will begin. A caller may be placed on hold until others who have called in earlier have had opportunity to speak.

In the event there is an interruption in the broadcast of the meeting, please call (804) 729-6495.

Should you wish to offer comment regarding how meetings using electronic communications technology compare to traditional meetings when the CTB is physically present, you may complete the FOIA Council's Electronic Meetings Public Comment form appearing at the end of this agenda and submit it to the FOIA Council as described on the Form.

### **AGENDA**

May 18, 2021

9:00 a.m.

1. I-395/95 Commuter Choice  
*Jennifer DeBruhl, Virginia Department of Rail and Public Transportation*  
*Ben Owen, Northern Virginia Transportation Commission*
2. Transportation Performance Management, Safety Measures  
*Margit Ray, Intermodal Planning and Investment*
3. Special Structure Briefing  
*Stephen Brich, Virginia Department of Transportation*
4. The Transit Ridership Incentive Program Draft Policy  
*Jennifer DeBruhl, Virginia Department of Rail and Public Transportation*

5. Economic Development Access Program  
Botetourt County, Botetourt Center at Greenfield  
*Russell Dudley, Virginia Department of Transportation*
6. Economic Development Access Program  
MEI Site Design-Only Application  
Louisa County, Shannon Hill Regional Business Park  
*Russell Dudley, Virginia Department of Transportation*
7. FY 2022 Urban and Arlington/Henrico  
Street Maintenance Payments  
*Russell Dudley, Virginia Department of Transportation*
8. SMART SCALE Proposed PROJECT Changes
  - Route 311 and Route 419 Intersection Improvement  
UPC 108904 – Salem District
  - Route 29 and Route 6 R-Cut Improvement  
UPC 115490 – Lynchburg District*Kimberly Pryor, Virginia Department of Transportation*
9. Interstate Operations and Enhancement Program  
*John Lawson, Deputy Secretary of Transportation*  
*Ben Mannell, Virginia Department of Transportation*
10. Virginia Passenger Rail Authority  
Recommended Budget FY2022 – Update  
*Steve Pittard, Virginia Passenger Rail Authority*
11. SMART SCALE Round 4  
Consensus Scenario  
*Brooke Jackson, Intermodal Planning and Investment*
12. Director's Items  
*Jennifer Mitchell, Virginia Department of Rail and Public Transportation*
13. Commissioner's Items  
*Stephen Brich, Virginia Department of Transportation*
14. Secretary's Items  
*Shannon Valentine, Secretary of Transportation*

# I-395/95 COMMUTER CHOICE PROGRAM



## *Proposed Projects for FY2022-23 Funding*

Presentation to the Commonwealth Transportation Board | May 18, 2021



Ben Owen  
Senior Program Manager



Jennifer DeBruhl  
Chief of Public Transportation



# About Commuter Choice

A competitive grant program that invests toll revenues from I-66 Inside the Beltway and I-395/95 into transportation projects that...

## Maximize Person Throughput & Implement Multimodal Improvements



Improve mobility



Support new, diverse travel choices



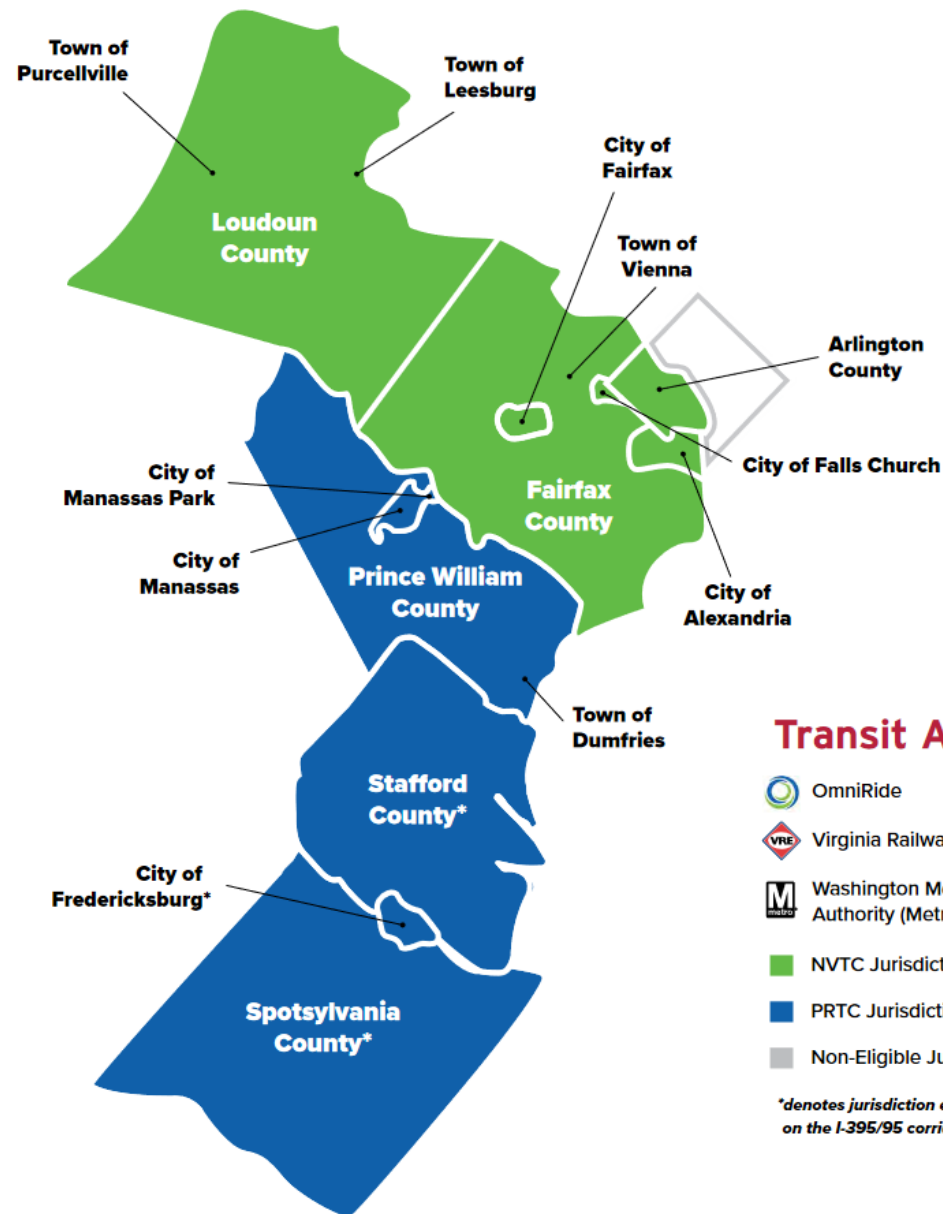
Enhance transportation safety and travel reliability

Each corridor has a multi-decade payout schedule and typically about \$30 million in available funds per two-year program.



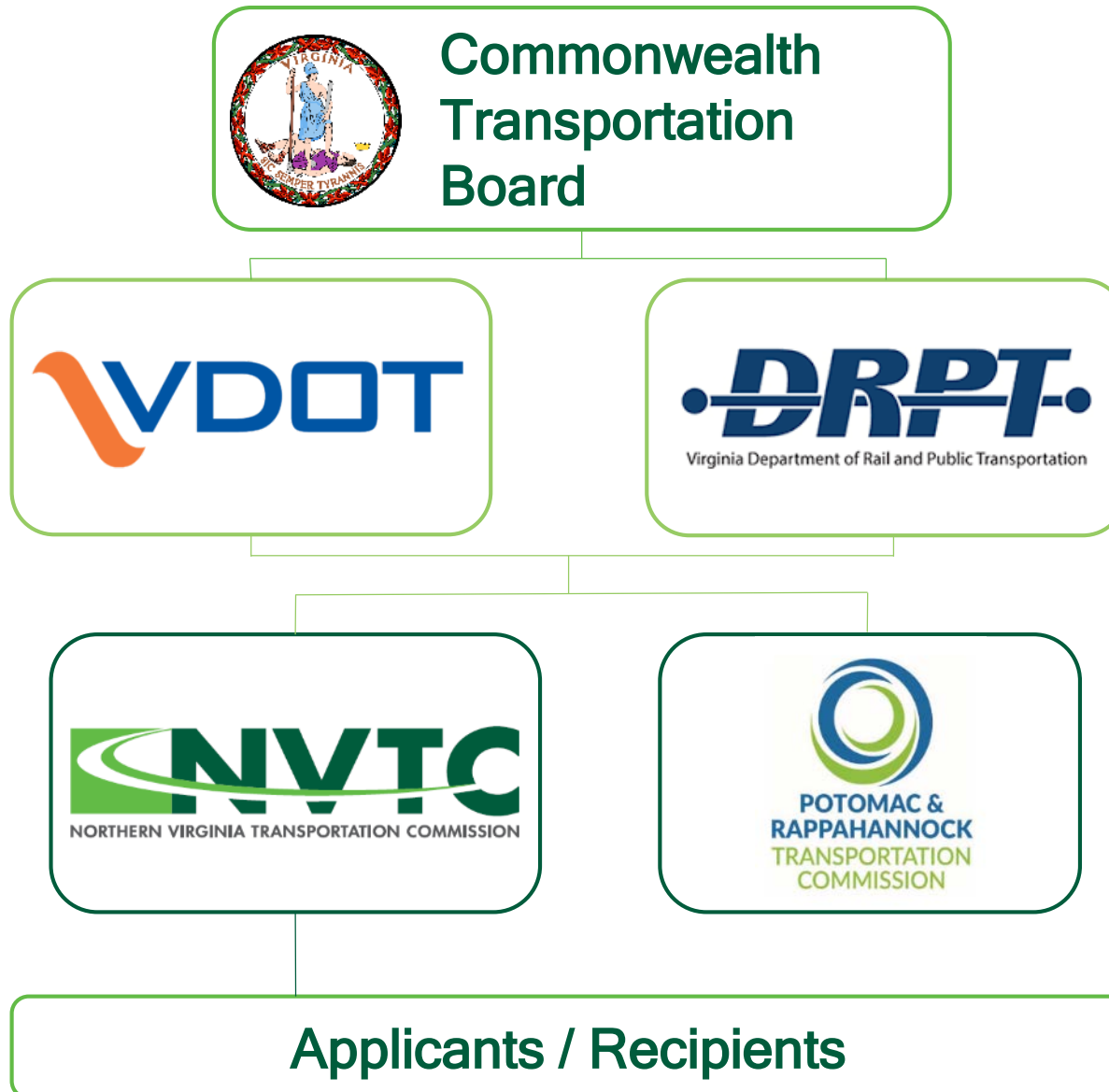
## Eligible Applicants

On the I-395/95 corridor, all NVTC and PRTC jurisdictions and public transportation providers are eligible.



# Key Roles and Responsibilities

## Commuter Choice on the I-395/95 Corridor



- Approves projects identified by NVTC and PRTC via DRPT
- Receives annual Commuter Choice report

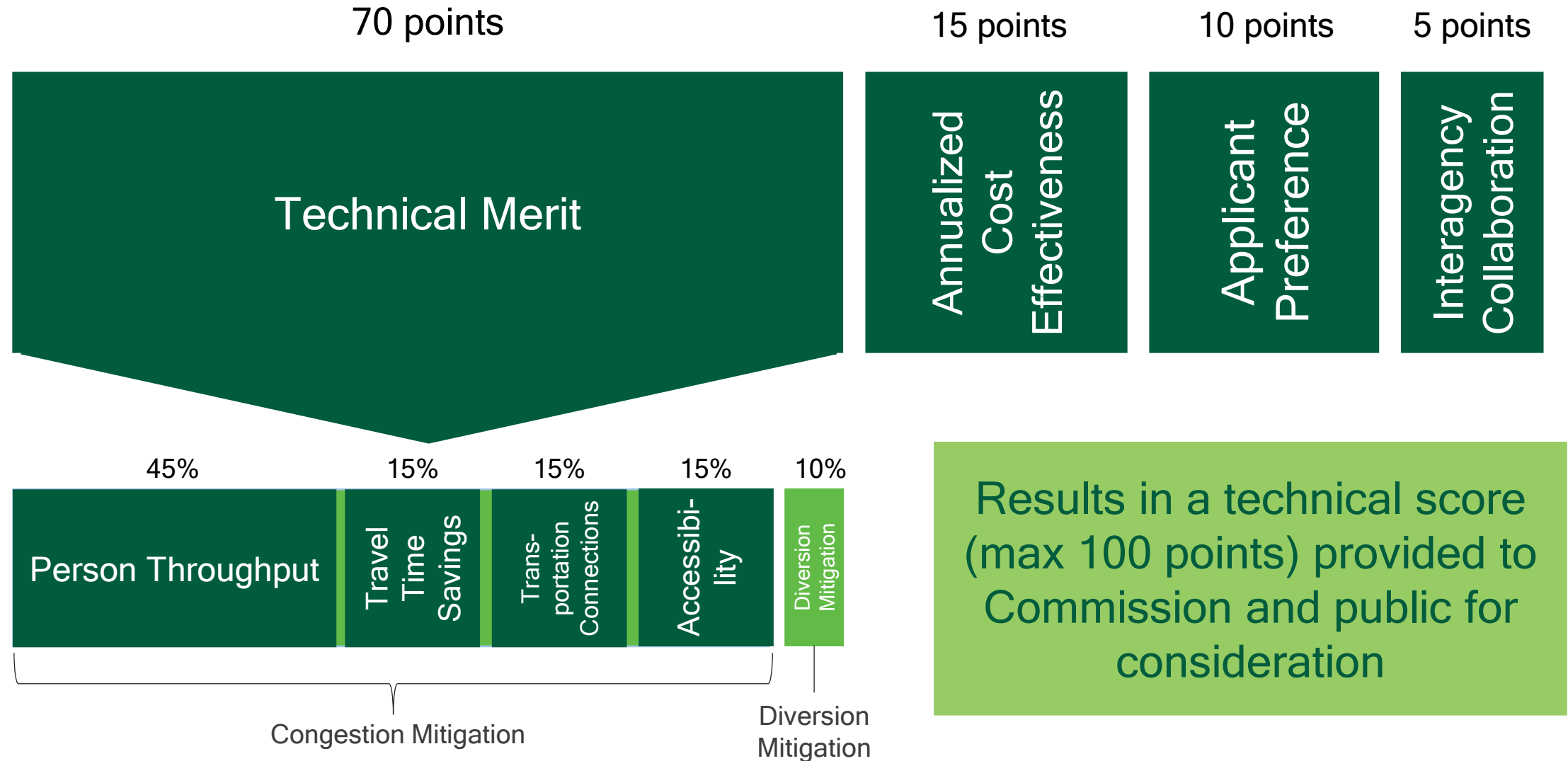
- VDOT receives annual transit investment payments from Transurban and transfers them to DRPT
- DRPT transfers concessionaire payments to NVTC, reviews projects for eligibility in coordination with OAG and makes final recommendations to CTB

- Selects multimodal improvements
- Monitors effectiveness of projects
- Develops annual program report for CTB
- Markets transportation options in the corridor  
*(NVTC staff handles day-to-day program management per agreement with PRTC)*

- Apply for and carry out projects

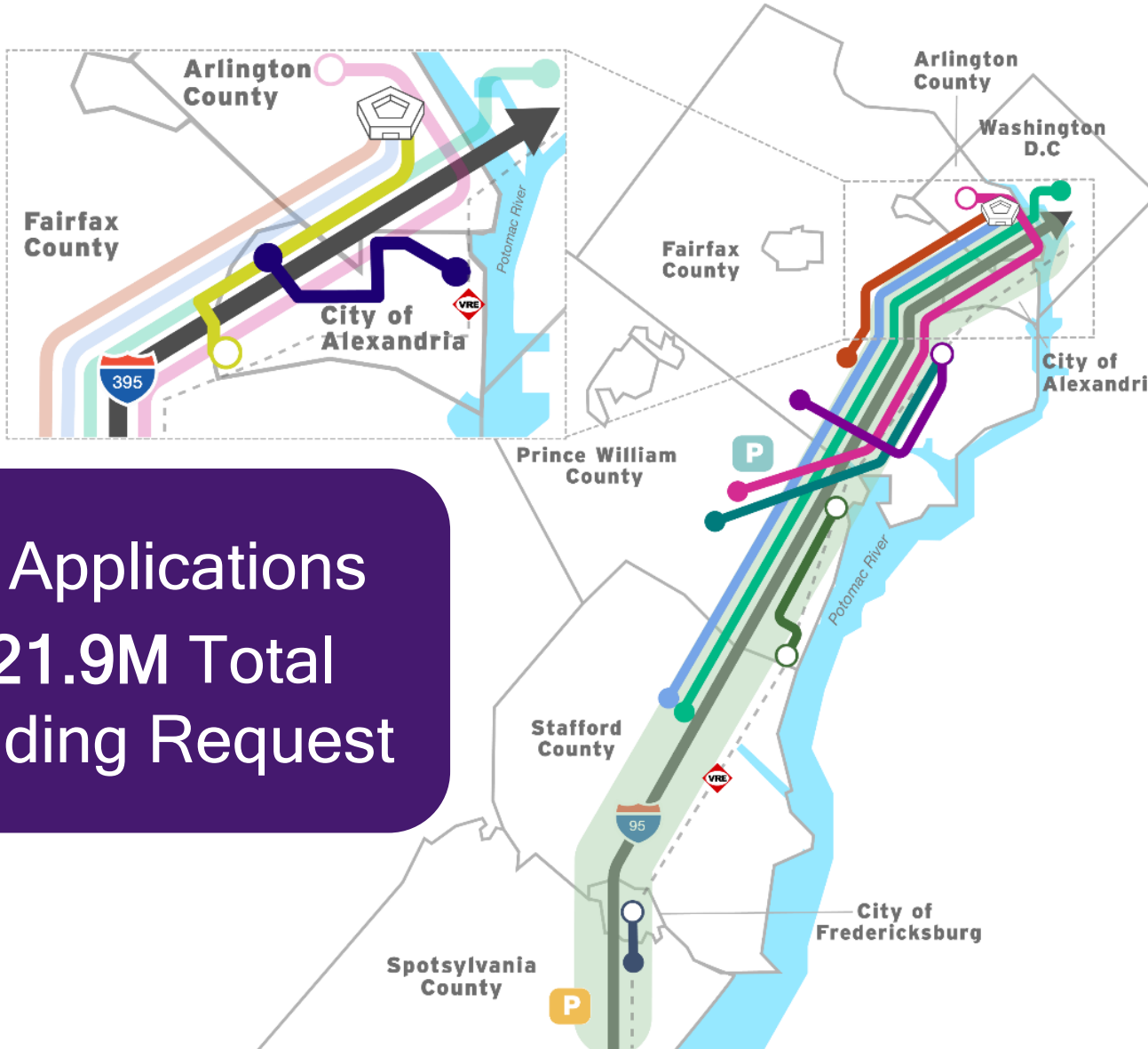
# Technical Evaluation Process

Commuter Choice on the I-395/95 Corridor Round Two (FY 2022-FY 2023)



# Applications Under Consideration for Funding

## Commuter Choice on the I-395/95 Corridor Round Two (FY 2022-FY 2023)



**13 Applications**  
**\$21.9M Total**  
**Funding Request**

**Legend** \* = Renewal of New or Expanded Bus service

- DASH Enhanced Bus Service Van Dorn Metro to Pentagon
- DASH Enhanced Bus Service Mark Center to Potomac Yard
- Fairfax Connector Backlick North to Pentagon\*
- Fairfax Connector Enhanced Bus Service Lorton to Franconia
- OmniRide Staffordboro to Pentagon\*
- OmniRide Staffordboro to Downtown D.C.\*
- Prince William County Horner Road Park + Ride Lot Expansion
- OmniRide Dale City to Ballston Expanded Service\*
- OmniRide Route 1 Local Expanded Service\*
- OmniRide Prince William Metro Express Expanded Service\*
- OmniRide TDM Strategy – I-395/95 Corridor Vanpool Incentives
- FRED Transit New Bus Service Route 208 Park and Ride to Fredericksburg VRE
- Spotsylvania County New Park + Ride Lot in Massaponax

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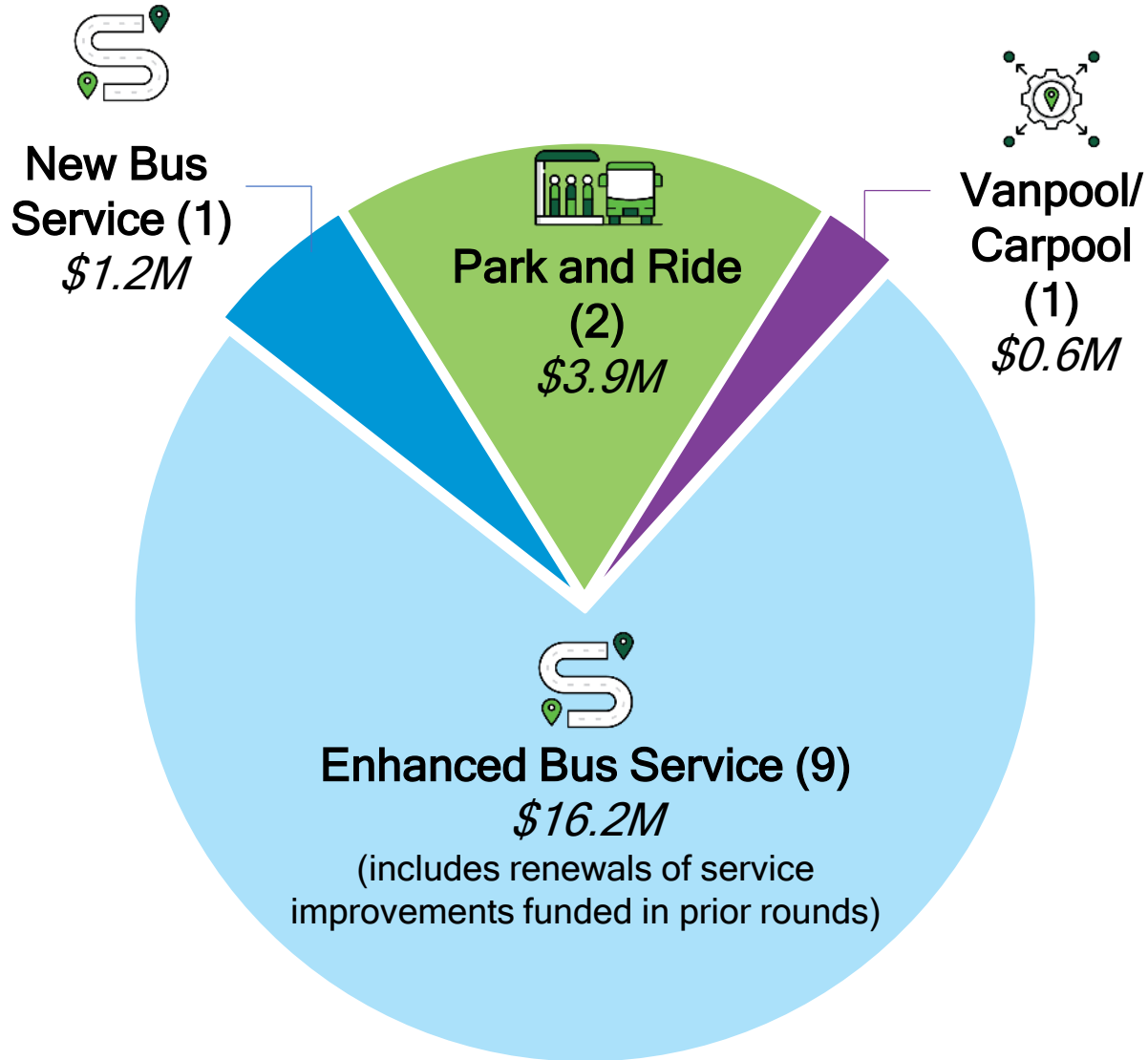
- Pentagon Transit Center
- Bus to Rail Transit Connection
- I-95/I-395
- Virginia Railway Express

Published March 2021 • Maps created from various sources by NVTC



# Applications Under Consideration for Funding

## Commuter Choice on the I-395/95 Corridor Round Two (FY 2022-FY 2023)



**NVTC Jurisdictions and Transit Providers:**  
4 Applications  
\$13.3M Total Funding Request

**PRTC Jurisdictions and Transit Providers:**  
9 Applications  
\$8.6M Total Funding Request

**13 APPLICATIONS, \$21.9M TOTAL REQUEST**

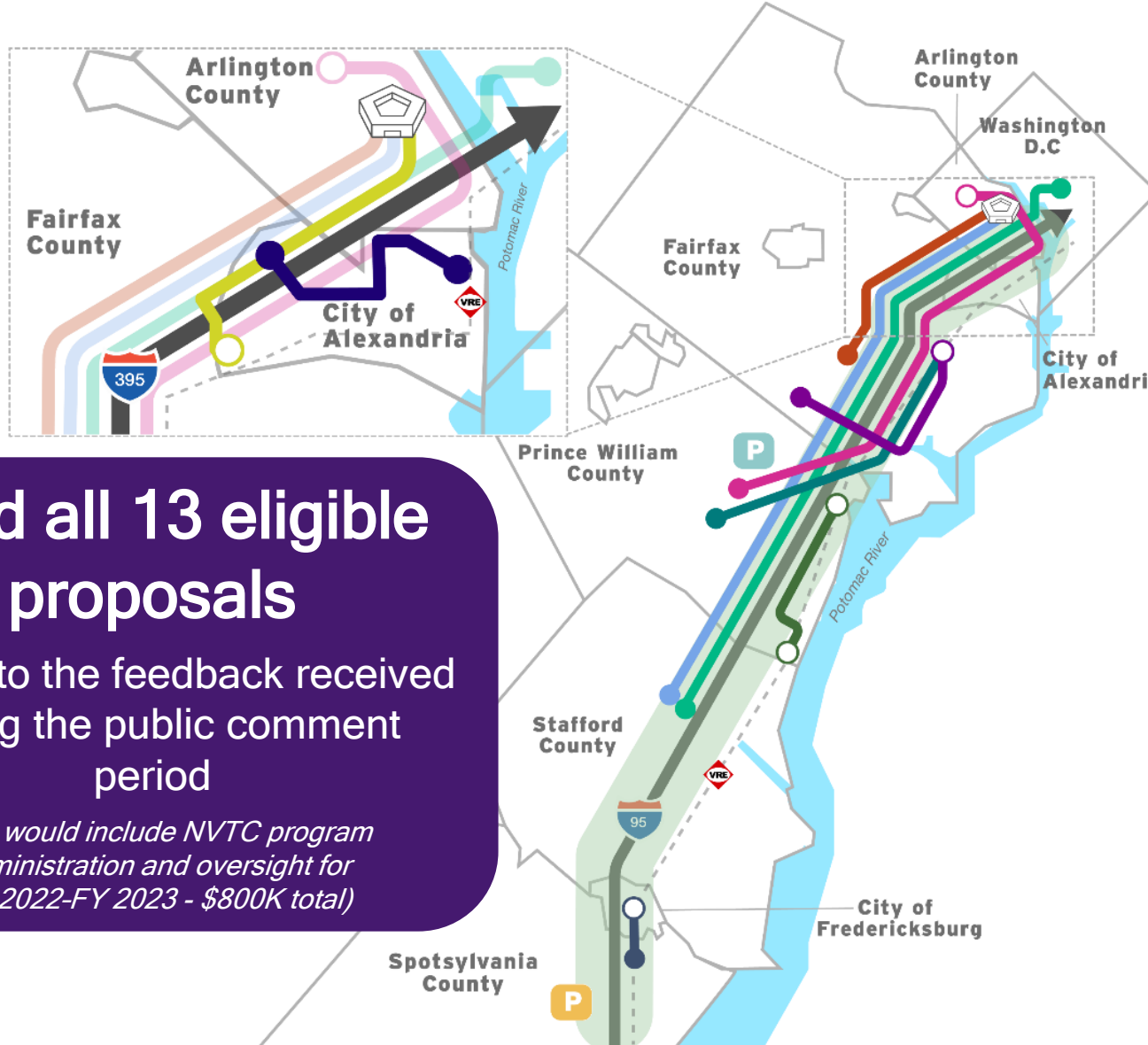
# Technical Evaluation Results



REF. #	Applicant	Commuter Choice on the I-395/95 Corridor Round Two (FY 2022-FY 2023) Application Title	Application Score (100 Points)	Funding Request
1	OmniRide	Renewal of Enhanced Bus Service from Dale City to Ballston	86	\$291,831
2	Spotsylvania County	New Park and Ride Lot in Massaponax	77	\$1,100,000
3	Fairfax County	Renewal of Route 396 Express Bus Service: Backlick North Park and Ride to Pentagon	71	\$1,386,000
4	OmniRide	Renewal of Bus Service from Staffordboro to the Pentagon	71	\$704,773
5	OmniRide	Renewal of Bus Service from Staffordboro to Downtown D.C.	71	\$968,308
6	DASH	Enhanced Bus Service from Van Dorn Metro to the Pentagon	66	\$5,734,000
7	OmniRide	Renewal of Enhanced Bus Service on Route 1 Local: Quantico to Woodbridge VRE	66	\$541,169
8	OmniRide	Renewal of Enhanced Bus Service on Prince William Metro Express: OmniRide Transit Center to Franconia-Springfield Metro	66	\$434,776
9	FRED Transit	New Bus Service from Route 208 Park and Ride Lot to Fredericksburg VRE	64	\$1,218,800
10	DASH	Enhanced Bus Service from Mark Center to Potomac Yard	56	\$3,650,000
11	OmniRide	TDM Strategy-- I-395/95 Corridor Vanpool Monthly Incentive	55	\$604,800
12	Fairfax County	Enhanced Bus Service for Route 371: Lorton to Franconia - Springfield Metro Station	51	\$2,496,529
13	Prince William County	Horner Road Park and Ride Lot Expansion	49	\$2,800,000

# Staff-Recommended Programming Approach

Endorsed by the NVTC-PRTC Joint Commission Working Group




### Legend

\* = Renewal of New or Expanded Bus service

- DASH Enhanced Bus Service Van Dorn Metro to Pentagon
- DASH Enhanced Bus Service Mark Center to Potomac Yard
- Fairfax Connector Backlick North to Pentagon\*
- Fairfax Connector Enhanced Bus Service Lorton to Franconia
- OmniRide Staffordboro to Pentagon\*
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- OmniRide Route 1 Local Expanded Service\*
- OmniRide Prince William Metro Express Expanded Service\*
- OmniRide TDM Strategy – I-395/95 Corridor Vanpool Incentives
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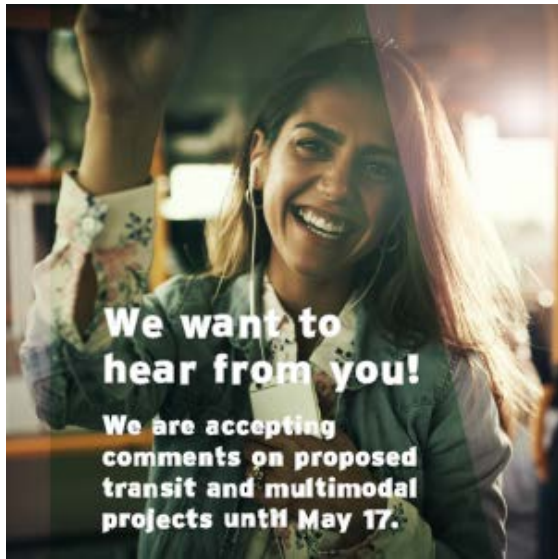
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- Pentagon Transit Center
- Bus to Rail Transit Connection
- I-95/I-395
- Virginia Railway Express



**Fund all 13 eligible proposals**  
 subject to the feedback received during the public comment period  
*(also would include NVTC program administration and oversight for FY 2022-FY 2023 - \$800K total)*

Published March 2021 • Maps created from various sources by NVTC



Ben Owen - N...

- Eligible applicants, including local jurisdictions agencies, submit potential projects.
- Projects are evaluated, scored and shared with Commissioners, staff and the public.
- After the public comment period, Commissioners recommend a program of projects to the Commonwealth Transportation Board (CTB).
- The CTB approves a program of projects and includes the projects in the Six-Year Improvement Program (SYIP).
- Recipients of approved grants implement the projects and request reimbursements through the Commuter Choice program.

## How does the program work?

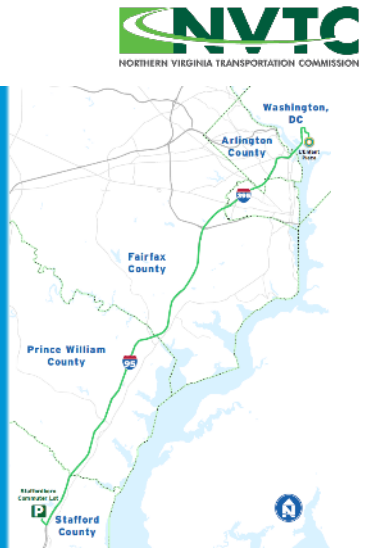
### RENEWAL OF BUS SERVICE FROM STAFFORDBORO TO DOWNTOWN D.C.

OMNIRIDE

Initially funded in Round One (FY 2020-FY 2021) of the Commuter Choice on the I-395/95 corridor, this project would continue support for peak-period, peak direction express bus service between the Route 600 commuter lot in Staffordboro and major employment areas in downtown Washington, D.C., including Metro Center, the Ronald Reagan Building and International Trade Center and L'Enfant Plaza. Launched as one of Omniride's first services to originate in Stafford County, the project would continue to expand the transit options in this car-dependent part of the region.

FUNDING REQUEST \$968,308

APPLICATION SCORES	
MEASURE	SCORE
Technical Merit <small>(out of 60 points)</small> Expected ability of the project to address some or all of the Corridor Improvement Goals	56
Annualized Cost Effectiveness <small>(out of 10 points)</small> The amount requested per million dollars of bid revenue investment, taking into account the project's overall life	10
Applicant Preference <small>(out of 10 points)</small> How the project ranks in priority or preference among the other projects submitted by each specific applicant	0
Interagency Collaboration <small>(out of 5 points)</small> Whether the project proposal was coordinated with other jurisdictions or agencies in the region	5
<b>TOTAL APPLICATION SCORE</b> <small>(out of 100 possible)</small>	<b>71</b>



# Public Comment

- Open April 16-May 17
- Targeted Social Media
- Interactive Virtual Town Hall Meeting
- Online Comment Form

## Public Comment for Commuter Choice on the I-395/95 corridor Round Two (FY 2022-2023) [Spring 2021]

7. Please add your comments about the proposed projects listed in the [Project Profile Summary for Round Two \(FY 2022-2023\) of Commuter Choice on the I-395/95 corridor](#). (Click link to review profiles/max. 3000 characters for each text box)

DASH / City of Alexandria - Enhanced Bus Service from Mark Center to Potomac Yard

DASH / City of Alexandria - Enhanced Bus

# Next Steps

## Commuter Choice on the I-395/95 Corridor Round Two (FY 2022-FY 2023)



- Eligibility Review
- Technical Evaluation
- Public Outreach and Comment



- **NVTC and PRTC** adopt program of projects and refer it to the CTB
- **CTB** adopts the program of projects into the FY 2022-FY 2027 Six-Year Improvement Program



- **NVTC and recipients** begin to execute Standard Project Agreements for selected projects



- **Recipients** carry out selected projects and report on project status and performance to NVTC
- **NVTC** administers funds, monitors project implementation and develops annual reports on funded projects

# Thank You.

**Ben Owen**

*Commuter Choice Senior Program Manager,  
Northern Virginia Transportation Commission*

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# Transportation Performance Management 2022 Safety Measure Targets

Margie Ray  
Performance Management Manager  
May 18, 2021



# Safety Performance Management Background

- **MAP-21 federal law establishes performance targets for Safety (5 measures)**
- **Safety targets must be established annually**
- **VDOT and Governor's Highway Safety Office (DMV) must agree to targets for 3 of the 5 performance measures**
- **DMV must report targets to NHTSA by June 30**
- **VDOT must report targets to FHWA by August 31**
- **FHWA makes an annual Determination of Significant Progress**



# Safety Performance Management

## Performance Measures

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- **Number of fatalities\***
- **Number of serious injuries\***
- **Rate of fatalities per 100M vehicle miles traveled\***
- **Rate of serious injuries per 100M vehicles miles traveled**
- **Number of non-motorized fatalities and serious injuries**

\*Federal measures requiring coordination with the Governor's Highway Safety Office

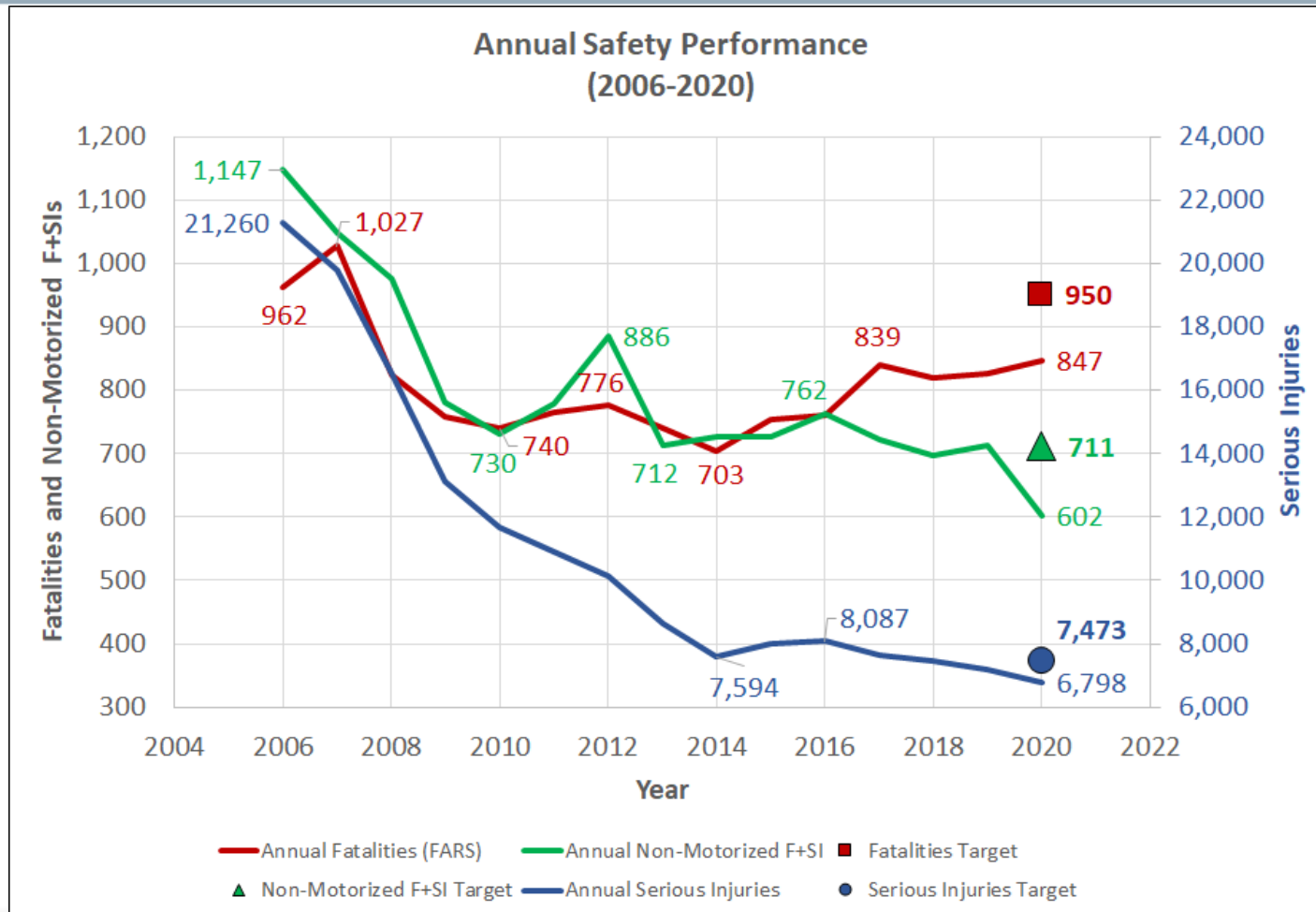
# Safety Performance Measures Background

- Board adoption of 2020 and 2021 targets utilizing a data-driven methodology
- Board adoption of HSIP Project Prioritization Policy in December 2019 to improve safety outcomes
  - Initial Systemic Safety Implementation Plan
- 2020 and 2021 Legislative Actions

Description	Fatalities	F Rate	Serious Injury	SI Rate	F & SI Ped/Bike
2020 Targets	950	1.08	7473	8.52	711
2021 Targets	898	1.012	7385	8.352	750

# Safety Performance Management

## How are we doing?



# FHWA Determination of Significant Progress

- **Annually, FHWA makes a determination of significant progress towards meeting the safety performance targets (beginning last year)**
- **Significant progress determination - at least four of the five targets were met OR target must be better than the baseline value**
- **If significant progress is not made, the state must:**
  1. **Prepare and Submit an Highway Safety Implementation Plan to FHWA by June 30 stating what the state is doing to meet targets, and**
  2. **Must obligate 100% of HSIP funds for the year that the targets were set (i.e., 2017)**

**Based on FHWA's determination, Virginia MADE significant progress towards the 2019 targets**

# Determination of 2019 Safety Performance Targets

Performance Measure	2015-19 Average Target	2015-19 Average Outcome	2013-17 Average Baseline	Met Target	Better Than Baseline
Number of Fatalities	840.0	800.8	759.6	Yes	N/A
Rate of Fatalities	0.940	0.944	0.916	No	No
Number of Serious Injuries	7,689.0	7,674.8	7,994.4	Yes	N/A
Rate of Serious Injuries	8.750	9.072	9.660	No	Yes
Number of Non-motorized F + SI	714.0	727.0	731.2	No	Yes

# Safety Performance Management

## Refined Target Setting - Data-Driven Method

### Key steps to develop 2022 targets:

1. **Analyze external factors to predict 2020 baseline crash safety measure counts for validation**
  - assess new factors and traffic impacts
  - update and refine model for 2022 predictions
2. **Evaluate anticipated benefits of recent (or soon to be completed) infrastructure projects**
3. **Combine the baseline predictions with project benefits to establish data-driven targets**

# Step 1: Analyze External Factors to Predict 2022 Baseline

Refining the predictive baseline models includes three steps:

1. Assess past and new external factors with annual factors to calibrate the models
2. Validate the model external and annual factors with most recent year of data
3. Forecast external and annual factors for target year measure predictions

$$\begin{array}{ccccccc} \text{Safety Measure} & = & \text{Exposure} & \times & \text{External Factors} & \times & \text{Annual Factor} \\ \text{(by District \& Month)} & & \text{(Vehicle Miles)} & & \text{(by District \& Month)} & & \end{array}$$

# Step 1 - Findings From the Prior Prediction Models and 2022 Additions

External Factor	Effect on Fatal Crashes	Effect on Serious Injury crashes	Effect on Bike/Ped crashes
VMT growth	↑	↑	↑
Increasing local functional class % of VMT	↑	↑	↑
Increasing young population (15-24)	↑	↑	↑
Increasing aging population (75+)	↑	↑	
Gallons Liquor Sold		↑	
Liquor licenses			↑
Increased highway resurfacing spending	↓		
Increased emergency/incident management spending	↓		
Increased total behavioral programs spending	↓	↓	↓
Increased roadway maintenance spending		↓	
Increased average snowfall per month		✗	↓
Increased rural functional class % of VMT			↓
Increased non-motorized behavioral program spending			✗
Increased gas prices			✗

 = Additional factor  
 = Removed factor



# Step 1 - Key Model Assumptions

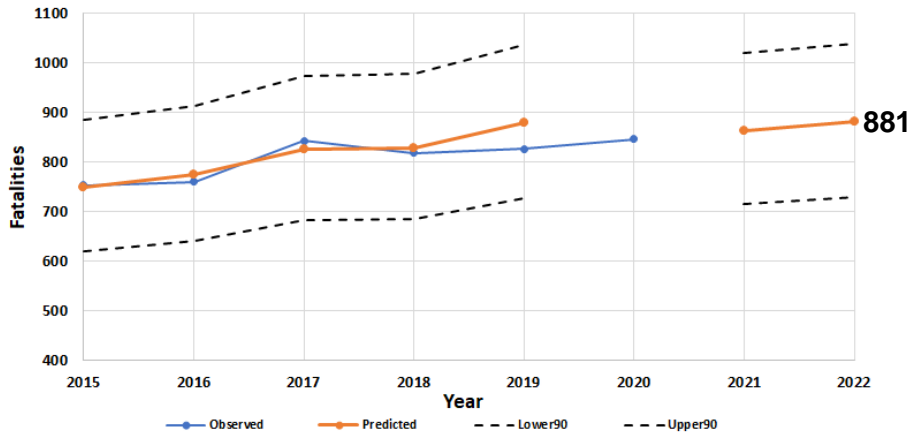
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- **Model updated per new or modified external factors mentioned above**
- **External Factors and Annual Calibration Factor Trends assumed to continue from 2019**
- **Scheduled projects and additional funding assumed to continue**

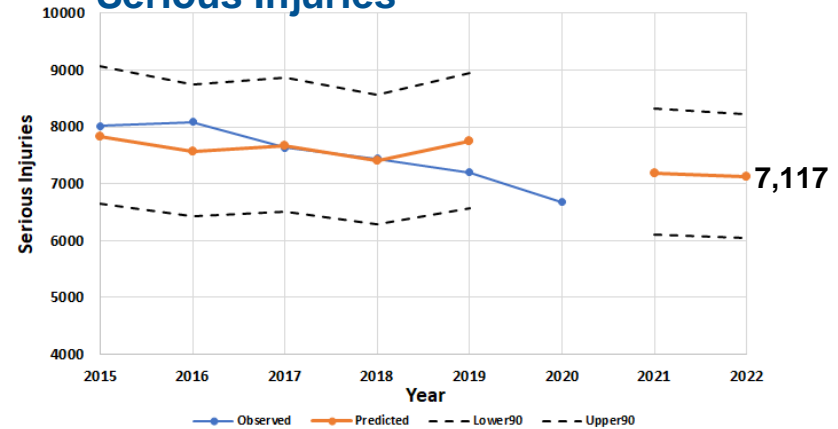
# Observed and Predicted Baselines

## Volumes Rebound with 2017-2019 Growth

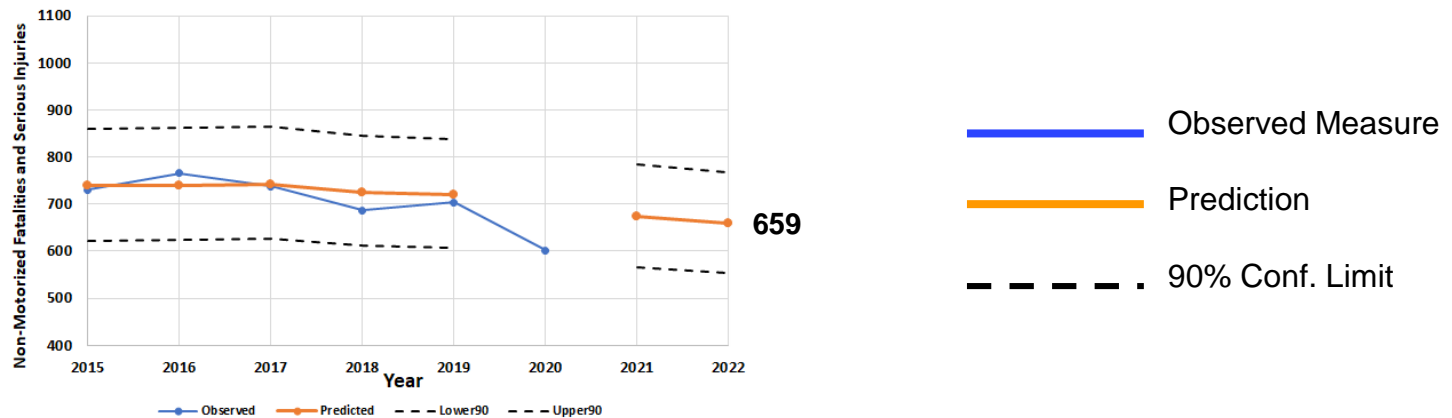
### Fatalities



### Serious Injuries



### Non-M Fatal + Serious Injury



- Observed Measure
- Prediction
- - - 90% Conf. Limit

## Step 2: Expected Benefits of Spot and Corridor Projects

- Reviewed 130 SMART SCALE and HSIP projects constructed or to be completed between January 2020 and March 2022
  - 70 SS projects = \$1.0 B
  - 60 HSIP\* projects = \$ 48.2 M in safety funds; \$60.2 M in total funds
- Project influence areas consistent with SMART SCALE safety scoring methodology

Projects	Fatality + Serious Injury Crashes	Fatalities	Serious Injuries	Ped/Bike Fatalities	Ped/Bike Serious Injuries
130	778	77	912	16	34

\* Several HSIP projects are larger projects with a small portion of HSIP funds

# Spot and Corridor Projects Expected Reductions

Description	Fatalities	Serious Injuries	Ped/Bike Fatalities	Ped/Bike Serious Injuries
Crash Totals	77	912	16	34
Expected After Completion	66	768	13	25
Reduction	11 (1.4/yr)	144 (17.0/yr)	3 (0.4/yr)	9 (1.1/yr)
Percent Reduction	15%	16%	21%	28%
<b>Spot Cost / Annual Reduction</b>	<b>\$764.3 M</b>	<b>\$62.9 M</b>	<b>\$713.3 M</b>	

**Investment Cost = \$1.07 B**

## Step 2: Expected Benefits of Hybrid Projects

- Reviewed 15 Hybrid projects constructed or to be completed between January 2020 and March 2022
  - 2 SS projects = \$4.7 M
  - 13 HSIP projects = \$35.9 M in safety funding; \$36.6 M in total funding
- Project influence areas consistent with SMART SCALE safety scoring methodology

Projects	Fatality + Serious Injury Crashes	Fatalities	Serious Injuries	Ped/Bike Fatalities	Ped/Bike Serious Injuries
15	487	68	599	10	9

# Hybrid Projects

## Expected Reductions

Description	Fatalities	Serious Injuries	Ped/Bike Fatalities	Ped/Bike Serious Injuries
Crash Totals	68	599	10	9
Expected After Completion	48	527	8	9
Reduction	20 (2.2/yr)	72 (8.2/yr)	2 (0.2/yr)	0 (0.0/yr)
Percent Reduction	29%	12%	23%	0%
<b>Hybrid Cost / Annual Reduction</b>	<b>\$18.7 M</b>	<b>\$5.0 M</b>	<b>\$206.5 M</b>	

**Investment Cost = \$41.3 M**

## Step 2: Expected Benefits of Systemic HSIP Projects

- **Low cost improvements systemically spread on network at intersections and curves or on the pavement**
  - 55 HSIP projects = \$69.8 M in safety funding; \$70.1 M in total funding
- **HSIP projects constructed between January 2020 and March 2022**

Projects	Fatality + Serious Injury Crashes	Fatalities	Serious Injuries	Ped/Bike Fatalities	Ped/Bike Serious Injuries
55	4,799	439	5,471	88	462

# Systemic Projects Expected Reductions

Description	Fatalities	Serious Injuries	Ped/Bike Fatalities	Ped/Bike Serious Injuries
Crash Totals	439	5,471	88	462
Expected After Completion	386	4,780	75	369
Reduction	53 (5.9/yr)	691 (76.8/yr)	13 (1.4/yr)	93 (10.3/yr)
Percent Reduction	12%	13%	15%	20%
<b>Systemic Cost / Annual Reduction</b>	<b>\$11.9 M</b>	<b>\$0.9 M</b>	<b>\$6.0 M</b>	

**Investment Cost = \$70.1 M**



## Step 2: All Projects Expected Reductions and Cost per Annual Reduction

Description	Fatalities	Serious Injuries	Ped/Bike F + SI
Spot/Corridor Reduction	1.4/yr	17.0/yr	1.5/yr
Spot Cost / Annual Reduction	\$764.3 M	\$62.9 M	\$713.3 M
Hybrid Reduction	2.2/yr	8.2/yr	0.2/yr
Hybrid Cost / Annual Reduction	\$18.7 M	\$5.0 M	\$206.5 M
Systemic Reduction	5.9/yr	76.8/yr	11.7/yr
Systemic Cost / Annual Reduction	\$11.9 M	\$0.9 M	\$6.0 M
<b>Total Expected Annual Reductions</b>	<b>9.5/yr</b>	<b>102/yr</b>	<b>13.4/yr</b>

# Step 3: Proposed 2022 Safety Measures Targets

Description	Fatalities	Fatality Rate	Serious Injuries	Serious Injury Rate	Ped/Bike F & SI
STEP 1: 2022 Target Baseline (Model)	881		7117		659
STEP 2: Expected Project Annual Reductions	10	---	102	---	13
New: Expected Reductions Handheld Ban	10		114		**
<b>STEP 3: Proposed 2022 Targets (Model)</b>	<b>861</b>	<b>0.995</b>	<b>6901</b>	<b>7.971</b>	<b>646</b>
CTB 2021 Adopted Targets (Model)	898	1.012	7,385	8.325	750
CTB 2020 Adopted Targets (Model)	950	1.080	7,473	8.520	711

# Next Steps

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- **Provide feedback on proposed targets**
- **Adopt targets at the June meeting to meet the Federal reporting deadlines**





COMMONWEALTH of VIRGINIA  
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Thank you.



# SPECIAL STRUCTURES BRIEFING

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

May 18, 2021

# Special Structures Updates

- **Projects**
- **Health Index**

# Special Structure Projects



# Special Structures Fund – Facility

District	Special Structure	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
		\$ nearest thousand					
Bristol	460 Connector Bridge	0	0	0	0	0	200
	Big Walker Tunnel	3,011	3,640	7,250	7,000	12,091	6,916
	East River Tunnel	3,451	4,770	7,000	6,230	8,820	4,861
Fredericksburg	Eltham Movable Bridge	1,700	1,750	2,650	0	0	0
	Gwynn's Island Movable Bridge	8,670	7,125	0	0	0	0
	Norris Bridge	350	2,005	3,000	5,000	3,000	6,702
Hampton Roads	Berkley Movable Bridge	700	6,645	19,889	21,282	18,294	39,737
	Coleman Movable Bridge	0	2,700	0	0	0	0
	Hampton Roads Bridge Tunnel	23,675	19,501	23,881	15,157	360	400
	Hampton Roads Bridge Tunnel (New)	0	0	0	0	0	100
	Willoughby Bay Bridge	0	1,150	3,737	12,741	22,009	0
	High Rise Movable Bridge	1,520	10,000	0	0	0	0
	High Rise Bridge Approaches	0	0	0	0	0	100
	James River Movable Bridge	2,860	5,500	4,500	392	953	14,628
	James River Bridge Approaches	0	0	0	0	0	0
	Monitor Merrimac Memorial Bridge Tunnel	0	745	523	1,482	2,625	10,237
	MMMBT - Bridge - North Approach	0	0	0	0	0	300
	MMMBT - Bridge - Approach-South	0	0	0	0	0	100
	Chincoteague Movable Bridge	0	0	0	0	0	100
	Northern Virginia	Rosslyn Tunnel	3,463	5,435	4,500	5,500	5,000
Richmond	Benjamin Harrison Movable Bridge	3,650	7,150	2,300	5,794	5,795	1,661
	Varina-Enon Bridge	1,950	1,885	2,850	3,471	7,036	3,564
Salem	SMART Road Bridge	0	0	0	0	0	200
Statewide	Emergency Funds	5,000	0	0	0	0	0
<b>Grand Total</b>		<b>60,000</b>	<b>80,000</b>	<b>82,080</b>	<b>84,050</b>	<b>85,983</b>	<b>89,808</b>

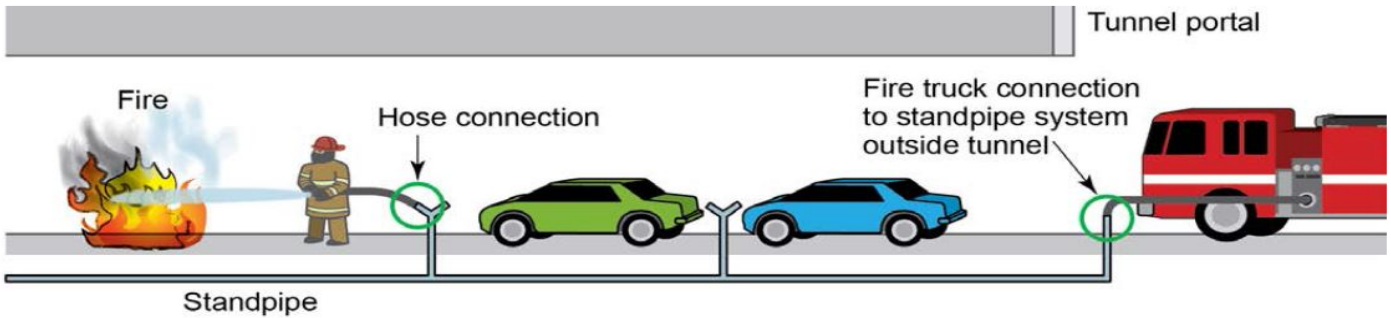
# Bristol – Big Walker and East River Mountain Tunnels



## Movable Exhaust Canopies



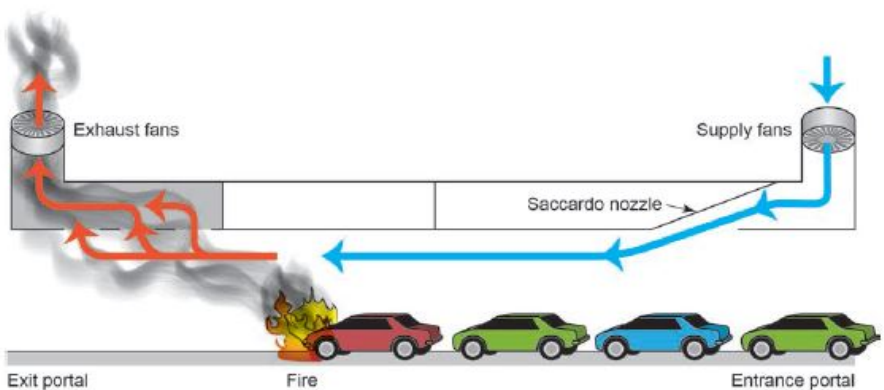
## Standpipe



## Fixed Fire Suppression



## Emergency Ventilation



# Bristol – Big Walker and East River Mountain Tunnels

## Major Fan Repair



## Structural Repair



# Fredericksburg – Gwynn’s Island Movable Bridge

Mechanical Repair - Jaw clutch disengages during operations and Worn Gear



Structural Repairs



Generator Replacement



# Fredericksburg – Norris Bridge

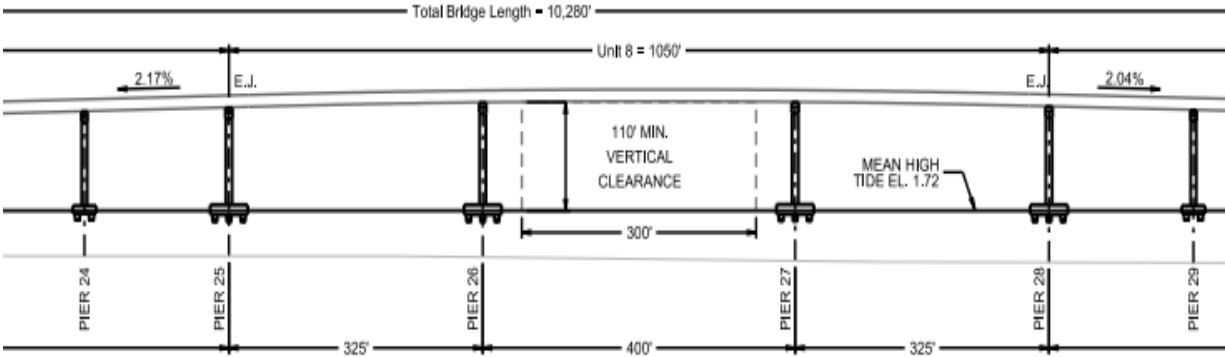
## Structural Repairs



## Geotechnical Investigation – Representative Picture



## Bridge Replacement Preliminary Engineering - Concept Drawing of Replacement Bridge



# Hampton Roads – Berkley Movable Bridge

Cross Girder Repair

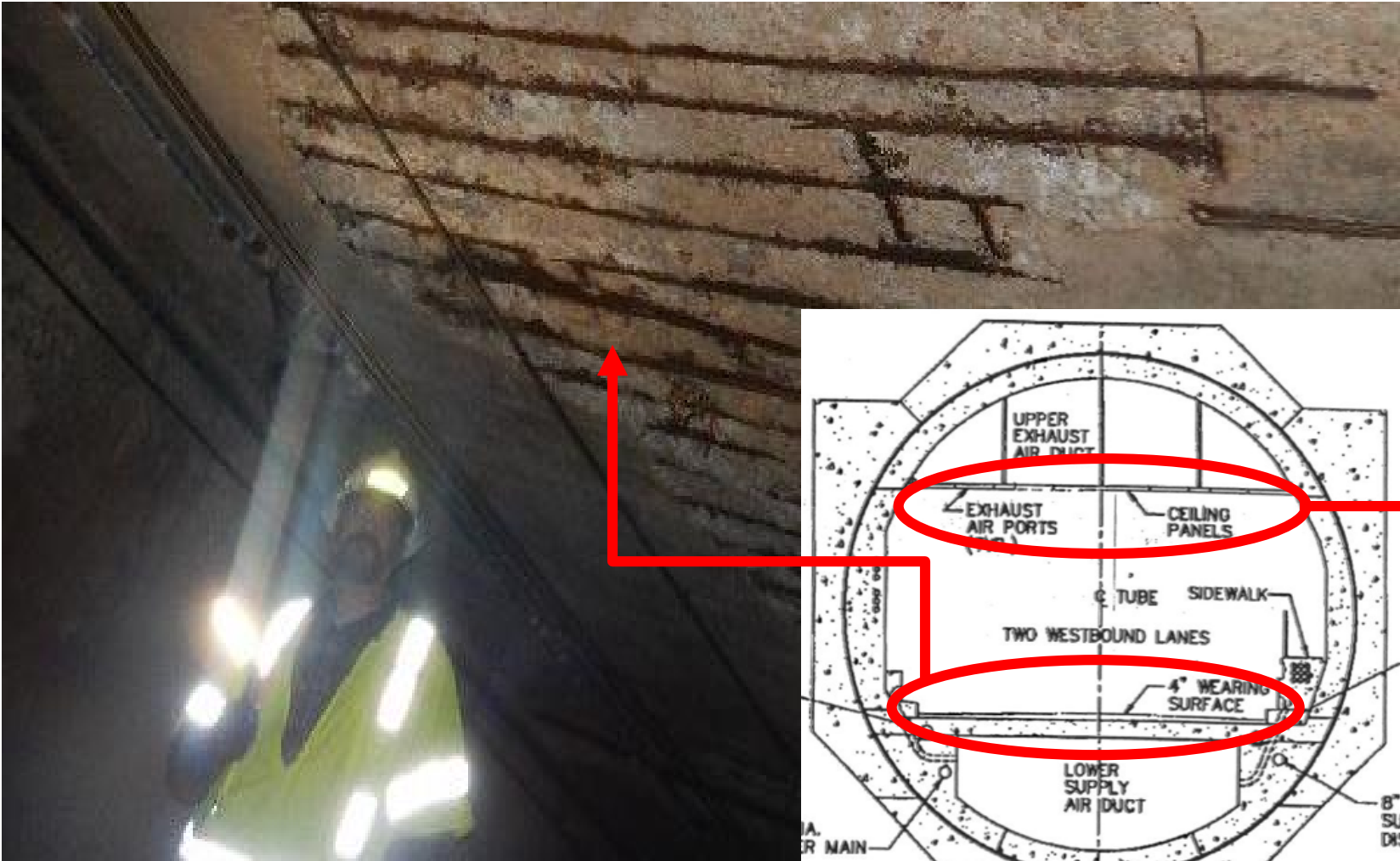


Drive



# Hampton Roads – Hampton Roads Bridge Tunnel

Concrete Invert Slab Repairs



Overheight Project



# Hampton Roads – High Rise Movable Bridge

Bascule Repairs (Machinery base, bearing seat and other repairs)



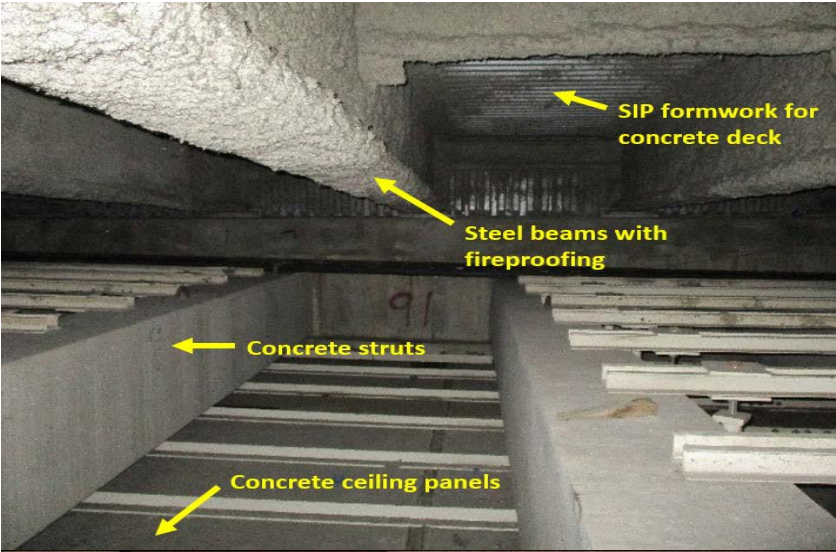


# Northern Virginia – Rosslyn Tunnel

Ceiling Tile Removal



Fireproofing



Structural Repair



# Richmond – Benjamin Harrison Movable Bridge

## Generator Replacement



## Span Lock



# Emergency Funds – \$5M

Set aside for the unknown

No current estimate

Ensures no plan disruption

## Examples:

- James River Bridge Lighting Strike – 2018
- East River Primary Power Cable – 2021



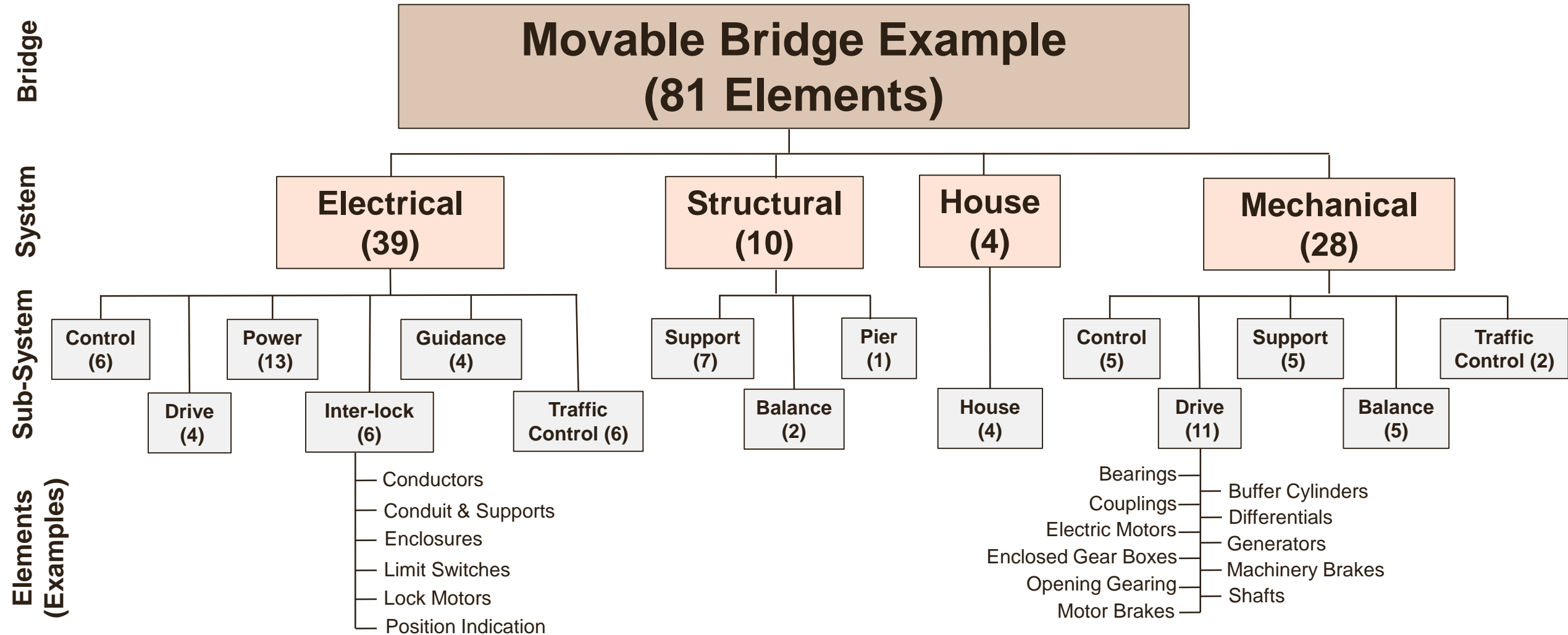
# Health Index

**Adopt a consistent and principle-based approach to structure evaluation and risk management to determine a structure's relative health**

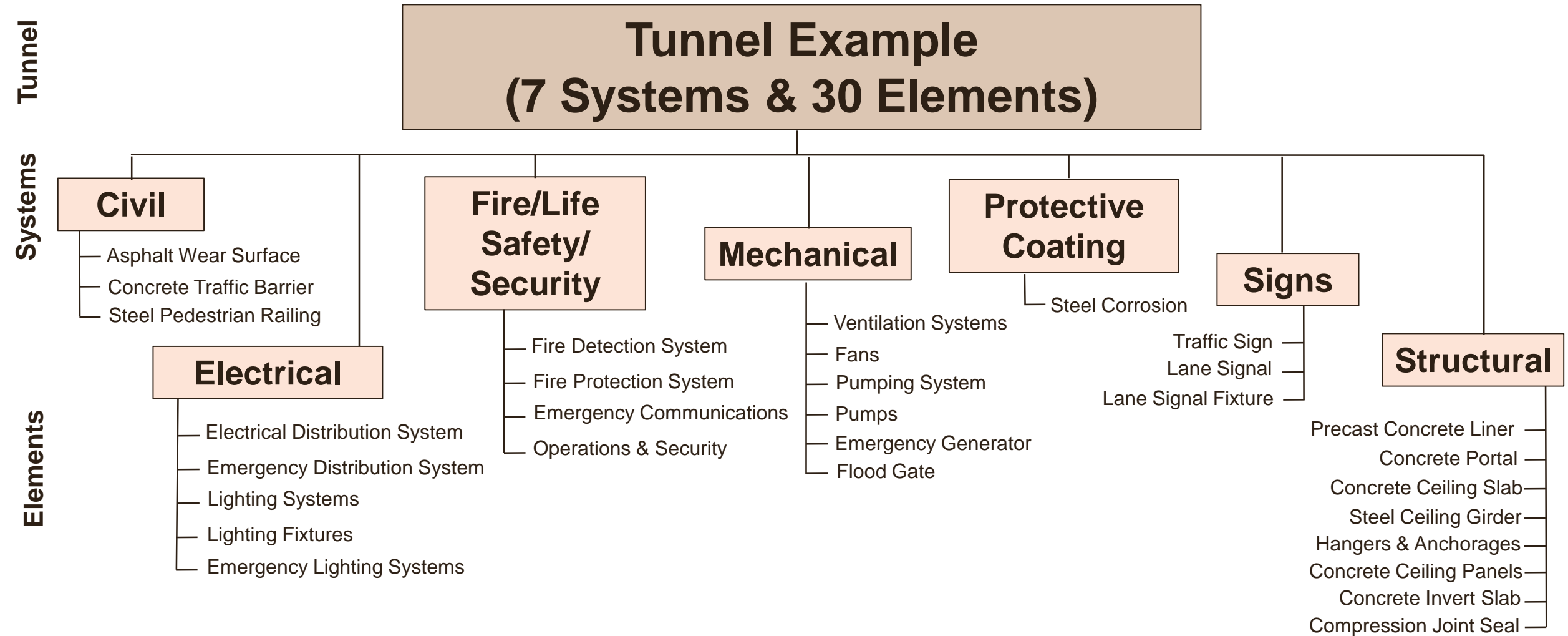
# Health Index (HI) for Special Structures

- **Development**
  - Tunnels
  - Movable Bridges
- **Outreach efforts**
  - No examples of HI for these types of structures
- **Presented to AASHTO Technical Subcommittees**
  - Positive reinforcement
- **Lessons learned USACE risk assessment protocol**
- **HI measures**
  - **relative health** of individual structures
  - **relative health** of individual systems

# Proposed Health Index – Attributes Used



# Proposed Health Index – Attributes Used



# QUESTIONS?





# Transit Ridership Incentive Program (TRIP)

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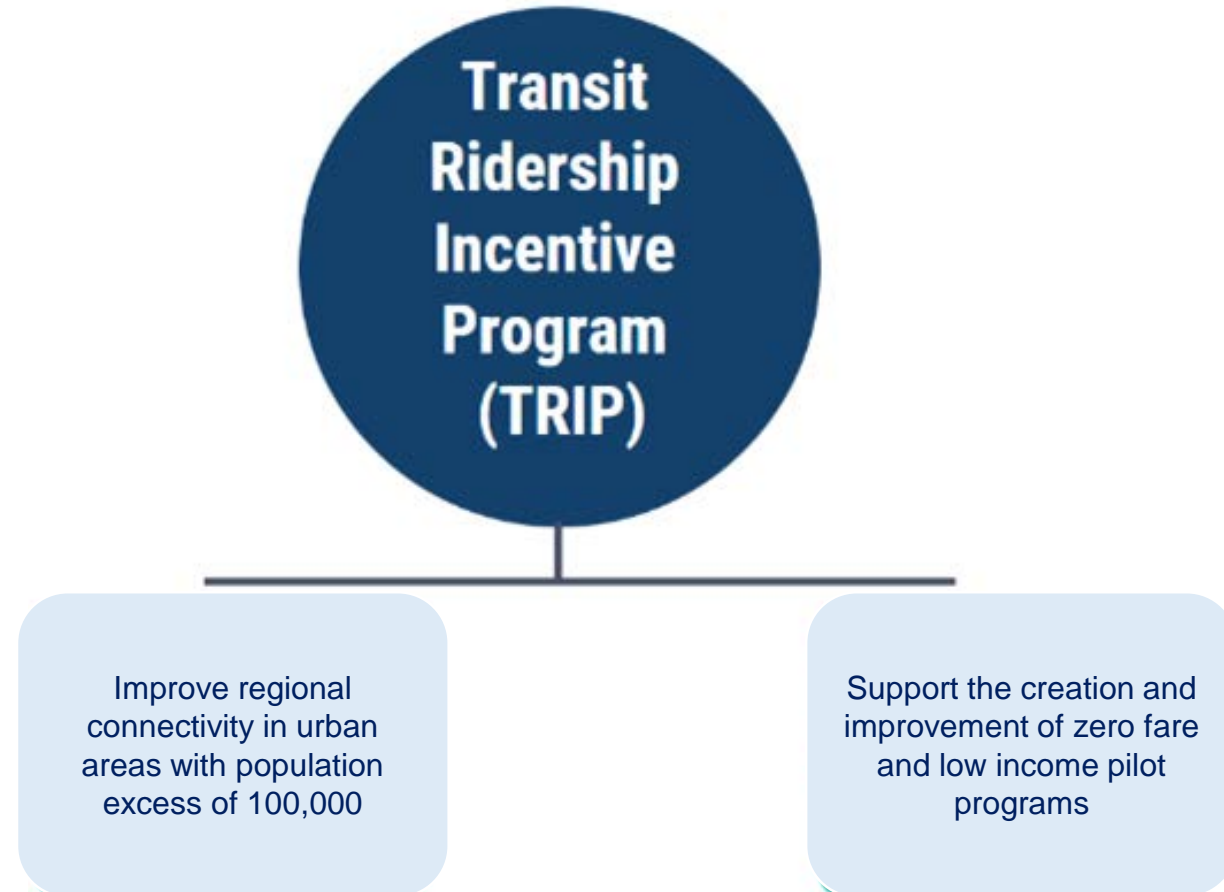
Commonwealth Transportation Board – May 18, 2021

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



# General Program Overview

- Established in the 2020 General Assembly Session, [HB1414 and SB890/Code of Virginia §33.2-1526.3](#)
- Promote increased ridership of large urban transit systems
- Reduce the barriers to transit use for low-income individuals
- Implementation delayed due to COVID-19



# Program Funding FY22-27

	FY22	FY23	FY24	FY25	FY26	FY27	Total
Regional Routes	\$7.5	\$11.3	\$16.9	\$16.5	\$18.0	\$18.2	\$88.4
Zero Fare/ Low Income	\$12.5	\$3.7	\$5.6	\$5.8	\$6.0	\$6.0	\$39.6
<b>Total</b>	<b>\$20.0</b>	<b>\$15.0</b>	<b>\$22.5</b>	<b>\$23.3</b>	<b>\$24.0</b>	<b>\$24.2</b>	<b>\$129M</b>

- FY22 – Includes \$10M in 2021 Transportation Initiative Funding dedicated for Zero-Fare Pilots
- Beyond FY22, up to 25% annually can be utilized for Zero-Fare/Low Income projects on a statewide basis

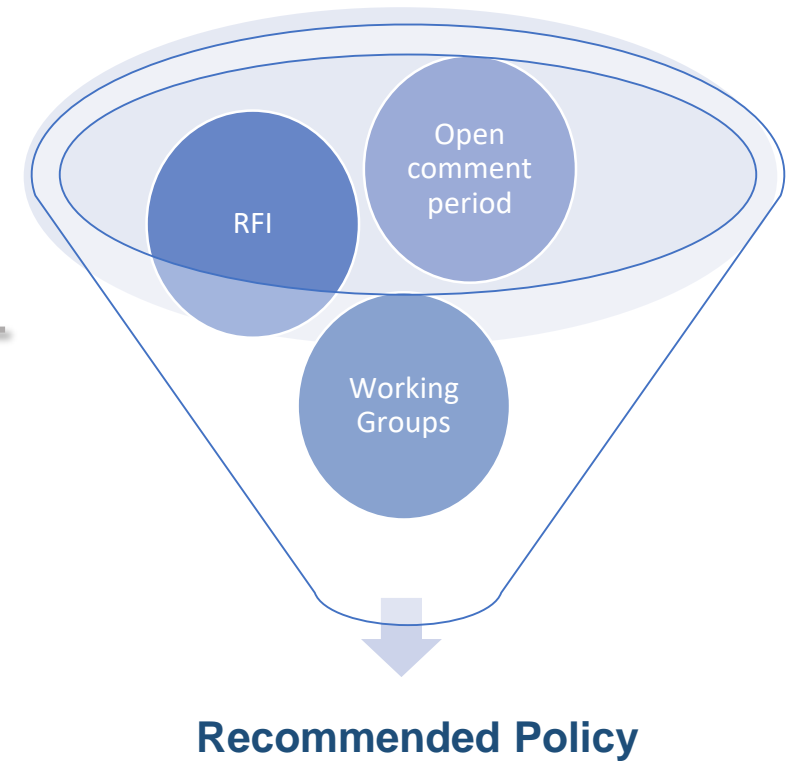
# Regional Routes Funding FY22-27

Region	Share	FY22	FY23	FY24	FY25	FY26	FY27	Total
NOVA	42.4%	\$3.2	\$4.8	\$7.2	\$7.0	\$7.6	\$7.7	\$37.5M
Hampton Roads	27.3%	\$2.0	\$3.0	\$4.6	\$4.5	\$4.9	\$5.0	\$24.0M
Richmond	18.1%	\$1.4	\$2.0	\$3.0	\$3.0	\$3.3	\$3.3	\$16M
Roanoke	4.0%	\$0.3	\$0.5	\$0.7	\$0.6	\$0.7	\$0.7	\$3.5M
Fredericksburg	2.7%	\$0.2	\$0.3	\$0.4	\$0.4	\$0.5	\$0.5	\$2.3M
Lynchburg	2.2%	\$0.2	\$0.3	\$0.4	\$0.4	\$0.5	\$0.5	\$2.3M
Blacksburg	1.7%	\$0.1	\$0.2	\$0.3	\$0.3	\$0.3	\$0.3	\$1.5M
Charlottesville	1.7%	\$0.1	\$0.2	\$0.3	\$0.3	\$0.3	\$0.3	\$1.5M

- Each region must receive their proportional share on a 5-year rolling average
- Percentages will be revisited with data from the 2020 Census

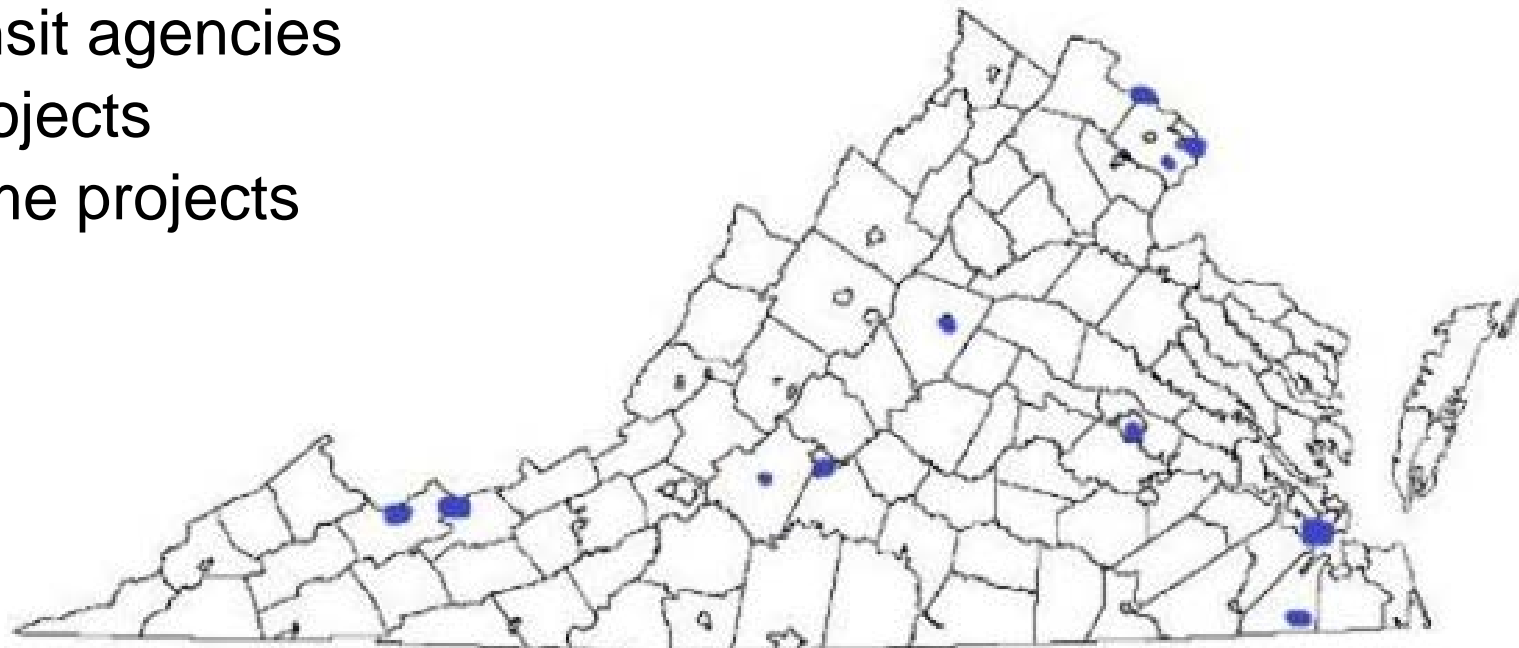
# Stakeholder Engagement

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# RFI: Request for Ideas

- November 19: Webinar for interested parties to discuss general program overview and the role of the RFI
- November 20: RFI opened for submissions
- 23 ideas submitted from 12 transit agencies
  - 12 Regional Connectivity projects
  - 11 Zero Fare and Low Income projects



*Responding agencies: City of Alexandria/ DASH, Bluefield, Charlottesville (CAT), Fairfax County, Hampton Roads, City of Lynchburg, New River Valley MPO, PRTC/OmniRide, City of Richmond, Roanoke-RIDE solutions, Roanoke-Valley, Suffolk*

# Working Groups

## Working Group Recommendations

1. *Regional Connectivity*- imperative that the Metropolitan Planning Organization (MPO) is engaged to provide insight on regional priorities and travel patterns
2. *Funding Duration*- short intermediate funding will not ensure a meaningful and sustainable increase in ridership
3. *Ridership as a metric of success*- while ridership is an important metric of project success, other objectives should also be considered



## DRPT Recommended Policy Components

1. TRIP projects developed through regional collaboration, or through partnership with the MPO will receive additional consideration
2. Agencies can apply for up to three (zero fare and low income) or five years (regional connectivity) of funding
3. Includes additional objectives for regional connectivity projects including accessibility, congestion mitigation, and emissions reduction.



# TRIP: Regional Connectivity



## The improvement and expansion of routes with regional significance

- Increasing frequencies
- Creating new routes of regional significance
- Expanding routes to provide cross-jurisdictional service



## The development and implementation of regional subsidy financing models

- Building partnerships between localities
- Increasing community investment in regional transit



## The creation of bus-only lanes on routes of regional significance

- Partial or full bus lanes
- Connecting existing bus lanes to ensure heightened connectivity
- Prioritizing regional bus lanes with priority lighting and/or improved design efforts



## The implementation of integrated fare collection

- Contactless payment options for regional routes
- practices to decrease human bottlenecks at ticketing locations
- Accessible payment structures- cash, card, week passes

# TRIP: Regional Connectivity Scoring Criteria

Scoring Category	Measure	Measure Weight
Congestion Mitigation	<ul style="list-style-type: none"> <li>Change in system-wide ridership and peak period transit ridership attributed to the project</li> </ul>	60%
Regional Connectivity and Regional Collaboration	<ul style="list-style-type: none"> <li>Increase in regional connectivity to community (education and health care) and employment centers</li> <li>Improved connections to other travel modes</li> <li>Local and regional commitment to the project</li> </ul>	30%
Cost Per Passenger	<ul style="list-style-type: none"> <li>Cost of the project relative to project benefits</li> </ul>	10%
<b>Total Score:</b>		<b>100%</b>

# TRIP: Zero Fare and Low Income



**The provision of subsidized or fully free passes to low-income populations**

- Individual based
- define metrics of need
- ensure proper deployment of passes
- accessible use of passes (digital, paper, etc.)



**The elimination of fares on high-capacity corridors**

- Zero fare zones
- Zero fare routes that serve low income populations and vital services



**The deployment of an entirely fare-free system**

- Ensure financial and technical capacity for an efficient deployment
- Define need and perform appropriate research

# TRIP, Zero Fare and Low Income Scoring Criteria

Scoring Criteria	Measure	Measure Weight
Impact on Ridership	<ul style="list-style-type: none"> <li>• Predicted change in system wide transit ridership attributed to the project</li> </ul>	40%
Applicant Commitment	<ul style="list-style-type: none"> <li>• Defined goals and objectives for pilot</li> <li>• Identification of community partnerships and local government support</li> <li>• Options for continued funding upon completion of the pilot</li> </ul>	20%
Implications for Equity and Accessibility	<ul style="list-style-type: none"> <li>• Defined impact of pilot on low-income or marginalized communities</li> <li>• Description of benefits to marginalized communities and areas of high need</li> </ul>	20%
Project Schedule and Readiness	<ul style="list-style-type: none"> <li>• Applicant's readiness to be advance implementation in the near term</li> </ul>	20%
<b>Total Score:</b>		<b>100%</b>

# Key Themes for Project Evaluation

## Well Planned

- Project included in statewide or local transportation plans (I.E TSP, TDP, etc.)
- Well defined and quantifiable measures of success - clear rationale behind target performance measures

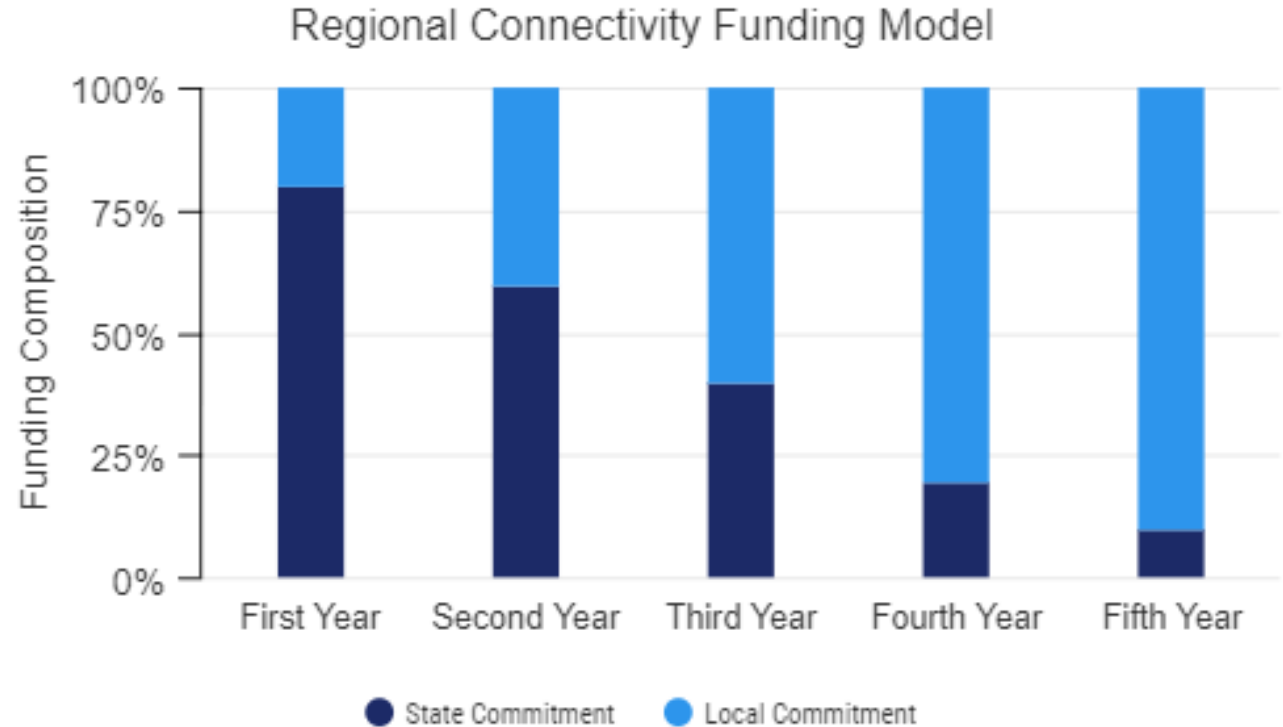
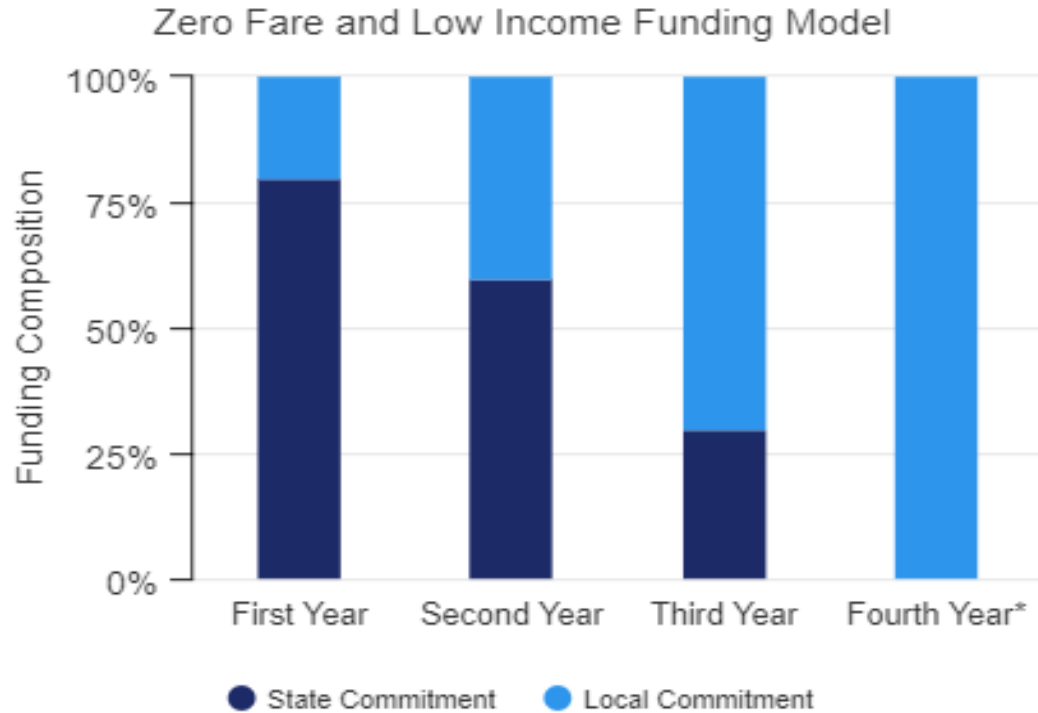
## Collaborative

- Supported by appropriate MPO (regional connectivity projects), serviced localities, and VDOT if project has infrastructure needs
- Built through partnerships with local organizations or municipalities

## Quickly Implementable

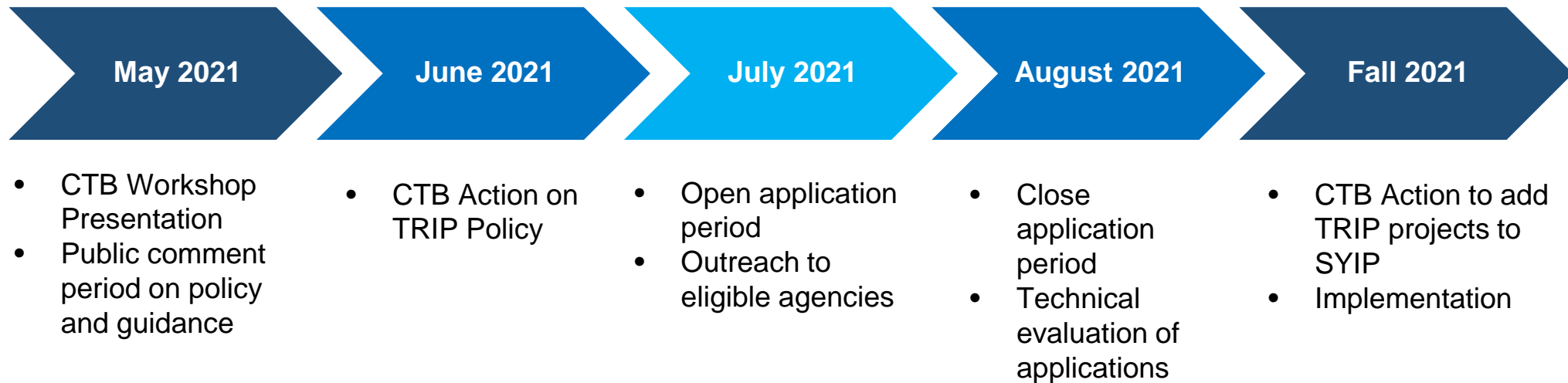
- A strong rationale for funding duration request and financial capacity to continue after pilot
- Existing technical capacity and experienced project management
- Low start up costs and a quick implementation timeline

# Maximum State Matching Levels



- Maximum state funding participation is 80% of eligible costs in any given year, with anticipation that the state share will reduce as ridership increases.
- Funding shares would be established in multi-year project agreements.
- Selected regional routes projects may be eligible for continuation upon expiration of the initial pilot. Decisions to extend funding will be based on availability of funding and project performance.

# Next Steps



# Transit Ridership Incentive Program (TRIP)

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Commonwealth Transportation Board – May 18, 2021

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





**RESOLUTION  
OF THE  
COMMONWEALTH TRANSPORTATION BOARD**

**June 23, 2021**

**MOTION**

**Made By:      Seconded by:**

**Action:**

**Title: Policy for the Implementation of the Transit Ridership Incentive Program**

**WHEREAS**, Section §33.2-1526.3 of the *Code of Virginia* was passed by the Virginia General Assembly in the 2020 legislative session to establish the Transit Ridership Incentive Program (TRIP) as part of the Omnibus Transportation Bill; and

**WHEREAS**, TRIP was created to promote improved regional transit service in urbanized areas of the Commonwealth (with an urban population in excess of 100,000) and to reduce barriers to transit use for low-income individuals; and

**WHEREAS**, shortly after the conclusion of the 2020 General Assembly, the coronavirus pandemic introduced a plethora of unprecedented operational challenges to Virginia transit providers, impacted patterns of commuting, and accentuated the need for equitable transit access; and

**WHEREAS**, the Department of Rail and Public Transportation has consulted with the Virginia Transit Association and other stakeholders to gather input to develop the TRIP policy;

**NOW THEREFORE BE IT RESOLVED**, the Commonwealth Transportation Board (Board) hereby adopts the following policy to govern the structure and prioritization of projects for TRIP Regional Connectivity funding pursuant to §33.2-1526.3 of the *Code of Virginia*.

1. For the purposes of review and prioritization, TRIP regional connectivity projects will be classified into the following four eligible project types:
  - The improvement and expansion of routes with regional significance
  - The implementation of integrated fare collection
  - The development and implementation of regional subsidy models
  - The creation of bus-only lanes on routes of regional significance
2. The following entities are eligible for TRIP regional connectivity funding:
  - Small and Large Urban transit agencies that serve regions with urbanized populations in excess of 100,000
  - Transportation District Commissions

- Public Service Corporations
  - Local governments
  - Private nonprofit transit providers
3. The Commonwealth recognizes the need for both state and local funding commitments to establish transit services. Therefore, TRIP regional connectivity funding can be applied to a project for a maximum of five years with the state share decreasing over time. Projects may be eligible for funding beyond the initial five year commitment based on performance and availability of funding.
  4. Candidate TRIP projects should be supported by planning, either at the regional or corridor level, that documents the regional travel demand and establishes an operational approach to serve regional travel needs, including congestion mitigation.
  5. Projects will be evaluated using a technical assessment that gauges a project’s ability to meet the legislatively defined goals of TRIP. The table below depicts the scoring criteria and their associated weights that will be used for prioritization.

Scoring Category	Measure	Measure Weight
Congestion Mitigation	<ul style="list-style-type: none"> <li>● Change in system-wide and peak period transit ridership attributed to the project</li> </ul>	60%
Regional Connectivity and Regional Collaboration	<ul style="list-style-type: none"> <li>● Increase in regional connectivity to community and employment centers attributed to the project.</li> <li>● Project’s ability to heighten access to other modes of transportation</li> <li>● All involved localities’ involvement and commitment to the deployment of the project</li> </ul>	30%
Cost Per Passenger	<ul style="list-style-type: none"> <li>● Cost of the project related to the predicted ridership increase attributed to the project</li> </ul>	10%
<b>Total Score:</b>		<b>100%</b>

6. Per subdivision C of §33.2-1526.3 of the *Code of Virginia*, the regional connectivity funds will be distributed based on a five-year rolling average, ensuring that each region receives their proportionate share over the five-year period.
7. Agencies awarded TRIP regional connectivity funding will report quarterly on project progress toward attaining established project goals and performance metrics.
8. A project that has been selected for TRIP funding must be rescored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project.

**NOW THEREFORE BE IT FURTHER RESOLVED**, the Commonwealth Transportation Board hereby adopts the following policy to govern the structure, scoring, and prioritization of projects for Zero Fare and Low Income TRIP funding pursuant to §33.2-1526.3 of the *Code of Virginia*.

1. For the purposes of review and prioritization, TRIP zero fare and low income projects will be classified into the following four eligible types:
  - The provision of subsidized or fully free passes to low-income populations
  - The elimination of fares on high-capacity corridors, establishing ‘zero fare zones’ (net fares, less the cost of fare collection)
  - The deployment of an entirely zero fare system (net fare, less the cost of fare collection)
  
2. The following entities are eligible for TRIP Zero Fare and Low Income funding:
  - Transportation District Commissions
  - Public Service Corporations
  - Local governments
  - Private nonprofit transit providers

Applications focused on the provision of zero-fare corridors or zero-fare systems should be submitted by the organization providing the service.

3. The Commonwealth recognizes the need for both state and local funding commitments to establish transit services. Therefore, TRIP zero fare and low income funding can be applied to a project for a maximum of three years. For multi-year projects, the state’s contribution would decrease and the local share would increase over the funding period.
4. Successfully enacting system-wide zero fare operations relies on a strong financial commitment from the service provider and its community. To ensure the success of these projects, all system-wide zero fare applicants must commit to an additional year of operation beyond the project agreement with DRPT where the funding recipient provides one hundred percent (100%) of project expenses.
5. Projects prioritized for funding should be supported by planning, either at the regional or corridor level, that documents an evaluation of zero-fare policies and establishes an approach to meet community needs through the implementation of new fare policies.
6. The table below depicts the scoring criteria and their associated weights that will be used for reviewing TRIP zero fare and low income project types.

Scoring Criteria	Measure	Measure
------------------	---------	---------

		Weight
Impact on Ridership	<ul style="list-style-type: none"> <li>• Predicted change in system wide transit ridership attributed to the project</li> </ul>	40%
Applicant Commitment	<ul style="list-style-type: none"> <li>• The identification of community partnerships</li> <li>• support from involved localities</li> <li>• options for continued funding upon expiration of TRIP funds</li> <li>• duration of funding and willingness to participate in a step down funding structure</li> </ul>	20%
Implications for Equity and Accessibility	<ul style="list-style-type: none"> <li>• Provision of planning documentation and/or existing research that identified areas of high need</li> <li>• metric of low income</li> <li>• description of how this project will benefit marginalized communities and areas of high need</li> </ul>	20%
Project Schedule and Readiness	<ul style="list-style-type: none"> <li>• Description of project's ability to be quickly implemented with relatively low startup costs</li> </ul>	20%
<b>Total Score:</b>		<b>100%</b>

7. In order to appropriately measure the performance of selected projects and to ensure proper reporting, funding recipients will report quarterly on project progress to DRPT.
8. A project that has been selected for TRIP funding must be rescored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project.

**BE IT FURTHER RESOLVED**, the methodology may continue to evolve and improve based upon advances in technology, data collection, and reporting tools, and to the extent that any such improvements modify or affect the policy set forth herein, they shall be brought to the Board for review and approval in addition to the five-year requirement to meet with the Board and revise the guidelines.

**BE IT FURTHER RESOLVED**, the Board hereby directs the Director of the Department of Rail and Public Transportation to take all actions necessary to implement and administer this policy, including, but not limited to preparation of program guidance and outreach consistent with this resolution.

**NOW THEREFORE BE IT FURTHER RESOLVED**, the Board hereby directs the Director of the Department of Rail and Public Transportation to analyze the outcomes of this process on an annual basis and to revisit the process at least every five years, in consultation with transit agencies, metropolitan planning organizations, and local governments prior to making recommendations to the Commonwealth Transportation Board.

DRAFT - For Public Comment



# **Economic Development Access Program**

## **Botetourt County Botetourt Center at Greenfield**

**Russell Dudley, Local Assistance Division**

May 18, 2021

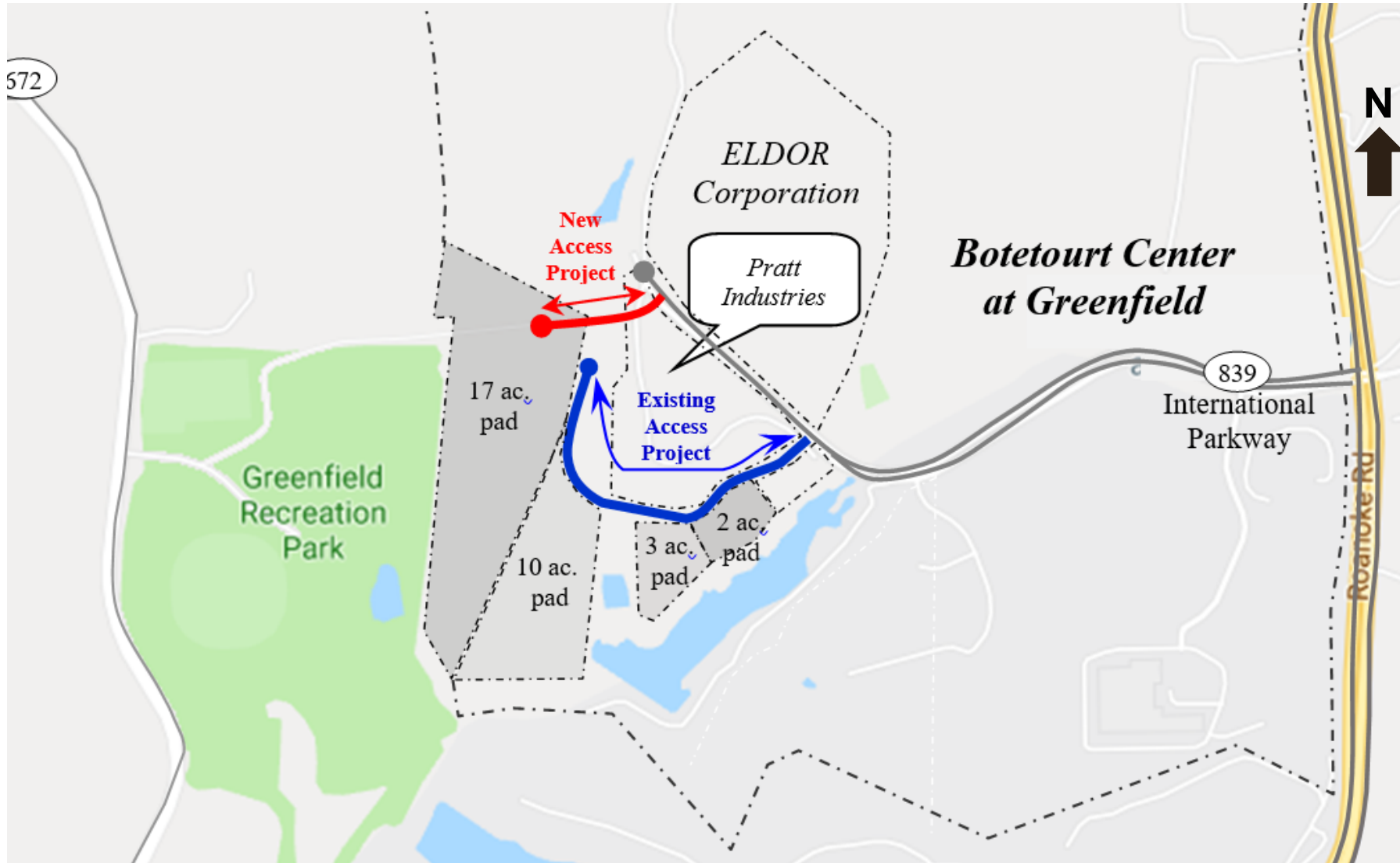
# Bonded Economic Development Access (EDA) Projects

- The EDA Program provides allocations to localities, where no establishment is under firm contract to build or when the identity of the qualifying establishment is held confidential
- The governing body must guarantee to the CTB that a bond or other acceptable surety will be provided to cover the anticipated cost of the project which is not yet justified by qualifying investment
- The time limit for bonded projects is five years from the date the CTB approves, by resolution, the project and funding allocation
- The maximum allocation for Bonded EDA Projects is:
  - \$500,000 State Funds (Unmatched)
  - \$150,000 State Funds (Matched)
  - \$150,000 Local Funds (Required Local Match)



# Economic Development Access (EDA) Request Overview

- **Botetourt County has requested to cancel an existing EDA project within Botetourt Center at Greenfield (approved June 2019), in order to pursue a new EDA project in the same Business Park**
- **New Industry (Munters) has requested an alternate access point**
  - **Connects with International Parkway and begins 0.95 miles west of Botetourt Center's entrance**
  - **0.16 mile long 24-foot wide**
    - **30% Roadway design plans completed**
    - **The project has a total estimate of \$789,000, which allows for the maximum unmatched allocation available under the EDA program**
    - **Proposed Project Allocation: \$644,500 (Bonded)**
      - **(\$500,000 unmatched, \$144,500 matched)**



# Next Steps

- **At the June meeting, the CTB will be presented with a Resolution to cancel the existing EDA Project, ECON-011-827, and establish a new EDA Project, ECON-011-846**
- **VDOT and Botetourt County to enter into a Standard State-Aid Agreement, which will allow the County to administer this project**
- **The County will provide a Surety or Bond for \$644,500 with an expiration date of June 23, 2026**
- **The County will design and construct the roadway, and provide appropriate Capital Investment documentation for VDOT's review**





# **Economic Development Access Program MEI Site Design-Only Application**

## **Louisa County Shannon Hill Regional Business Park**

# Major Employment and Investment (MEI) projects

- A Major Employment and Investment (MEI) project is defined in Code of Virginia as one being a high-impact regional economic development project in which a private entity is expected to make a capital investment in real and tangible personal property exceeding \$250 million and create more than 400 new full-time jobs, and is expected to have a substantial direct and indirect economic impact on surrounding communities
- On October 30<sup>th</sup>, 2020, VEDP characterized the Shannon Hill Regional Business Park in Louisa County as an MEI Site
- Economic Development Program provides for a design-only allocation
  - Maximum allocation of \$650,000 with \$150,000 matched
  - Must be guaranteed by acceptable surety
  - Surety will be released after VDOT approves final plans

# Economic Development Access (EDA) Program Funding

- **Traditional (Non-MEI)**
  - Max. Unmatched Allocation = \$500,000
  - Max. Matched Allocation = \$150,000
- **MEI Design-Only**
  - Max. Unmatched Allocation = \$500,000
  - Max. Matched Allocation = \$150,000
- **MEI Construction**
  - Year 1
    - Max. Unmatched Allocation = \$500,000
    - Max. Matched Allocation = \$500,000
  - Year 2
    - Max. Unmatched Allocation = \$500,000
    - Max. Matched Allocation = \$500,000



# Project Characteristics

- **Shannon Hill Regional Business Park totals 700 Acres**
- **8000-ft of roadway improvements to Shannon Hill Road (Route 605)**
  - **Improvements begin at the I-64 WB Ramp and end at the North border of the Business Park**
  - **Improvements will include:**
    - **12-ft wide travel lanes, with 5-ft wide paved shoulders**
    - **Sections of full-depth pavement**
- **New 3500-ft long, 4-lane median divided access road into the Business Park**
  - **The access road into the Business Park will have 12-ft wide travel lanes, with a 16-ft wide median.**
- **This project's design is estimated to cost \$787,223**

LOGISTICS & DISTRIBUTION	
DATA CENTER	
ADVANCED / LIGHT MANUFACTURING	
OFFICE	
Building Type	Total SF
Logistics & Distribution	2,152,800 SF
Data Center	2,172,800 SF
Advanced / Light Man.	2,152,800 SF
Office	72,800 SF



# Next Steps

- **At June meeting, CTB will be presented with a Resolution to establish an MEI Design-Only EDA Project, ECON-054-801.**
- **VDOT and Louisa County to enter into a Standard State-Aid Agreement, which will allow the County to administer this project**
- **The County will provide a Surety or Bond for \$643,612**
- **The County will begin design of the roadway. Upon VDOT's approval of the final construction plans, the Surety or Bond will be released.**





# **FY 2022 Urban and Arlington/Henrico Street Maintenance Payments**

 Russell Dudley, Local Assistance Division

May 2021

## **FY22 Program Approvals on the June Action agenda:**

- **FY22 Maintenance Payments to Cities and Certain Counties**
- **FY22 Maintenance Payments to Arlington and Henrico Counties**

# Urban Maintenance Program Street Maintenance Payments

## Eligibility Requirements for Maintenance Payments:

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

## 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) Street Maintenance Payments

- **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; FY21 Lane Mile Rate = \$1.93**

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

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

# Urban and Arlington/Henrico Street Maintenance Payments

## Urban (85 Cities and Towns) & Arlington/Henrico

- NEW: The Town of Dublin will assume maintenance responsibilities in FY22 and will receive payments beginning in the first quarter FY22
- Next year likely to add others based on 2020 census

## ***FY22 Urban and Arlington/Henrico Budgets Pending (separate budgets)***

- **FY 21 Urban Payment Rates:**
  - Principal and Minor Arterial Roads = \$22,161.46 per moving lane mile
  - Collector Roads and Local Streets = \$12,011.71 per moving lane mile
- **FY 21 Arlington / Henrico Payment Rates:**
  - Arlington: \$19,406.40 per lane mile
  - Henrico: \$14,121.14 per lane mile

# Urban and Arlington/Henrico Street Inventory (Pending Verification)

## Urban (85 Cities and Towns) Inventory Changes

- Arterials: 13.08 lane miles (8.49 lane miles attributable to Dublin)
- Locals/Collectors: 78.17 lane miles (36.36 lane miles attributable to Dublin)
- 14 Localities Increased Mileage; 0 Decreased Mileage

## Arlington

- 1.04 lane mile

## Henrico

- 13.85 lane miles

## **Next Steps**

**Maintenance Division will verify and certify new mileage in Road Network System**

**Updated Budgets for Urban and Arlington/Henrico - finalize payment rates using updated certified inventories**

**Complete List of Inventory and Locality Payments with June Resolution**

**CTB Approval of new inventory and payment rates in June**

# **FY 2022 Urban & Arlington/Henrico Street Maintenance Payments**

 Russ Dudley, Local Assistance Division

May 2021

# SMART SCALE PROPOSED PROJECT CHANGES

**ROUTE 311 AND ROUTE 419 INTERSECTION IMPROVEMENT  
UPC 108904 – SALEM DISTRICT**

**ROUTE 29 AND ROUTE 6 R-CUT IMPROVEMENT  
UPC 115490 – LYNCHBURG DISTRICT**

Commonwealth Transportation Board

Kimberly Pryor – Director, Infrastructure Investment

*May 2021*

# SMART SCALE Policy

## SMART SCALE Policy on 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



# SMART SCALE Policy - Project Cancellation

## SMART SCALE Policy on Project Cancellation, February 2020

- A project that has been selected for funding through either the High Priority Projects Program or Construction District Grant Program may be cancelled only by action of the Board
- In the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2- 214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project

# SMART SCALE BUDGET INCREASE REQUEST

## ROUTE 311 AND ROUTE 419 INTERSECTION IMPROVEMENT UPC 108904 – SALEM DISTRICT

Kimberly Pryor – Director, Infrastructure Investment

*May 2021*

# Project Information

## Route 311 and Route 419 Intersection Improvements (UPC 108904)

- Submitted by Roanoke County in Round 1 of SMART SCALE
  - Total Original Project Cost: \$1,957,006
  - Total SMART SCALE Request: \$1,957,006
  - Request funded with DGP funds
- Original Scope Included:
  - Convert an existing signalized intersection to a roundabout
  - Access management, paved shoulders and pedestrian crossing
- Project is VDOT administered
  - Current Estimate: \$3,775,000 representing a \$1,817,994 shortfall
  - Advertisement scheduled for August 2021
  - Current expenditures: \$539,498

# Project Location



# Funding Shortfall

## Major Factors Contributing to Funding Shortfall

- Under-estimation of initial quantities for major items (paving, drainage, etc.)
- Unit prices (from 2015 application) not in line with current trends for urban projects
- Tight working conditions due to grade and adjacent structure
- Risk associated with MOT due to active work zones on I-81

## Efforts Taken to Reduce Costs

- Minimized length of tie-ins and connections
- Utilizing existing pavement to the extent possible
- Optimized drainage plan and eliminated non-essential curb and gutter
- Developed MOT concepts to provide additional working space for contractor

# Project Budget Increase

- **Current Estimated cost \$3.8M**
  - Total shortfall of \$1.8M
  - Sufficient unallocated Salem DGP funds are available to cover the shortfall

	Original Application	Current
Total \$	\$2.0M	\$3.8M
SMART SCALE \$	\$2.0 (DGP)	\$3.8M (increase of \$1.8M)
Score	5.84	3.03 (based on original benefits)
Funding Scenario	12/20	13/20 (project would still have been funded)
Expenditures as of 5/3/21		\$539,498

# Recommendation for Action in June 2021

- **Approve Budget Increase Request**
  - **Fund increase from surplus balances (UPC -21767)**

Salem Construction District Grant Funds	Amount Available
Total Available	\$6,982,152
Less Request	\$1,817,994
Total Remaining	\$5,164,158

# SMART SCALE PROPOSED PROJECT CANCELLATION

**ROUTE 29 AND ROUTE 6 R-CUT IMPROVEMENT UPC 115490 –  
LYNCHBURG ROADS DISTRICT**



# Project Information

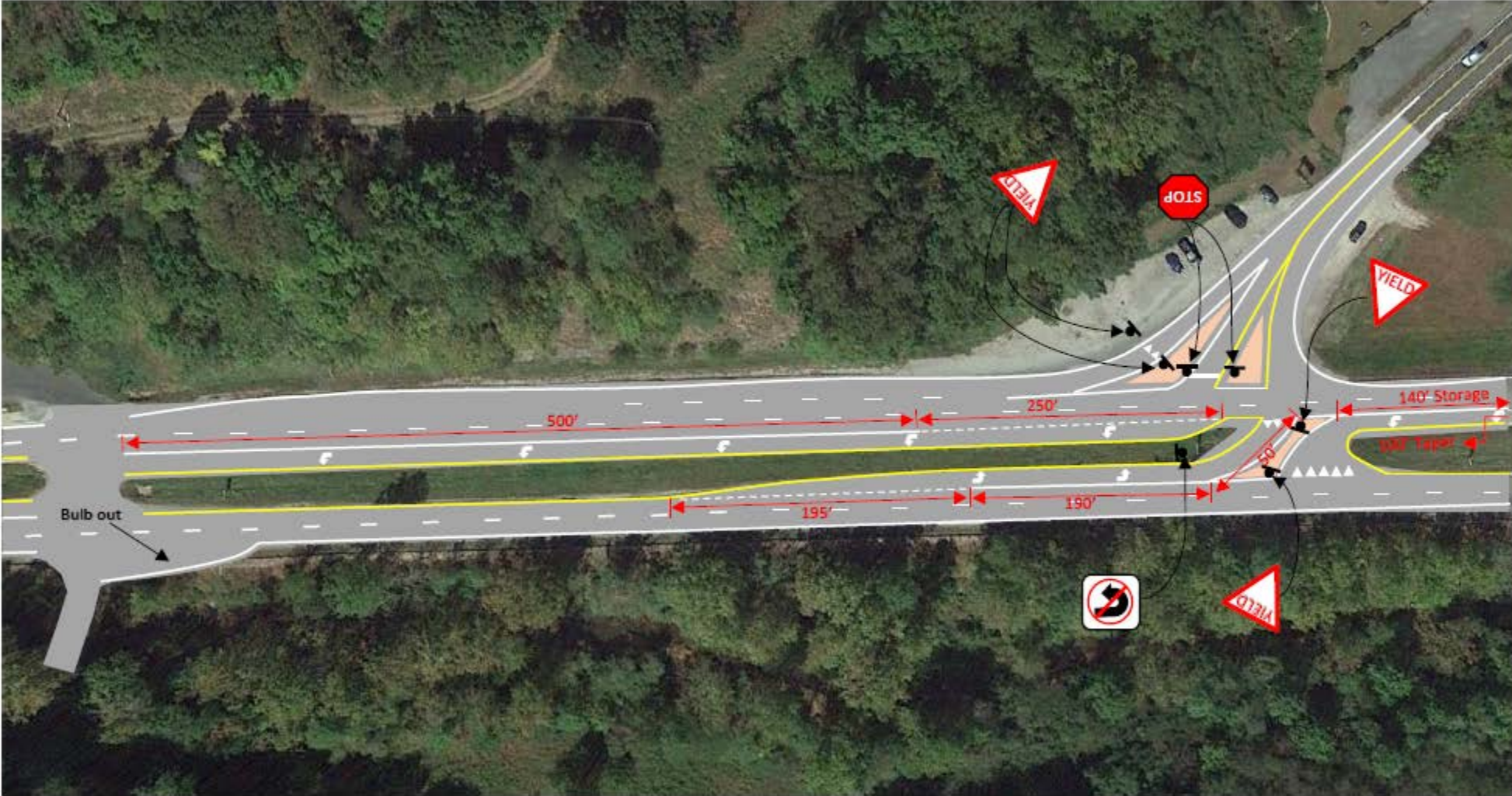
## Route 29 and Route 6 R-Cut Improvement UPC 115490

- Submitted by Nelson County in Round 3 of SMART SCALE
  - Total Original Project Cost: \$2,725,677
  - Total SMART SCALE Request: \$2,725,677
  - Request funded with DGP funds
- Project is VDOT administered
  - Preliminary engineering is underway
  - \$21,550 has been spent to date
- Original Scope Included:
  - Reconstruct the intersection as a Restricted Crossing U-Turn Intersection (R-Cut)

# Project Snapshot

	Original Application
Total \$	\$2.7M
SMART SCALE \$	\$2.7M (DGP)
Score	7.15
Funding Scenario	5/8
Expenditures as of 5/3/2021	\$21,550K
Current Project Estimate	\$2.7M

# Project Location



# Change in Project Design

## What changed after Project Selection?

- In 2018 a safety project (UPC 114026) was executed at this location
  - Installation of traffic actuated flashing beacons
  - Improvement of pavement markings
  - Installation of signage improvements
- These improvements have significantly addressed the safety issues being targeted with the SMART SCALE application
  - Reduced both total crashes and angle crashes by 50%
- Nelson County passed a resolution requesting cancellation of the project in April 2021

# Recommendation for Action

- **Approve proposed project cancellation**
  - Transfer remaining funds to Lynchburg Construction District Grant balance entry (UPC -21764)





COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

# Interstate Operations and Enhancement Program

Ben Mannell, AICP  
May 2021



# § 33.2-372

## Interstate Operations and Enhancement Program

*Goal of program is to improve the safety, reliability, and travel flow along interstate highway corridors*

- Funds may be used to address a need identified in VTrans or an Interstate corridor plan approved by the Board
- Board, with OIPI's assistance, must develop prioritization process
  - Priority given first to operational improvements and TDM strategies that improve reliability and safety of travel
  - Funds cannot be used to supplant existing operational and TDM funding as of July 2019



# Distribution of Funding

- **8.4% distributed to the Northern Virginia Transportation Authority**
- **43.7% distributed to Interstate 81 Corridor Improvement Fund**
- **Remaining funds allocated by the Board**
  - **16.5% must be used on I-95**
  - **11.8% must be used on I-64**
  - **Remaining 19.6% can be used at Board's discretion on any interstate**

# Distribution of IOEP Funding

(in \$ millions)

	Previous	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
NVTA	17.8	12.7	13.2	13.1	13.8	14.5	13.7	98.7
Interstate 81*	119.8	55.7	68.4	68.3	71.6	75.2	71.2	530.2
Interstate 95	47.1	13.2	25.8	25.8	27.0	28.4	26.9	194.2
Interstate 64	32.1	9.9	18.5	18.5	19.4	20.3	19.2	137.9
Other Interstates	53.6	20.3	30.7	30.7	32.1	33.7	32.0	233.0
<b>TOTAL</b>	270.4	111.8	156.6	156.4	163.9	172.1	163.0	1,194.0

\* does not include fuel tax revenue or estimated debt available

# IOEP Funding Available to Allocate to Additional Operations and Capital Projects (in \$ millions)

	Previous	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
Interstate 95	19.7	0.0	12.6	13.2	19.4	28.2	26.9	119.8
Interstate 64	18.1	9.9	18.5	18.5	19.4	20.3	19.3	124.0
Other Interstates	53.6	20.3	30.7	30.7	32.1	33.7	32.0	233.0
<b>TOTAL</b>	91.4	30.2	61.8	62.4	70.9	82.2	78.2	477.0

Reflects remaining balance after previous commitments for operational improvements on I-95 (Jan. 2020) and I-64/664 (Jan. 2021).

# Corridor Improvement Plan Process

- **Develop corridor improvement plans (CIPs) for each corridor with dedicated funding (I-81, I-95 and I-64) for CTB adoption**
  - *Targeted*: identify top problem areas (top 25% locations for congestion, safety, reliability)
  - *Performance driven*: develop operational strategies using return on investment methodology
  - *Right-size solutions*: develop transportation demand management strategies and capital improvements for top problem areas (uses SS-like methodology)
- **Analyze conditions on other Interstate corridors**
  - Use same methodology, and compare needs across all interstate corridors
  - Ensure recommendations meet a VTrans need

# Prioritization Process

- **Operations projects**
  - Prioritize by return on investment
- **TDM and capital projects**
  - Prioritize using a SMART SCALE like process
- **Weights - same as I-81 CIP and apply statewide, *aligns with goals from 33.2-372:***
  - 40% for Person Hours of Delay Reduction
  - 40% for Reduction of Fatal and Severe Injury Crashes
  - 20% for Accessibility to Jobs
- **Adjust initial prioritization based on constructability and risk issues**
- **Escalate project estimates based on anticipated year of construction**

# Funding Scenario

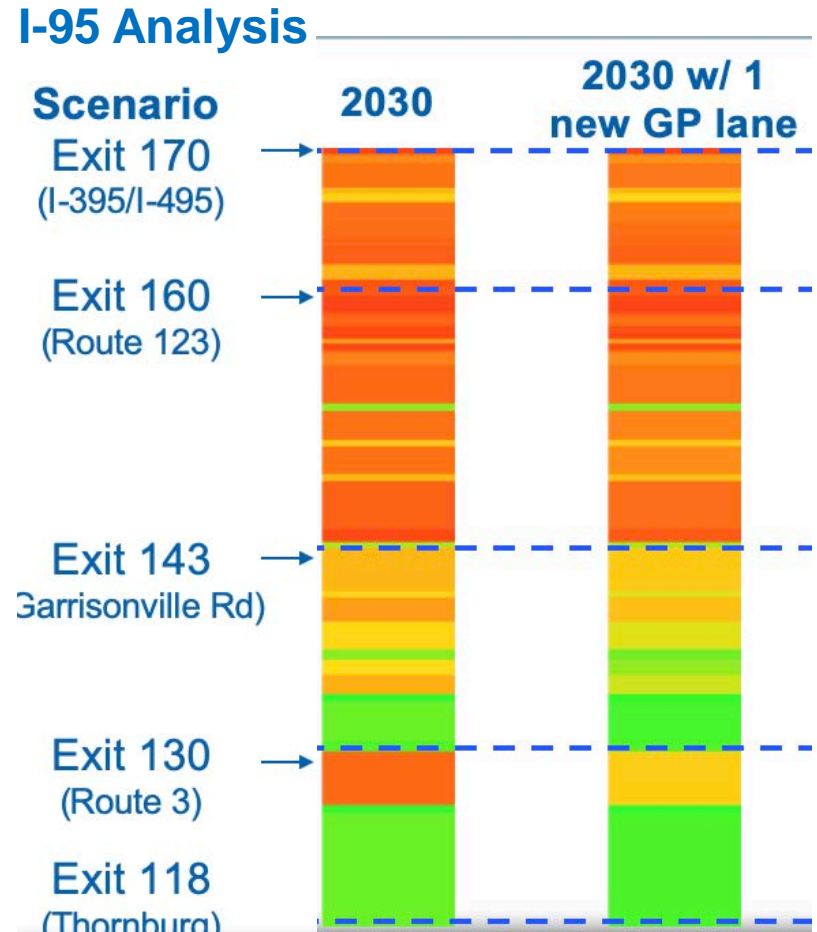
- **Initial Funding Scenario**
  - Step 1 – fund operations improvements and initial O&M costs for all interstates from their respective dedicated funding
  - Step 2 – fund capital projects on I-95 and I-64 independently using dedicated corridor funding until remaining funds are insufficient to fund the next ranked project
  - Step 3 – combine remaining 95 and 64 projects along with other interstate recommendations and fund with remaining dedicated funds and Other Interstate funds until remaining funds are insufficient to fund the next ranked project
- **Final Funding Scenario**
  - CTB may adjust the funding scenario to allocate remaining balances

# Ongoing Operating and Maintenance Costs

- **Operating projects O&M**
  - Fund ongoing operating and maintenance costs through FY2027
  - Allows HMOF revenues to recover
- **Fund initial transit operating costs for three years**
  - Board has the discretion to provide additional operating assistance for three additional years on high performing routes where no other funding is available
- **New operations and transit projects (in subsequent CIPs)**
  - Fund ongoing operating and maintenance costs associated with new operations projects and transit service for three years

# Transportation Demand Management

- When considering the potential expansion of Interstate highways, the Board should evaluate whether the new lanes will provide long-term benefits
- If new general purpose lanes are expected to remain or become congested again within 20 years, the implementation of multimodal options or express lanes should be given priority over general purpose lanes





# Other Considerations

---

- **CIP Update Cycle**
  - Update at least every 4 years to support updates to the IOEP program
- **Federal approvals (such as interchange access requests) must be developed or submitted by VDOT to FHWA**



# **I-95 and I-64/664 Corridor Improvement Plans Status Update**

**May 2021**



# I-95 and I-64/664 Corridor Improvement Plans Status Update



- **Both Plans:**
  - Performance issues identified and validated through public engagement
  - Operations improvements identified, prioritized based on ROI analysis and programmed
  - Targeted transportation demand management and highway capital solutions identified and presented to the public
  - SMART SCALE-like evaluation of TDM and capital improvements is underway

# Reporting

- Existing conditions
- Performance measures
- Development of targeted improvements
- Cost estimating
- SMART SCALE and ROI analysis
- Project prioritization
- Projects recommended for further study
- Next steps





# I-95 Corridor Improvement Plan

- **Study initiated in April 2019**
  - **General Assembly requested study of I-95 from Exit 118 to Exit 170**
  - **Secretary of Transportation and CTB requested expansion to include all 179 miles of I-95**
- **Multimodal corridor**
- **Public involvement**
- **Interim Corridor Improvement Plan adopted in January 2020**



# I-95 Improvement Highlights

- **Further Study Underway**
  - Exit 74C Routes 33/250
  - Exit 76 Belvidere Street
  
- **Project Updates**
  - Variable Speed Limits – Design underway
  - Transforming Rail in Virginia – Agreement signed
  - Transit – Express bus service from Fredericksburg to DC potential changes due to COVID
  - Exit 160 Route 123 Interchange Study

# Improvement Highlights

## Multimodal Improvements



- **Bus Service**
  - **Fredericksburg to Pentagon/Washington DC**
  - **Stafford County to Washington DC**
  - **Central Prince William County to Downtown Alexandria**
- **Park & Ride Lot Enhancements and Expansions**
  - **Exit 158 Horner Road Lot (Route 294 Prince William Parkway)**
  - **Exit 152 (Route 234 Dumfries Road)**
- **New Park & Ride Lots**
  - **Exit 133 (Route 17)**
  - **Exit 89 (Route 802 Lewistown Road)**
  - **Exit 61 (Route 10)**
  - **Exit 58 (Route 620 Walthall)**

# Improvement Highlights

## Southbound I-95 at Exit 160 Interchange Improvements





# Improvement Highlights

## Exit 61 Interchange Improvements and Park & Ride Lot



North Arrow & Scale		Legend	
	Proposed Asphalt		Existing Right of Way
	Concrete		Existing Property Line
	Proposed Stormwater Management BMP		Proposed Right of Way Line
	Proposed Raised Grass Medlan		Proposed Permanent Easement
	Proposed Curb & Gutter or Curb		Proposed Right of Way Acquisition
	Proposed Concrete Barrier		UPC 109322 - Phase 1 Improvements
	Proposed 200 FT Set Back		UPC XXXXX - I-95 NB & SB Auxiliary Lanes Project
	Traffic Signal		
	UPC 102952 - Route 10 (1 to 95)		

# I-64/664 Corridor Improvement Plan



- Study initiated in December 2019
  - Need identified to provide an accounting of needs on both interstates receiving dedicated funds
  - Interstate Operations and Enhancement Program legislation passed in early 2020
- Virtual public engagement
- Operations improvements programmed in January 2021
- SMART SCALE-like scoring underway

**VDOT** I-64/664 Corridor Improvement Plan Performance Measures Potential Solutions Feedback

## I-64/664 Corridor Improvement Plan

### Existing Conditions

#### Welcome!

Thank you for joining us to learn more about the I-64/664 Corridor Improvement Plan existing conditions. This website is intended to introduce you to the study and give you an opportunity to provide input to the study team. Please begin by listening to the 3-minute project introduction video below.

On the top and bottom of this page, there are links to additional pages with information for you to review. The **Performance Measures** page describes the measures used in this study and then shows you where the study team is focusing its attention as they start to develop targeted improvements at the locations of greatest safety and congestion need. The **Potential Solutions** page shows many of the potential improvements that could be implemented in this corridor.

**Most importantly, we are looking for you to provide feedback to the study team using the survey on the Feedback page.** We know that data does not tell the whole story of congestion and safety in the corridor, which is why we are looking for your input. Using the survey, please take time to identify any issues you experience in the corridor and provide us with some of your recommended solutions to fix them. The study team will use this input as they develop potential solutions in the corridor including operations, multimodal, and highway capital improvements.




As we receive comments and questions, we will be developing a list of frequently asked questions with corresponding responses. We will be adding information to this website as the study progresses, so please stay connected with us.

# Improvement Highlights - Multimodal







- **Bus Service in Richmond:**
  - **Broad Street – Short Pump express bus service**
  - **Increase frequency on Route 7**
- **Bus Service in Hampton Roads:**
  - **Newport News Route 106 and 107 enhancements**
  - **Tidewater Community College to Newport News Shipbuilding via HRBT (Route 972)**
- **Park-and-Ride lots**
  - **3 in Richmond**
  - **3 in Hampton Roads**

## Legend

-  Existing Passenger Rail & Station
-  Existing Express/Commuter Bus Coverage
-  Existing Park-and-Ride

### Potential Multimodal Improvements

-  **Route 106 (Lee Hall to Newport News Shipbuilding/Downtown)**  
*Existing express/commuter bus route  
Increase to 30-minute peak frequency*
-  **Route 107 (Patrick Henry Mall to Newport News Shipbuilding/Downtown)**  
*Existing express/commuter bus route  
Increase to 30-minute peak frequency*
-  **Route 972 (Tidewater Community College to Newport News Shipbuilding/Downtown)**  
*Existing express/commuter bus route  
Increase to 2 trips per peak period*
-  **Park-and-Ride (New)**

*\*Rail service enhancements to be funded as part of the Transforming Rail in Virginia program. For more information, please visit the website: <https://transformingrailva.com/>*

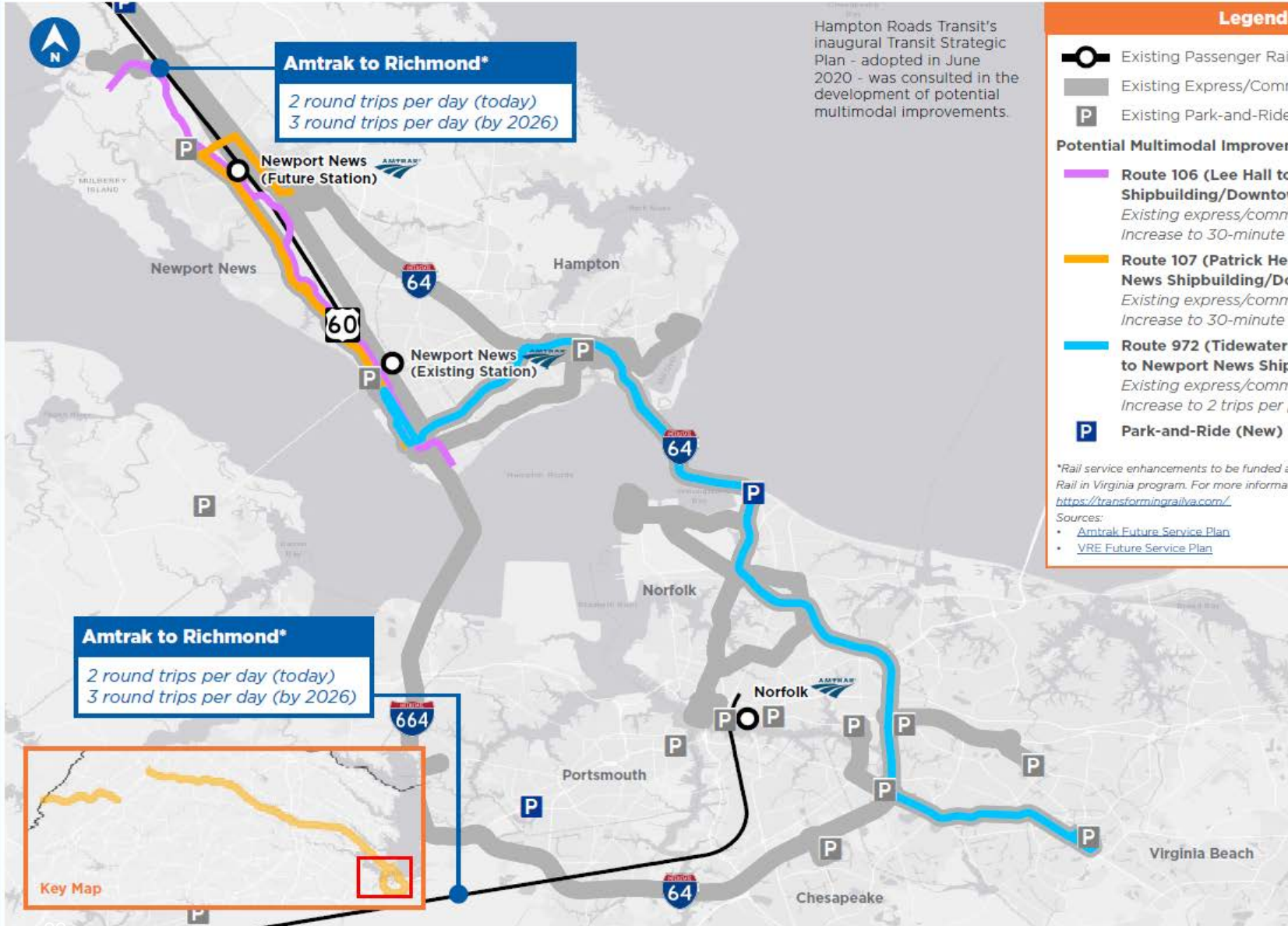
Sources:

- [Amtrak Future Service Plan](#)
- [VRE Future Service Plan](#)



# I-64/664 Corridor Improvement Plan

## Potential Multimodal Improvements – Hampton Roads



Hampton Roads Transit's inaugural Transit Strategic Plan - adopted in June 2020 - was consulted in the development of potential multimodal improvements.

**Amtrak to Richmond\***  
2 round trips per day (today)  
3 round trips per day (by 2026)

**Amtrak to Richmond\***  
2 round trips per day (today)  
3 round trips per day (by 2026)

### Legend

- Existing Passenger Rail & Station
- Existing Express/Commuter Bus Coverage
- Existing Park-and-Ride

### Potential Multimodal Improvements

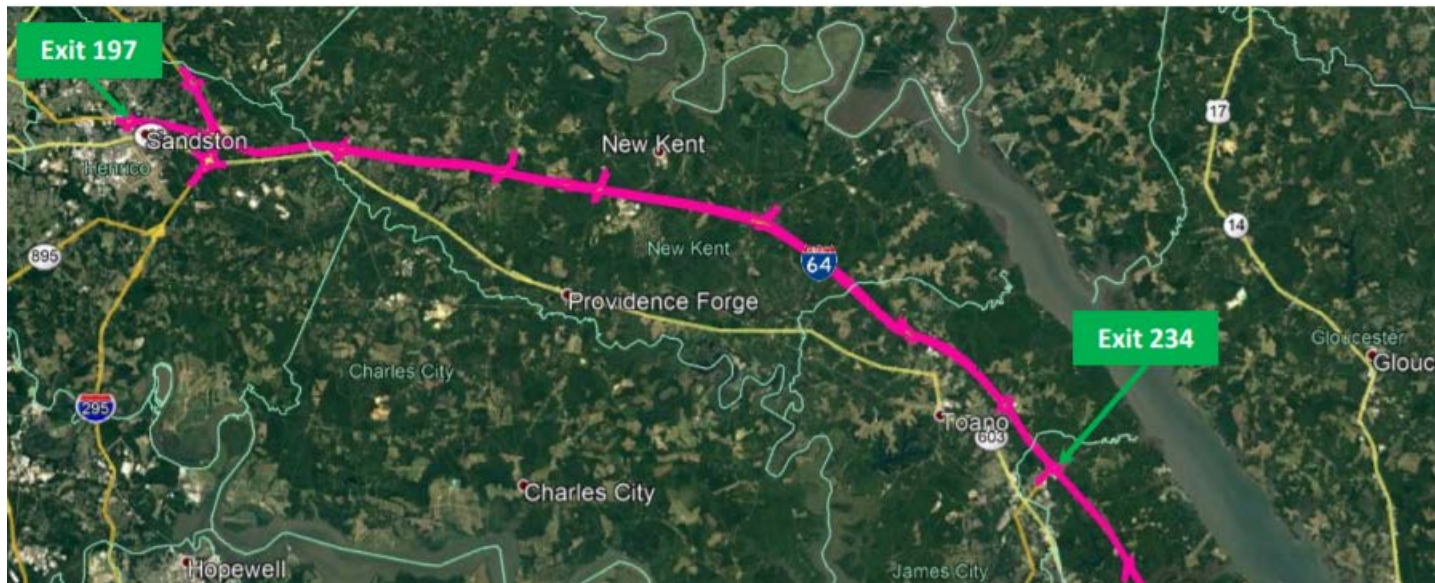
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Existing express/commuter bus route  
Increase to 30-minute peak frequency
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Existing express/commuter bus route  
Increase to 2 trips per peak period
- Park-and-Ride (New)**

\*Rail service enhancements to be funded as part of the Transforming Rail in Virginia program. For more information, please visit the website: <https://transformingrailva.com/>

- Sources:
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  - [VRE Future Service Plan](#)

# Improvement Highlights

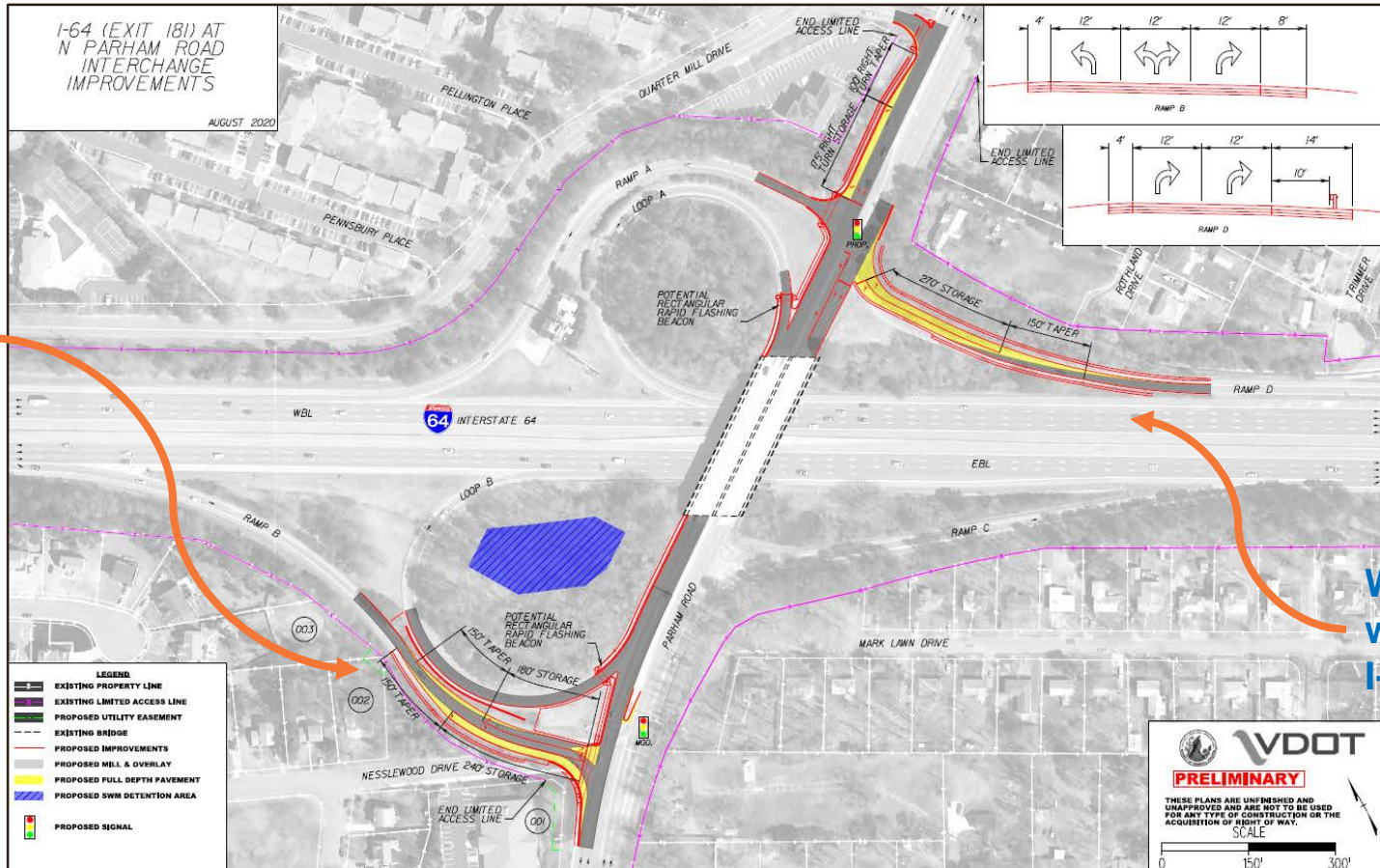
## I-64 Peninsula Widening



**Consideration of one additional lane in each direction between Exit 205 and Exit 234 on the peninsula**

# Improvement Highlights

## Exit 181 Interchange Improvements

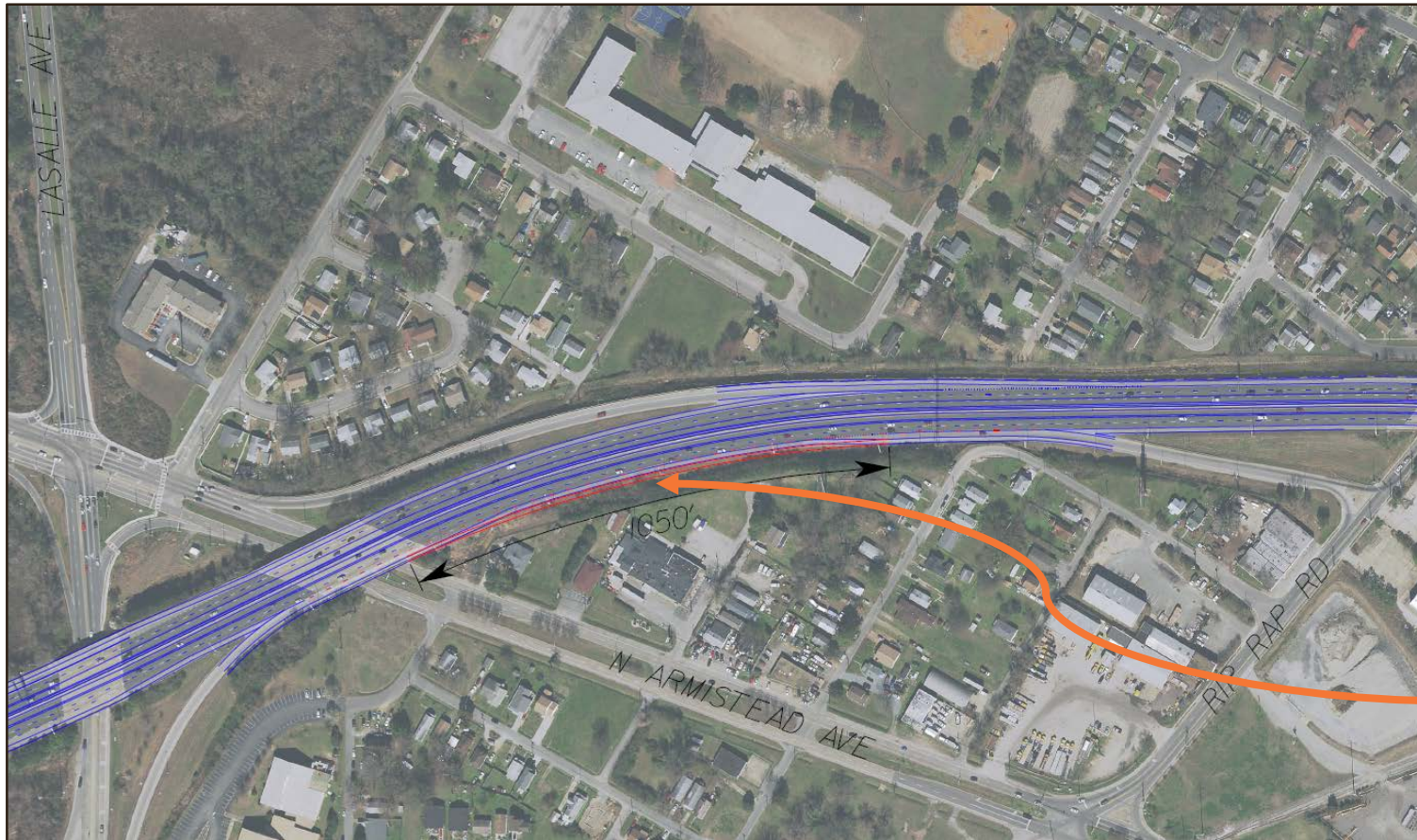


Widen eastbound I-64 ramp

Widen westbound I-64 ramp

# Improvement Highlights

## Exit 265 Eastbound I-64 Auxiliary Lane



**Add 1,050'  
auxiliary  
lane**

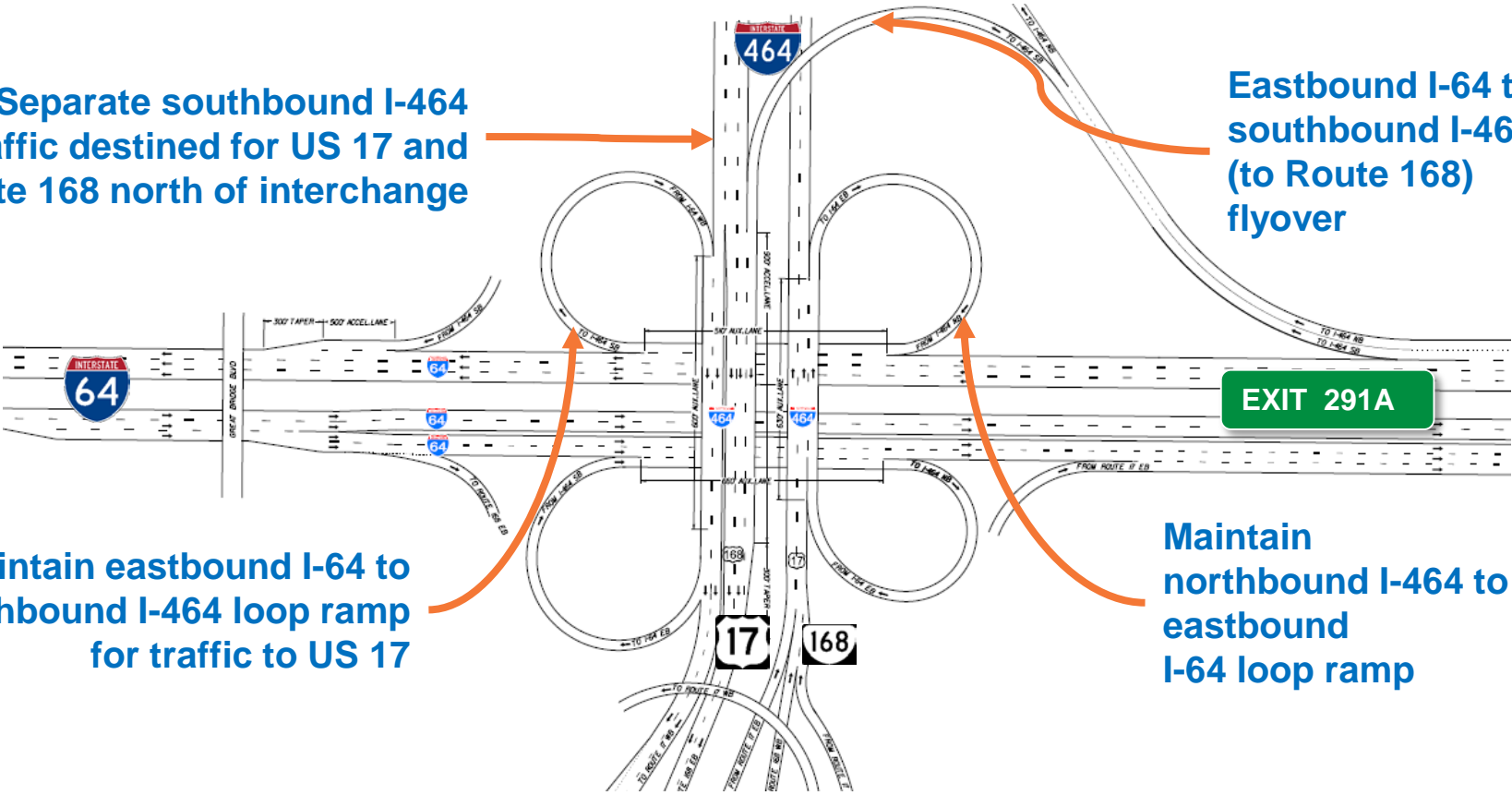
# Improvement Highlights

## Exit 291 Interchange Improvements



Separate southbound I-464 traffic destined for US 17 and Route 168 north of interchange

Eastbound I-64 to southbound I-464 (to Route 168) flyover



Maintain eastbound I-64 to southbound I-464 loop ramp for traffic to US 17

Maintain northbound I-464 to eastbound I-64 loop ramp



# Other Interstate Corridors (I-77, I-85, I-295 and I-66)

- Remaining interstate corridors with significant truck vehicle miles travelled (Class 6 and above) have been evaluated using the same methodology as I-81, I-95 and I-64
- Operational improvements have been identified
- Potential capital improvements have been identified

# Next Steps

---

- **June: Adopt IOEP policy resolution**
- **July: Present results of prioritization effort and staff recommended IOEP funding scenario**
- **August: Adopt final I-95 and I-64/664 CIPs and IOEP funding scenario**

**RESOLUTION  
OF THE  
COMMONWEALTH TRANSPORTATION BOARD**

**June 22, 2021**

**MOTION**

**Made By: Seconded By:**

**Action:**

**Title: Policy for the Interstate Operations and Enhancement Program Required by  
Chapters 1230 and 1275 of the 2020 Session of the General Assembly**

**WHEREAS**, pursuant to Chapters 1230 and 1275 of the 2020 *Virginia Acts of Assembly (the Chapters)*, the General Assembly of Virginia directed the Commonwealth Transportation Board (Board) to establish the Interstate Operations and Enhancement Program (Program) to improve the safety, reliability, and travel flow along interstate highway corridors in the Commonwealth; and

**WHEREAS**, pursuant to §33.2-372 of the *Code of Virginia, as Codified by the Chapters*, the Board shall only include a project or program wholly or partially funded with funds from the Program in the Six-Year Improvement Program (SYIP) if the allocation of funds from those programs and other funding committed to such project or program within the six-year horizon of the SYIP is sufficient to complete the project or program; and

**WHEREAS**, pursuant to §33.2-232, as amended by the Chapters, the Commissioner of Highways (Commissioner) shall provide a report to the Governor, the General Assembly, and the Board prior to November 1 of each even-numbered year containing the status of the Program, including the allocation of revenues for the Program, the current and projected performance of each interstate highway corridor, and the anticipated benefits of funded strategies, capital improvements, and services by the interstate highway; and

**WHEREAS**, §33.2-358, as amended by the Chapters, provides for the allocation of twenty percent of funds available for construction to the Program after the Revenue Sharing take-down; and

**WHEREAS**, §33.2-372, as Codified by the Chapters, permits the Board to use funds in the Program to address identified needs in the Statewide Transportation Plan pursuant to §33.2-353 of the *Code of Virginia* or an interstate corridor plan approved by the Board through operational and transportation demand management strategies and other transportation improvements, strategies, or services; and

**WHEREAS**, §33.2-372, as Codified by the Chapters, requires the Board, with the assistance of Office of Intermodal Planning and Investment, to establish a process to evaluate and prioritize potential strategies and improvements, with priority given first to operational and transportation demand management strategies that improve reliability and safety of travel; and

**WHEREAS**, §33.2-372, as Codified by the Chapters, prohibits the Board from using funds in the Program to supplant existing levels of support as of July 1, 2019, for existing operational and transportation demand management strategies; and

**WHEREAS**, §33.2-372, as Codified by the Chapters, requires the Board to distribute funds to the Interstate 81 Corridor Improvement Fund established pursuant to §33.2-3601 of the *Code of Virginia* an amount equal to the revenues provided to the Program multiplied by the ratio of the vehicle miles traveled on Interstate 81 by vehicles classified as Class 6 or higher by the Federal Highway Administration (FHWA) to the total vehicle miles traveled on all interstate highways in the Commonwealth by vehicles classified as Class 6 or higher; and

**WHEREAS**, §33.2-372, as Codified by the Chapters, requires the Board to distribute to the Northern Virginia Transportation Authority Fund established pursuant to §33.2-2509 of the *Code of Virginia* an amount equal to the revenues provided to the Program multiplied by the ratio of vehicle miles traveled on interstate highways in Planning District 8 by vehicles classified as Class 6 or higher by the FHWA to the total vehicles miles traveled on all interstate highways in the Commonwealth by vehicles classified as Class 6 or higher; and

**WHEREAS**, for any interstate highway with more than 10 percent of total vehicle miles traveled by vehicles classified as Class 6 or higher by the FHWA, §33.2-372, as Codified by the Chapters, requires the Board to ensure that the total long-term expenditure for each interstate highway shall be approximately equal to the proportion of the total revenue deposited in the Fund attributable to each interstate highway based on such interstate highway's proportional share of interstate vehicle-miles traveled by vehicles classified as Class 6 or higher; and

**WHEREAS**, the funds available in the Program that exceed the required distributions to the Interstate 81 Corridor Improvement Fund, the Northern Virginia Transportation Authority Fund, and any interstate highway with more than 10 percent of total vehicle miles traveled by vehicles classified as Class 6 or higher by the FHWA shall be allocated at the discretion of the Board to any interstate in the Commonwealth;

**NOW, THEREFORE, BE IT RESOLVED**, the Board approves the Policy for the Interstate Operations and Enhancement Program, attached hereto as Attachment A, as required by Chapters 1230 and 1275 of the 2020 *Virginia Acts of Assembly* and developed with assistance of the Office of Intermodal Planning and Investment, the Virginia Department of Transportation, and the Virginia Department of Rail and Public Transportation.

**BE IT FURTHER RESOLVED**, operating and maintenance costs for the initial operational improvements identified for the Interstate Operations and Enhancement Program to be approved for fiscal years 2022-2027 will be covered through fiscal year 2027, at which point the Highway Maintenance and Operations Program will assume those costs.

**BE IT FURTHER RESOLVED**, transit service operating costs will be covered for a period of three years, with the Board having the discretion at the end of the three year period to provide operating assistance for three additional years on high performing routes where the anticipated funding for this service is unavailable to enable the service to continue.

**BE IT FURTHER RESOLVED**, operating and maintenance costs for new operations improvements and transit operating costs for new transit capital projects will be covered for a period of three years in subsequent interstate corridor improvement plans.

**BE IT FURTHER RESOLVED**, when considering the expansion of interstate highways, the Board shall evaluate whether the new lanes will provide long term benefits and if new general purpose lanes are

expected to remain or become congested within 20 years, the implementation of multimodal options or express lanes should be given priority over new general purpose lanes.

**BE IT FURTHER RESOLVED**, the Board hereby authorizes the Secretary of Transportation to make such modifications to the Interstate Operations and Enhancement Program policy as provided in Attachment A as deemed appropriate, provided any such modifications shall not conflict with the Chapters or this resolution, and take all actions necessary to finalize and implement the Program.

###

DRAFT

## CTB Decision Brief

### Adoption the Policy for the Interstate Operations and Enhancement Program

**Issue:** In accordance with Chapters 1230 and 1275 of the 2020 *Virginia Acts of Assembly*, the General Assembly of Virginia directed the Commonwealth Transportation Board (CTB), to establish the Interstate Operations and Enhancement Program (Program) to improve the safety, reliability, and travel flow along interstate highway corridors in the Commonwealth.

Interstate corridor improvement plans have been developed for those interstate corridors with more than 10 percent of their vehicle miles traveled comprised of FHWA class 6 vehicles and above. These corridors (I-81, I-95 and I-64/664) receive dedicated funding from the Interstate Operations and Enhancement Program. The remaining interstate corridors have been analyzed using the same performance measures and methodology for developing targeted solutions. The Policy identifies a consistent methodology to be used in the development of these corridor improvement plans going forward that is in compliance with Code of Virginia §33.2-372.

**Facts:** OIPI, VDOT, DMV, Department of State Police, DRPT, and the Virginia Port Authority (study team) analyzed the interstate corridors in the Commonwealth that were eligible for funding as part of the Program.

**Recommendations:** The study team recommends approval of the Interstate Operations and Enhancement Program attached hereto as Attachment A.

**Action Required by the CTB:** The CTB will be presented with a resolution for a formal vote to approve the Interstate Operations and Enhancement Program.

**Result, if Approved:** If approved, the Policy will be used to develop a recommended improvements package for the Interstate Operations and Enhancement Program to be included in the VDOT Fiscal Year 2022 to Fiscal Year 2027 Six-Year Improvement Program.

**Options:** Approve, Deny, or Defer

**Public Comments/Reactions:** None

## Attachment A

### Interstate Operations and Enhancement Program

#### Program Overview

In Chapters 1230 and 1275 of the 2020 *Virginia Acts of Assembly*, the General Assembly of Virginia directed the Commonwealth Transportation Board (Board) to establish the Interstate Operations and Enhancement Program (Program) to improve the safety, reliability, and travel flow along interstate highway corridors in the Commonwealth.

#### Funding Allocation

Chapters 1230 and 1275 provide for the allocation of twenty percent of funds available for construction after Revenue Sharing take-down to the Program.

The Board will use funds in the Program to address identified needs in the Statewide Transportation Plan pursuant to § 33.2-353 of the *Code of Virginia* or an interstate corridor plan approved by the Board through:

1. Operational and transportation demand management (TDM) strategies and
2. Other transportation improvements, strategies, or services.

The Board may not use funds in the Program to supplant existing levels of support as of July 1, 2019, for existing operational and transportation demand management strategies.

The funds available in the Program that exceed the required distributions to the Interstate 81 Corridor Improvement Fund, the Northern Virginia Transportation Authority Fund, and interstate highways with more than 10 percent of total vehicle miles traveled by vehicles classified as Class 6 or higher by the FHWA, shall be allocated at the discretion of the Board to any interstate in the Commonwealth.

#### Planning and Prioritization Process

A corridor improvement plan will be developed for each interstate with more than 10 percent of total vehicle miles traveled by vehicles classified as Class 6 or higher by the FHWA, as they receive dedicated funding (I-81, I-95, and I-64). The remaining interstate corridors will be analyzed for operational upgrades and to determine where there are roadway capital improvement needs that either meet a VTrans need, or rise to the level of need on those interstate corridors receiving dedicated funding.

At a minimum, the corridor improvement plans will include the identification of top 25 percent problem areas for congestion, safety, and reliability and the identification and development of operational strategies, transportation demand management strategies, and roadway capital improvements. The operational strategies will be evaluated using a return on investment (ROI) methodology. The transportation demand management strategies and roadway capital improvements will be evaluated using a SMART SCALE-like methodology.

The Board, with assistance from OIPI, is required to establish a process to evaluate and prioritize potential strategies and improvements, with first priority given to operational strategies, followed by transportation demand management strategies, and then roadway capital improvements, all of which improve reliability and safety of travel.

Operations projects tied to top 25% performance measure locations will be prioritized using ROI and regional input and are funded first. The SMARTSCALE-like evaluation of TDM strategies and roadway

capital improvement projects will follow the methodology that what was used for the Interstate 81 Corridor Improvement Plan. The following weights will be used for scoring:

- 40% for Person Hours of Delay Reduction
- 40% for Reduction of Fatal and Severe Injury Crashes
- 20% for Accessibility to Jobs

These measures are the same as those used in SMART SCALE, and represent those measures that correlate with the Interstate Operations and Enhancement Program goal defined in §33.2-372 of improving the safety, reliability and travel flow along interstate corridors. This scoring methodology will result in lists of projects, by interstate (for those interstates with dedicated funding) and for all interstates combined, that are prioritized based on their benefits and costs. Available funding will be allocated to the projects based on the prioritization ranking, and scheduled according to constructability, risk, and the Board’s discretion.

**Example Funding Scenario**

An example funding scenario for the Program in Fiscal Year (FY) 2022 to FY 2027 is provided below.

1. Fund I-81 Corridor Improvement Fund and NVTA Fund at prescribed levels (gray rows in **Table 1**)
2. Fund operational improvements on I-95, I-64, I-664, I-66, I-77, I-85, and I-295 (orange row in **Table 1**) out of their respective funding categories.
3. Fund TDM and roadway capital improvements on I-95 and I-64 using dedicated funding (blue and green rows in **Table 1**). Fund according to priority until a recommendation is reached that cannot be fully funded. At that point, stop and set aside the remaining balance on each corridor.
4. Fund TDM and roadway capital improvements along all interstates using remaining funds (yellow row in **Table 1**). Fund according to priority until a recommendation is reached that cannot be fully funded. At that point, stop and set aside the remaining balance.
5. Remaining balances from steps 3 and 4 above will be for use in accounting for inflation (based on year of expenditure) and funding additional priorities identified in the interstate corridor improvement plans at the Board’s discretion.

**Table 1. Example Funding Scenario**

	Available	Allocated	Remaining
<b>Total Available Funding</b>	<b>\$1,303,874,567</b>		
<i>I-81 Corridor Improvement Fund (43.7%)</i>	<b>\$640,069,147</b>		
<i>NVTA Fund (8.4%)</i>	\$98,700,000		
<b>Total Interstate Operations and Enhancement Program Fund</b>	<b>\$565,094,658</b>		
<b>Operational Improvements (All interstates)</b>	<b>\$XXX</b>		
<b>Interstate 95 Fund</b>	\$119,800,000	\$XXX	\$XXX
<b>Interstate 64 Fund</b>	\$124,000,000	\$XXX	\$XXX
<b>All Interstate Improvements Fund</b>	\$233,000,000	\$XXX	\$XXX
<b>Total</b>	<b>\$477,000,000</b>	<b>\$XXX</b>	<b>\$XXX</b>



# Virginia Passenger Rail Authority Recommended Budget FY2022 - Update

Steve Pittard  
Chief Financial Officer

May 18, 2021



# VPRA - Budget Timeline



- December 9<sup>th</sup> - Commonwealth Transportation Board (CTB) presentation of the proposed format of the VPRA budget to elicit feedback
- February 1<sup>st</sup> - VPRA recommended budget to the CTB
- February 17<sup>th</sup> – CTB briefing on the budget
- May 14<sup>th</sup> – VPRA Finance Committee approval of Budget Amendments
- May 19<sup>th</sup> – request CTB approval of the capital budget as amended
- May 24<sup>th</sup> – VPRA Board adopts final budget

# VPRA – Recommended Budget Amendment

- Recommending adding \$14.0M to the Capital Grants budget to increase total for FY21-FY27 from \$401.5M to \$415.5M
  - Americans with Disabilities Act (ADA) needs at acquired stations of \$7.5M
  - Required Capital Maintenance Reserve in final Amtrak agreement of \$5.0M
  - Added \$1.5M for State of Good Repair (SOGR) needs in FY27
- In the Capital Grants section of the budget, the ADA and SOGR additions will be added to the *Amtrak Station State of Good Repair* line item and a new line item will be added for the Reserve

# VPRA - Budget Line Item Amendment Detail

- Significant increase over original submission
- Continued refinement of this line item in coming months for FY23 budget process

(\$ in millions)	FY 21	FY22	FY23	FY 24	FY25	FY26	FY27	Total
Amtrak Station State of Good Repair – Feb. 1	\$ -	\$1.3	\$1.4	\$1.4	\$1.5	\$1.5	\$ -	\$7.1
Add: Station ADA / State of Good Repair Needs	-	2.0	2.0	2.0	1.5	-	1.5	9.0
<b>Amended Total</b>	<b>\$ -</b>	<b>\$3.3</b>	<b>\$3.4</b>	<b>\$3.4</b>	<b>\$3.0</b>	<b>\$1.5</b>	<b>\$1.5</b>	<b>\$16.1</b>

# VPRA – Amended Capital Grants Budget

(\$ in millions)	FY 21	FY22	FY23	FY 24	FY25	FY26	FY27	Total
Capital Grants – Feb. 1	\$31.5	\$78.4	\$94.3	\$74.6	\$60.0	\$43.2	\$19.5	\$401.5
Add: Station ADA / State of Good Repair Needs	-	2.0	2.0	2.0	1.5	-	1.5	9.0
Add: Capital Maintenance Reserve	5.0	-	-	-	-	-	-	5.0
<b>Amended Total</b>	<b>\$36.5</b>	<b>\$80.4</b>	<b>\$96.3</b>	<b>\$76.6</b>	<b>\$61.5</b>	<b>\$43.2</b>	<b>\$21.0</b>	<b>\$415.5</b>

# VPRA – Code Language for 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 – Recommended Budget Update

Questions?



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

# SMART SCALE Round 4 Consensus Scenario

Brooke Jackson, P.E.  
May 18, 2021





# Round 4 Staff Recommended Scenario

District	DGP (millions)	HPP (millions)	STEP 1 - DGP			STEP 2 - HPP		STEP 3 - HPP		Total Allocated	
			Projects	Allocated (millions)	Remaining (millions)	Projects	Allocated (millions)	Projects	Allocated (millions)	Projects	Allocated (millions)
Bristol	\$ 72.87		15	\$ 59.78	\$ 13.10	1	\$ 16.82	0	\$ -	16	\$ 76.59
Culpeper	\$ 114.26		12	\$ 108.83	\$ 5.43	6	\$ 43.76	1	\$ 7.55	19	\$ 160.14
Fredericksburg	\$ 69.73		8	\$ 69.36	\$ 0.38	3	\$ 30.37	1	\$ 9.76	12	\$ 109.49
Hampton Roads	\$ 120.06		15	\$ 74.97	\$ 45.09	2	\$ 1.23	2	\$ 49.71	19	\$ 125.90
Lynchburg	\$ 113.54		8	\$ 103.41	\$ 10.12	1	\$ 38.66	0	\$ -	9	\$ 142.07
Northern Virginia	\$ 111.05		8	\$ 106.95	\$ 4.10	0	\$ -	3	\$ 113.92	11	\$ 220.87
Richmond	\$ 121.98		15	\$ 114.99	\$ 6.99	3	\$ 45.60	1	\$ 17.17	19	\$ 177.76
Salem	\$ 105.43		23	\$ 104.43	\$ 1.00	6	\$ 38.33	0	\$ -	29	\$ 142.76
Staunton	\$ 54.73		13	\$ 53.72	\$ 1.01	8	\$ 27.09	0	\$ -	21	\$ 80.81
Multi-District	\$ -		0	\$ -	\$ -	0	\$ -	1	\$ 50.00	1	\$ 50.00
<b>Total</b>	<b>\$ 883.66</b>	<b>\$ 490.69</b>	<b>117</b>	<b>\$ 796.44</b>		<b>30</b>	<b>\$ 241.85</b>	<b>9</b>	<b>\$ 248.11</b>	<b>156</b>	<b>\$1,286.40</b>
				<b>DGP Remaining \$87.23 M</b>		<b>HPP Remaining \$248.84 M</b>		<b>HPP Remaining \$0.73 M</b>			

# Updated Revenue Projections

District	Reduction (millions)
Bristol	-\$1.5
Culpeper	-\$1.4
Fredericksburg	-\$1.6
Hampton Roads	-\$4.5
Lynchburg	-\$1.6
Northern Virginia	-\$4.7
Richmond	-\$3.3
Salem	-\$2.1
Staunton	-\$1.7
<b>DGP Total</b>	<b>-\$22.3</b>
<b>HPP Total</b>	<b>-\$18.3</b>
<b>Total Reduction</b>	<b>-\$40.6</b>

# Proposed Modifications - Bristol

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- **Fund with DGP and Deallocated Funds from a cancelled Round 3 project**
  - Widen US Route 11 Western Section in the City of Bristol (\$13.6M)

# Proposed Modifications - Culpeper

- **Fund with DGP and Telefee Funding**
  - South Boston Road (600) at Lake Monticello Road (618) in Fluvanna County to a reduced amount (\$0.8M) due to continued development of legacy project since application completion
- **Fund with DGP**
  - Route 29/Broad Run Church Road Intersection Improvements in Fauquier County (\$3.2M)

# Proposed Modifications - Fredericksburg

- **Unfund**
  - Stafford County is funding Route 1 and Layhill Road Improvements in Stafford County (\$4.1M)
  - US Rte 1 STARS-Rte 3 off-ramp/Spotsylvania Ave improvements in the City of Fredericksburg (\$9.5M)
- **Fund with DGP and Deallocated Funds from previous projects**
  - SMART SCALE: Route 360/624 in Richmond County (\$3.1M)
  - Shelton Shop Road Improvements in Stafford County to a reduced amount (\$14.3M)

# Proposed Modifications – Hampton Roads

- **Fund with DGP**
  - Oyster Point Rd Improvements: Jefferson Ave to Operations Dr in Newport News City (\$15.98M)
  - Godwin Boulevard Improvements in the City of Suffolk (\$8.6M)
  - Airport Rd., Mooretown Rd. and Richmond Rd. Improvements in James City County (\$12.6M)
  - Southampton High School US 58 Crossover in Southampton County (\$3.6M)
  - Route 179-Market Street Road Diet in Accomack County (\$1.7M)

# Proposed Modifications – Lynchburg

- **Fund to a Reduced Amount**
  - Candler's Mountain Road Interchange Improvements (\$29.1M) in the City of Lynchburg in order to accelerate start date to be in sync with SGR bridge replacement
- **Fund with DGP and Deallocated Funds from cancelled Round 3 project (proposed)**
  - Continuous Green-T Layout - Griffin Boulevard in the Town of Farmville (\$7.8M)
  - Route 29 & Oak Ridge Road in Nelson County (\$5.6M)

# Proposed Modifications – Northern Virginia

- **Unfund**
  - Upper King Street Multimodal Reconstruction (\$36.8M) due to cancellation by the City of Alexandria
- **Fund to a Reduced Amount with DGP and Deallocated Funds from cancelled Round 2 projects**
  - Braddock Road Multimodal Improvements Phase 1 in Fairfax County (\$54.3M)
  - SMART SCALE request reduced from \$60.2M to \$54.3M due to Fairfax County funding the remaining \$6M shortfall



# Proposed Modifications – Richmond

- **Unfund**

- A Gillies Creek Greenway in the City of Richmond (\$3.8M)
- F Clay Street Streetscape Improvements in the City of Richmond (\$8.3M)
- Alverser at Old Buckingham Roundabout in Chesterfield County (\$7.9M)
- B James River Branch - Rail to Trail Greenway in the City of Richmond (\$14.3M)

# Proposed Modifications – Richmond (continued)

- **Fund with DGP and Deallocated Funds from cancelled Rounds 1 & 2 projects**
  - Powhite SB at Chippenham Capacity and Safety Improvements submitted by the Richmond TPO (\$9.4M); *requires letter of support from the City of Richmond and Chesterfield County*
  - Ashland to Petersburg Trail US 1 Walmsley to Bellemeade submitted by the Richmond TPO (\$16.2M); *requires letter of support from the City of Richmond*
  - Ashland to Petersburg Trail - Chickahominy River Crossing submitted by the Richmond TPO (\$5.0M); *requires letter of support from Hanover County and Henrico County*
  - A-to-P Trail: Rt. 1 (Falling Creek Ave. - Food Lion) in Chesterfield County (\$12.5M)
- **Hanover, Henrico, Chesterfield and the City of Richmond have committed another \$14M in local funds to support the Fall Line Trail (formally ATP).**

# Proposed Modifications – Salem

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- No changes proposed

# Proposed Modifications – Staunton

- **Unfund**
  - Broad Street Streetscape (\$7.2M) in the City of Waynesboro
- **Fund with DGP**
  - Route 42 - Ox Road Intersection Improvement in the Town of Woodstock (\$4.4M)
  - Route 7 STARS Access Management Projects in Frederick County (\$1.0M); *letter of support from Frederick County received*
- **Fund via I-81 Improvement Program**
  - Exit 317 NB Ramp Realignment to Redbud Rd Location in Frederick County (\$6.9M)
  - VDOT will begin a study using I-81 pre-scoping funding to determine how and when to address the issues at Exit 317 as part of the I-81 widening from Exit 313 to 317 project funded

# Round 4 Consensus Scenario

District	Staff Recommended		Consensus Scenario			
	Projects	Allocated (millions)	Projects	Change	Allocated (millions)	Change (millions)
Bristol	16	\$ 76.59	17	+1	\$ 90.21	\$ 13.62
Culpeper	19	\$ 160.14	21	+2	\$ 164.21	\$ 4.07
Fredericksburg	12	\$ 109.49	12	-	\$ 113.31	\$ 3.82
Hampton Roads	19	\$ 125.90	24	+5	\$ 168.39	\$ 42.49
Lynchburg	9	\$ 142.07	11	+2	\$ 154.46	\$ 12.39
Northern Virginia	11	\$ 220.87	11	-	\$ 238.38	\$ 17.51
Richmond	19	\$ 177.76	19	-	\$ 186.66	\$ 8.90
Salem	29	\$ 142.76	29	-	\$ 142.76	\$ -
Staunton	21	\$ 80.81	22	+1	\$ 79.07	\$ -1.74
Multi-District	1	\$ 50.00	1	-	\$ 50.00	\$ -
<b>Total</b>	<b>156</b>	<b>\$ 1,286.40</b>	<b>167</b>		<b>\$ 1,387.46</b>	<b>\$ 101.07</b>

# Preliminary Round 4 Feedback

- **Environmental Measures**
  - **E.1 (Air Quality)**
    - Explore carbon emissions
  - **E.2 (Impact to Natural and Cultural Resources)**
    - Redefine no environmental impact
- **Cost Estimates**
  - Improve transparency
  - Improve consistency
- **Timeline Adjustments**

# Next Steps

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- CTB action to approve the Consensus Scenario in May
- CTB approval of the Final FY2022-2027 SYIP in June
- Summer/Fall CTB Presentation Round 4 Lessons Learned with Proposed Methodology changes Round 5



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Thank you







VIRGINIA FREEDOM OF INFORMATION ADVISORY COUNCIL  
COMMONWEALTH OF VIRGINIA

**ELECTRONIC MEETINGS  
PUBLIC COMMENT FORM**

**WE NEED YOUR HELP--Please give us your feedback regarding how meetings using electronic communications technology compare to traditional meetings where everyone is present in the same room at the same time.**

1. Name of the public body holding the meeting: \_\_\_\_\_

2. Date of the meeting: \_\_\_\_\_

3. What are your overall thoughts or comments about this meeting? \_\_\_\_\_

\_\_\_\_\_

4. Where did you attend this meeting -- main meeting location OR from a remote location? (circle one)

5. Technology used for the meeting (audio only or audio/visual, devices and/or software used--please be as specific as possible--for example, speakerphone, iPad, Skype, WebEx, Telepresence, etc.):

\_\_\_\_\_

6. Were you able to hear everyone who spoke at the meeting (members of the body and members of the public)?

Poor                                  Excellent  
1    2    3    4    5

COMMENT \_\_\_\_\_

7. How easy was it for you to obtain agenda materials for this meeting?

Easy                                  Difficult  
1    2    3    4    5

COMMENT \_\_\_\_\_

8. Could you hear/understand what the speakers said or did static, interruption, or any other technological problems interfere?

Easy                                  Difficult  
1    2    3    4    5

COMMENT \_\_\_\_\_

9. If the meeting used audio/visual technology, were you able to see all of the people who spoke?

Poorly                                  Clearly  
1    2    3    4    5

COMMENT \_\_\_\_\_

**10. If there were any presentations (PowerPoint, etc.), were you able to hear and see them?**

Poorly  
1      2      3      4      5  
Clearly

COMMENT \_\_\_\_\_

**11. Were the members as attentive and did they participate as much as you would have expected?**

Less  
1      2      3      4      5  
More

COMMENT \_\_\_\_\_

**12. Were there differences you noticed in how the members interacted?**

**With the other members present:**

Very Different  
1      2      3      4      5  
No Difference

**With members participating from other locations:**

Very Different  
1      2      3      4      5  
No Difference

**With the public:**

Very Different  
1      2      3      4      5  
No Difference

COMMENT \_\_\_\_\_

**13. Did you feel the technology was a help or a hindrance?**

Hindered  
1      2      3      4      5  
Helped

COMMENT \_\_\_\_\_

**14. How would you rate the overall quality of this meeting?**

Poor  
1      2      3      4      5  
Excellent

COMMENT \_\_\_\_\_

**THANK YOU. Please send your completed form by mail, facsimile or electronic mail to the FOIA Council using the following contact information:**

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