COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
September 14, 2021
10:00 a.m.

*Meeting will be conducted using Electronic Communication means

Attendees will be required to wear a mask unless Proof of COVID vaccination is provided.

1. Sustainability for Virginia
   Rob Cary, Virginia Department of Transportation
   Declan McManus, Principal KPMG and VDOT Lead
   Josh Hesterman, Director, KPMG and ESG Campaign Lead

2. Maintenance and Operations Comprehensive Review
   Kevin Gregg, Virginia Department of Transportation
   Stephen Brich, Virginia Department of Transportation

3. Policy for the Development of VTrans Long-term Risk & Opportunity Register
   Jitender Ramchandani, Office Intermodal Planning and Investment

4. Project Pipeline
   Chad Tucker, Office Intermodal Planning and Investment

5. WMATA Annual Reporting Requirements
   Jennifer DeBruhl, Virginia Department of Rail and Public Transportation

* This meeting will be conducted using electronic communications in accord with Section 2.2-3708.2(D) of the Code of Virginia, with the primary location being at the address listed on the agenda. Public access will not be provided at remote locations; however, members of the public may attend the meeting at the location on the agenda or may witness the meeting live stream by clicking the "View video" button at the following link: http://www.ctb.virginia.gov/public_meetings/live_stream/default.asp.
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.

6. Rail Industrial Access: Recycling Management
   Jeremy Latimer, Virginia Department of Rail and Public Transportation

7. Rail Industrial Access: North Branch Resources
   Jeremy Latimer, Virginia Department of Rail and Public Transportation

8. Recreational Access Program, Albemarle County, Biscuit Run Park
   Russell Dudley, Virginia Department of Transportation

9. Interstate Operations and Enhancement Program
   Ben Mannell, Virginia Department of Transportation

10. Transportation Revenues and Opportunities
    Nick Donohue, Deputy Secretary of Transportation

11. Director's Items
    Jennifer Mitchell, Virginia Department of Rail and Public Transportation

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

13. Secretary's Items
    Shannon Valentine, Secretary of Transportation

# # #

KPMG

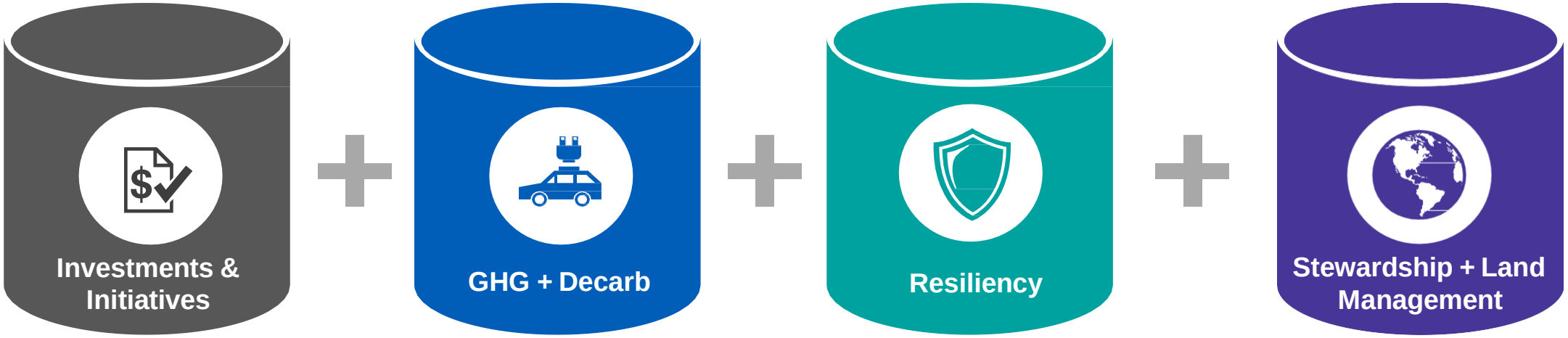
Designing Transportation Sustainability for Virginia

September 14, 2021

To achieve our common sustainability goals, we have developed the following mission for Transportation

"To deliver an effective multi-modal transportation network that addresses the mobility needs of all Virginians in an environmentally responsible manner that supports the goals of the Commonwealth Clean Energy Policy."

Standing up an Office of Transportation Sustainability with four focus areas will allow us to continually emphasize the mission and make progress



Investments & initiatives that are Sustainability-related, along with ability to measure their impacts

Identify opportunities & associated initiatives to 'bend the curve' of Transportation-related emissions

Integrate climate change impacts into infrastructure design, enabling a proactive stance in asset planning

Maximize the beneficial outcomes and outputs of our existing assets

Several principles will underpin the design of the Office of Transportation Sustainability

Key Principles

Institutionalized

Provides a strong foundation preventing material movement or change on the core tenets of Transportation Sustainability

Action-oriented

Allows for quick scoping, development, and delivery of initiatives related to Transportation Sustainability

Accountable

Provides both formal and informal means of ensuring delivery of Transportation Sustainability initiatives

Visible

Provides visibility & reach regarding the most critical areas of Transportation Sustainability

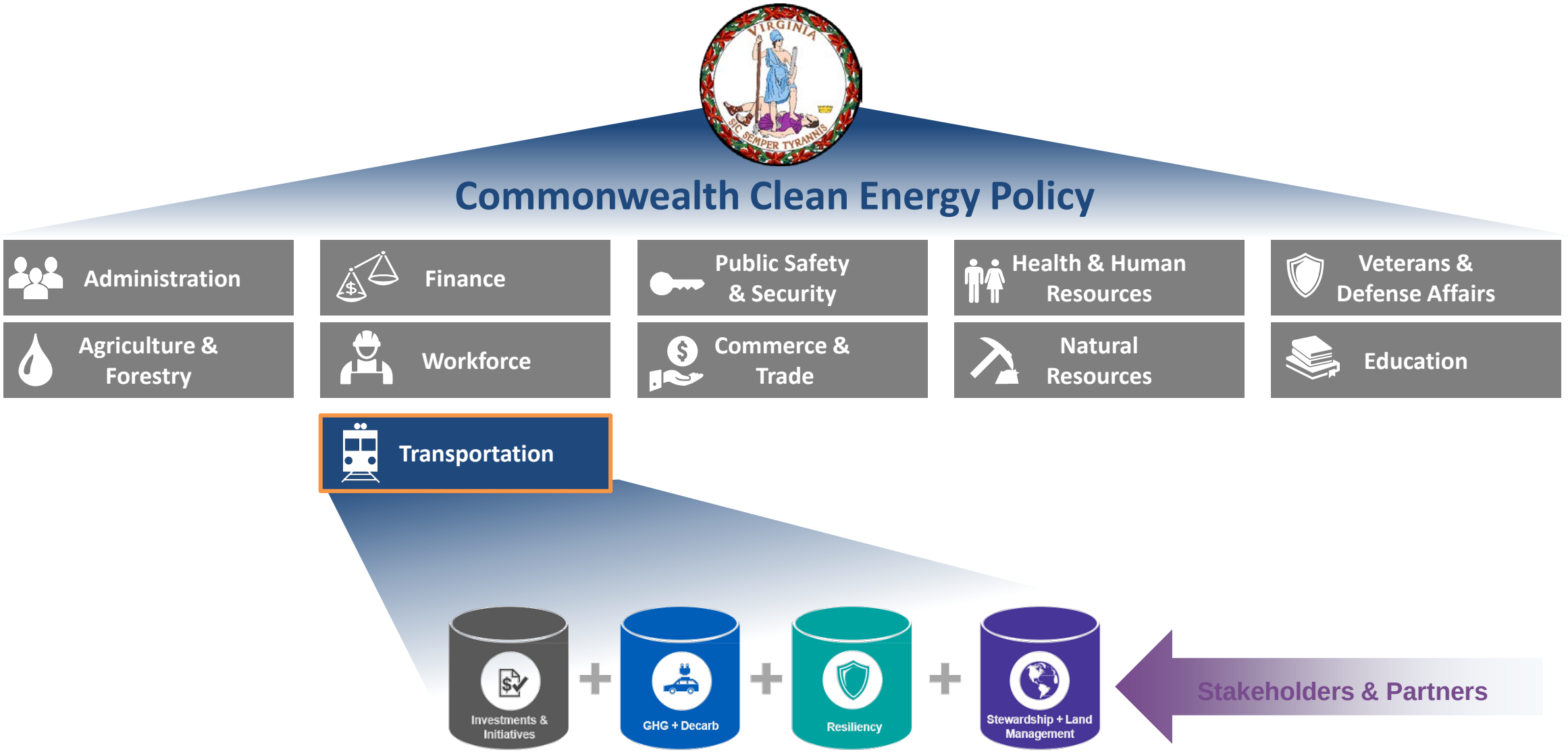
Connected

Fosters productive and meaningful interactions in and across agencies

Empowered

Creates tangible, distributed ownership around key aspects of Transportation Sustainability

Secretariats' role in delivering the Commonwealth Clean Energy Policy



Initial scope for the Office of Transportation Sustainability

1 **Investments & Initiatives**
Investments & initiatives that are Sustainability-related, along with ability to measure their impacts

2 **GHG & Decarbonization**
Identify opportunities & associated initiatives to ‘bend the curve’ of Transportation-related emissions

3 **Resiliency**
Integrate climate change impacts into infrastructure design, enabling a proactive stance in asset planning

4 **Stewardship & Land Management**
Maximize the beneficial outcomes and outputs of our existing assets

Virginia is already investing in carbon-reducing initiatives focused on Transportation sustainability across the Commonwealth

Omnibus Transportation Bill

Establishment of the Commonwealth Transportation Fund directed toward specific environmental sustainability initiatives; restructured fuel tax and other revenues to support carbon-reducing alternatives.

CTB Environmental Committee

Body developing policy recommendations regarding GHG emissions analysis and assessing/optimizing Land Management strategies.

Transit Investments

Increase of state funding for transit & operations by 50% per year; initial investments in bus electrification; establishment of the Transit Ridership Incentive Program (TRIP) to increase connectivity & reduced- and free-fare programs.

I-81 Improvement Plan Funds

Infrastructure improvements funded by raising diesel, road tax and regional motor fuel taxes for highway and multi-modal investments.

Multimodal Mobility in NOVA

More than $2b in multimodal investment in transit, rail, trails, park & rides, and technology.

MBUF Pilot

Pilot program to understand drivers, concerns, adoption curve, and path forward for a mileage-based usage fee (‘MBUF’) program in the Commonwealth

WMATA Collaboration

Ongoing partnership with DC & Maryland to contribute $500m each year for state of good repair capital projects.

Transforming Rail

Railway expansion and improvement for commuter, passenger, and freight rail operations

Integrated Express Lanes

A more than 90-mile network of Express Lanes eliminates more than 112 million passenger miles and preventing 6,000+ metrics tons of greenhouse gas emissions

Investments & Initiatives | Focused on a balanced slate of environmental and Transportation-focused outcomes to promote positive impacts and return

Progress to Date

Plan Forward

- Identify key sustainability elements to deliver on Virginia's current & future needs
- Continue to utilize and refine key criteria & measures by which to prioritize potential investments
- Establish a formal impact review process (or modify existing processes to accommodate this review)

Ideal Future State

Provide guidance on the types of investments and initiatives that will deliver a multi-modal transportation network for all Virginians in an environmentally-responsible manner.

GHG + Decarbonization | Progress to Date

EV Readiness

Studies to determine the overall readiness of the Commonwealth for a shift to greater fleet mix of electric vehicles (Phase I complete; Phase II is currently being scoped)

Shift to Electric Transit

Move to electric transit including zero-emissions buses in several areas of Virginia such as Alexandria, Blacksburg, and Hampton Roads.

Rail Industrial Access

Increased focus on providing adequate rail industrial access to lower need for individual trucking & cargo logistics.

GHG Emissions Baseline

Continued collaboration with DEQ on GHG emissions inventory for transportation, identifying sources and opportunities for mitigation.

I-95 Pilot Program

Pilot underway to study a portion of the I-95 corridor to determine how best to evaluate GHG and climate change impacts during NEPA studies.

Offshore Wind

Focus on large offshore wind assets to provide a cleaner grid that takes advantage of Virginia's natural energy production potential.

Green Operator Program

A voluntary, public-private program to help drayage trucks in Virginia lower their contributions to air pollution.

Clean Cargo Handling

Initiative to convert many cargo handling vehicles and equipment over to cleaner powertrains (e.g., electric or hybrid)

Sustainable Aviation Fuels

Ability to utilize sustainable sources from feedstocks such as cooking oil and animal fats to lower overall emissions profile of aviation activities.

GHG + Decarbonization | A goal of reducing the carbon footprint of Virginia's transportation assets

Progress to Date

GHG & Emissions Inventory

Continued collaboration with DEQ on GHG emissions inventory for transportation, identifying sources and opportunities for mitigation.

I-95 Pilot Program

Pilot underway to study a portion of the I-95 corridor to determine how best to evaluate GHG and climate change impacts during NEPA studies.

Plan Forward

- Define strategic decarbonization goals and Virginia's most material issues in this space
- Establish inventory and align on GHG projections
- Identify gaps & opportunities to 'bend the curve'
- Develop decarbonization roadmap & implementation plan with selected opportunities

Ideal Future State

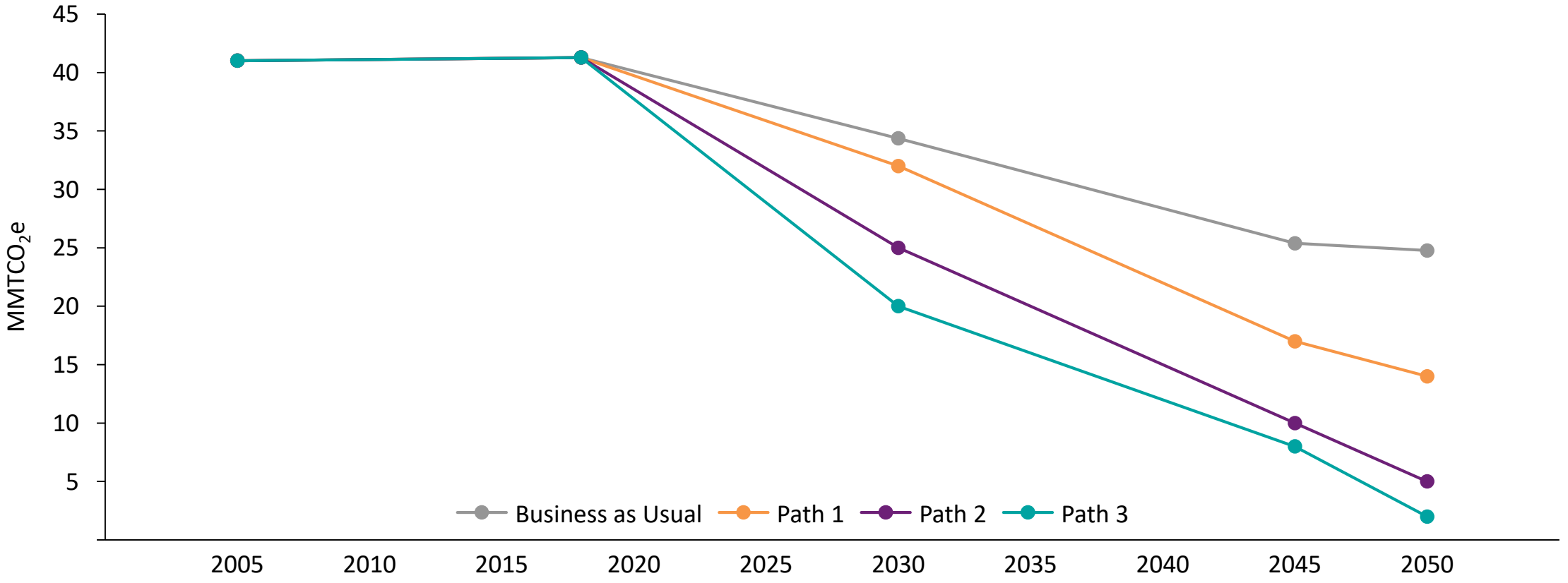
Decarbonization activities and potential paths will be more transparent and better integrated into decision-making processes across agencies.

This will result in achieving the 2045 Net Zero Carbon Energy Economy goals set forth for Virginia.

Scenario analysis provides an avenue to select from a wide variety of these potential paths, and help balance the various objectives that may – at times – be in conflict

Example | Multi-scenario analysis on decarbonization timeframes

ILLUSTRATIVE



Resiliency | Progress to Date

VIMS Study

Study with Virginia's Institute of Marine Science (VIMS) to study potential impacts of sea level rise and other key climatic factors on infrastructure.

Precipitation Analysis

Update of models related to rainfall intensity, duration, and frequency to better reflect recent trends in observed events.

Recycling Program

Work to identify and expand opportunities for recycling or reuse of materials, whether related to construction or day-to-day maintenance efforts.

Construction Design Updates

Update of construction designs to incorporate new and more environmentally-friendly methods to deliver the same overall outcome.

Coastal Resilience Master Plan

Plan to increase ability to prepare for and adapt to localized flooding events, increase financing flexibility, and enhance agency coordination.

Climate Change Megatrends

Ongoing research by VTrans into how shifts in climate will impact planning and development efforts for the Commonwealth over time.

Materials Research

Research into specific materials (porous pavements, surface treatments, etc.) and the types of tradeoffs that they offer in terms of environmental benefits & performance

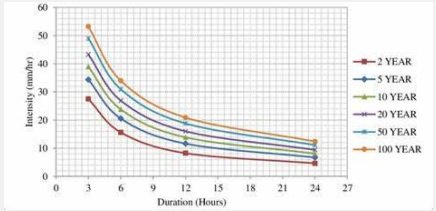
Resiliency | Resiliency – the capacity to respond and recover from disruption – will be supported by research such as VIMS, which provides insights into how to optimize infrastructure spend

Progress to Date

VIMS | William & Mary
Virginia Institute of Marine Science

VIMS Recurrent Flooding Project

Project to capture management strategies for assets that have or will see substantial climate impacts; in addition, identify how to mitigate future use conflicts for Rare, Threatened or Endangered (RTE) species and their habitats.



IDF Precipitation Study

Study to develop precipitation curves around Intensity, Duration, and Frequency (IDF) to better understand and predict behaviors and useful responses.

Plan Forward

- Assess maturity of Virginia's capabilities related to Resiliency
- Evaluate existing and need for future assessments to ensure data on relevant hazards is available
- Establish a risk-based, adaptive design approach to incorporate resilience into new construction projects
- Develop and finalize resiliency strategy, incorporating aspects of ROI and efficiency into performance

Ideal Future State

Virginia will be prepared to 'bounce back' from adverse events and leverage industry-leading data, information, and studies on resilience to catalyze its own innovation.

Stewardship + Land Management | Progress to Date

Pollinator Habitats

Development and maintenance of natural habitats along state-maintained roads and properties to encourage pollinator presence.

Monarch Conservation

Formal conservation agreement with U.S. Fish & Wildlife Service to conserve this at-risk species; only 8 states are currently included.

Land Holdings Analysis

Evaluation of existing land held by VDOT including land use, land cover, and other characteristics to determine possible enhanced use in the future.

Animal Passages/Crossings

Continued development of dedicated animal passages and crossings to limit unintentional human-animal interactions with negative outcomes.

I-295 Reforestation

Reforestation along the I-295 corridor in 5 key areas of right-of-way that reduces pollutants to surface water during runoff events.

‘Lovers Not Litter’

Program to encourage citizen commitments to reduce the amount of litter – and associated cleanup costs – on Virginia’s roadways.

LED Highway Lighting

Increased focus on conversion to efficient LED lighting for key highway corridors.

Forced-air Composting

New method of ensuring more sanitary roadside cleanup of animals.

Wetlands Preservation

A suite of several programs designed to mitigate damage to Virginia’s wetlands and preserve critical wildlife and their habitats (e.g., oyster reefs)

Stewardship + Land Management | Land use & management promotes healthy environments while also maximizing beneficial outcomes for the Commonwealth

Progress to Date

Land Holdings Analysis

Evaluation of existing land held by VDOT including land use, land cover, and other relevant characteristics

VDOT Pollinator Habitat Program

Creates natural areas of native plants along state-maintained roads and properties

I-295 Reforestation Project

Tree planting efforts in 5 areas of VDOT ROW to reduce pollutant runoff

Plan Forward

- Diagnose Land Management current state
- Outline key levers or criteria to evaluate Land Management decision-making process
- Perform initial 'asset scan' to provide overview of potential land use options
- Determine how to integrate principles of Land Management into ongoing processes

Ideal Future State

Land Management will be an objective, actively-managed process that both improves the environment and could provide additional opportunities to expand other programs across Virginia.

Immediate Next Steps

- ❑ Outline organizational structure and develop operating model for establishing Office
- ❑ Continue building inventory of Transportation strategies & initiatives
- ❑ Develop estimates of costs, benefits & related impacts for each strategy
- ❑ Execute stakeholder outreach to understand existing + planned sustainability efforts:
  - — *Continue individual outreach efforts*
  - — *Grow employee awareness, engagement, and support for Sustainability*
  - — *Launch public outreach and gather direct citizen input*


VDOT
Virginia Department of Transportation

MAINTENANCE AND OPERATIONS COMPREHENSIVE REVIEW BRIEFING

Stephen C. Brich, P.E. Commissioner of Highways
Kevin Gregg, Chief of Maintenance and Operations

September 14, 2021

Maintenance and Operations Comprehensive Review Update

- Pavements
- Structures
- Routine Maintenance
- Special Structures

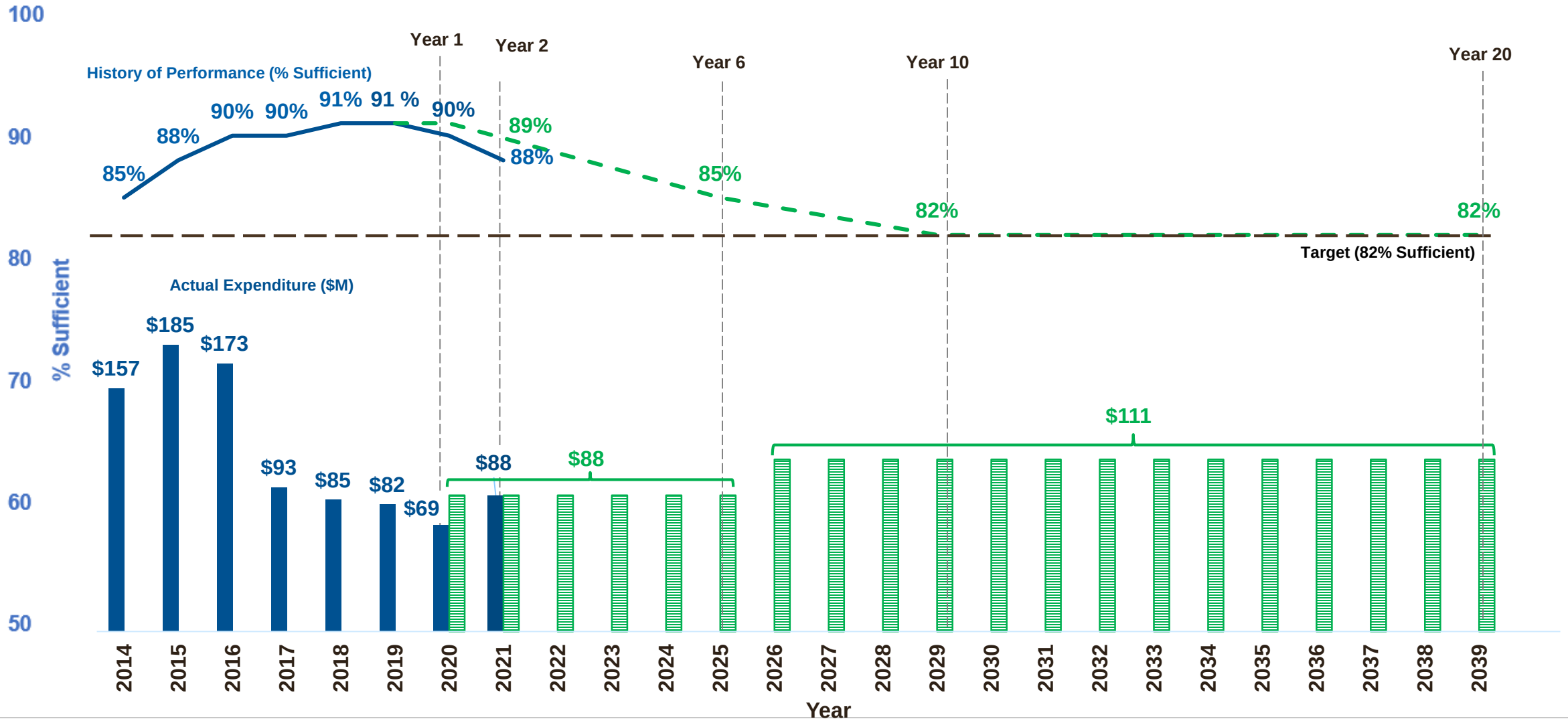
Pavements

Pavements - Performance Measures

Performance Measure	Current Policy (CTB Approved December 2019) % Sufficiency
Interstate	82% No Section CCI less than 35
Primary	82% for ≥ AADT 3,500 75% for < AADT 3,500
Secondary	82% for ≥ AADT 3,500 60% for < AADT 3,500

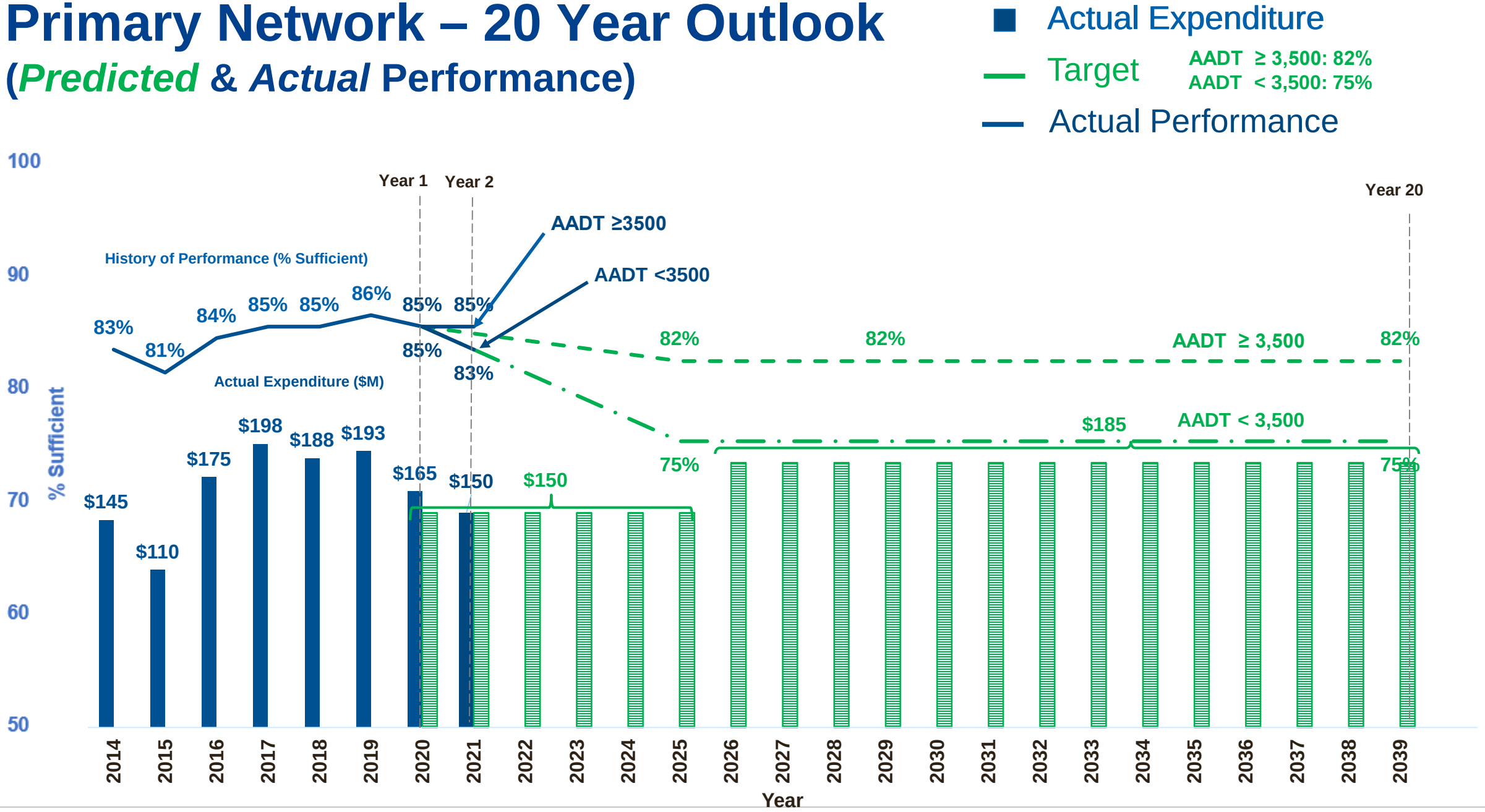
Interstate Network – 20 Year Outlook

(*Predicted* & *Actual* Performance)



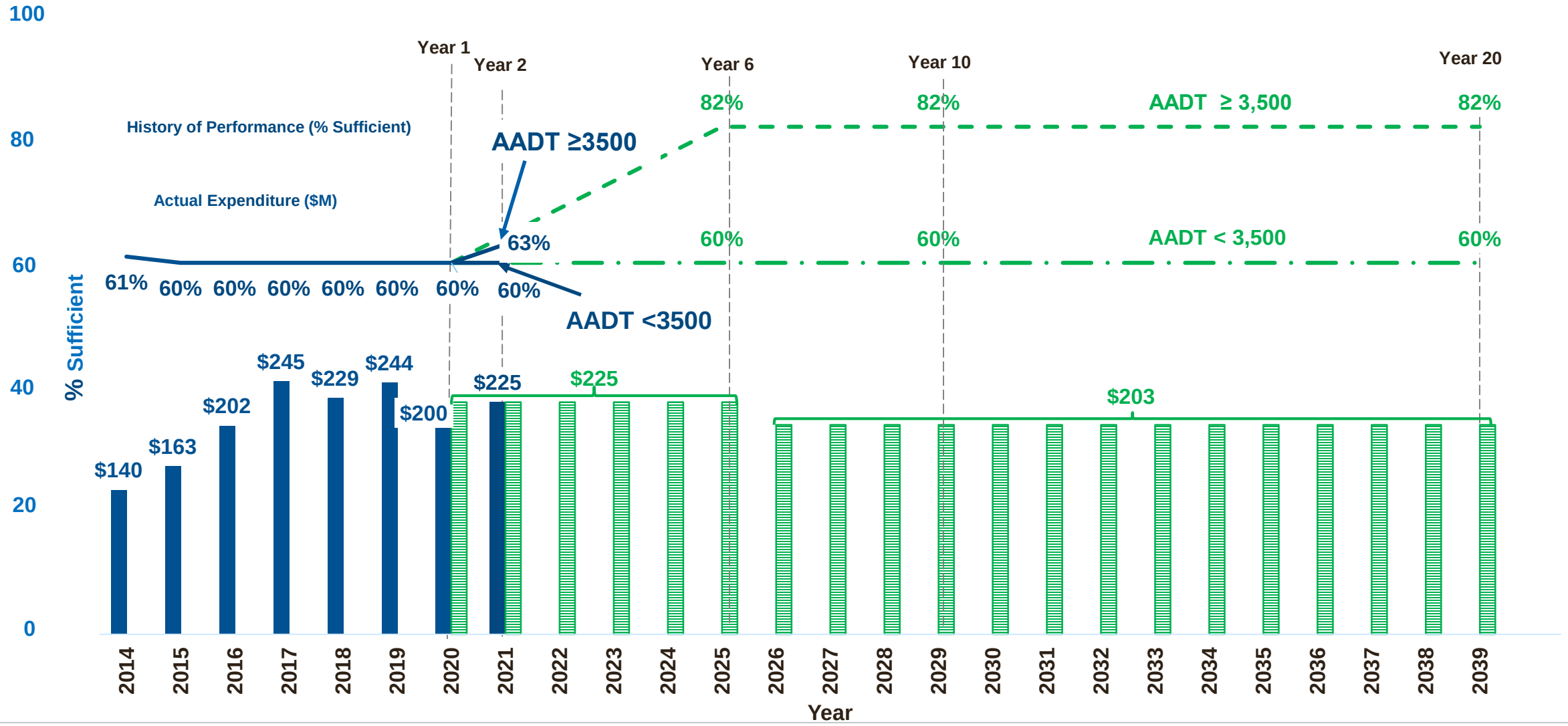
Primary Network – 20 Year Outlook

(*Predicted* & *Actual* Performance)



Secondary Network – 20 Year Outlook

(*Predicted* & *Actual* Performance)



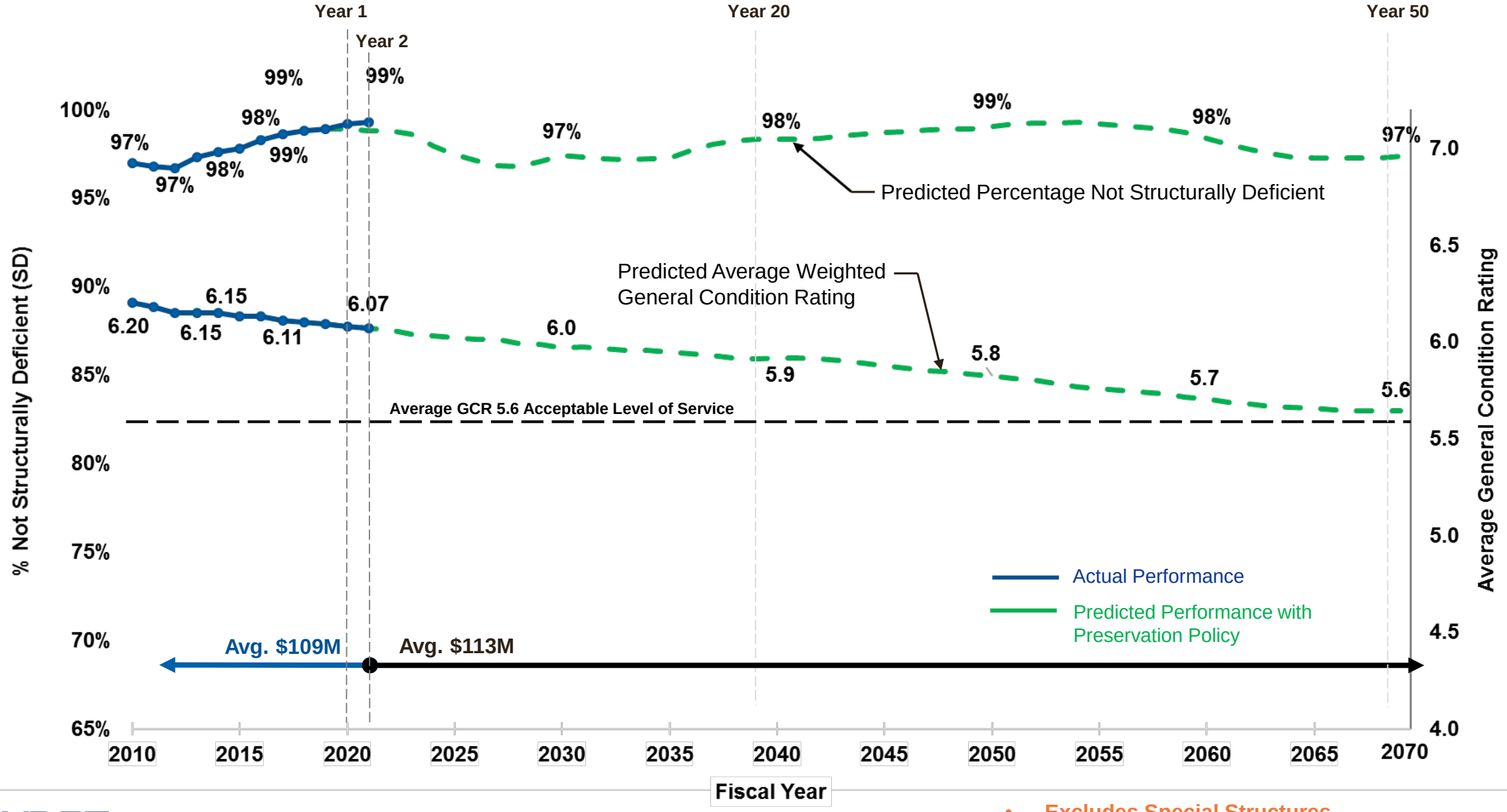
Structures

Structures - Performance Measures

Performance Measure Description	Current Policy Preservation Average GCR/(% Not-SD) (CTB Approved December 2019)	
All Systems	≥ 5.6	N/A
Interstate		97% No Postings
Primary		93%
All Systems		90%

Interstate Network – 50 Year Outlook

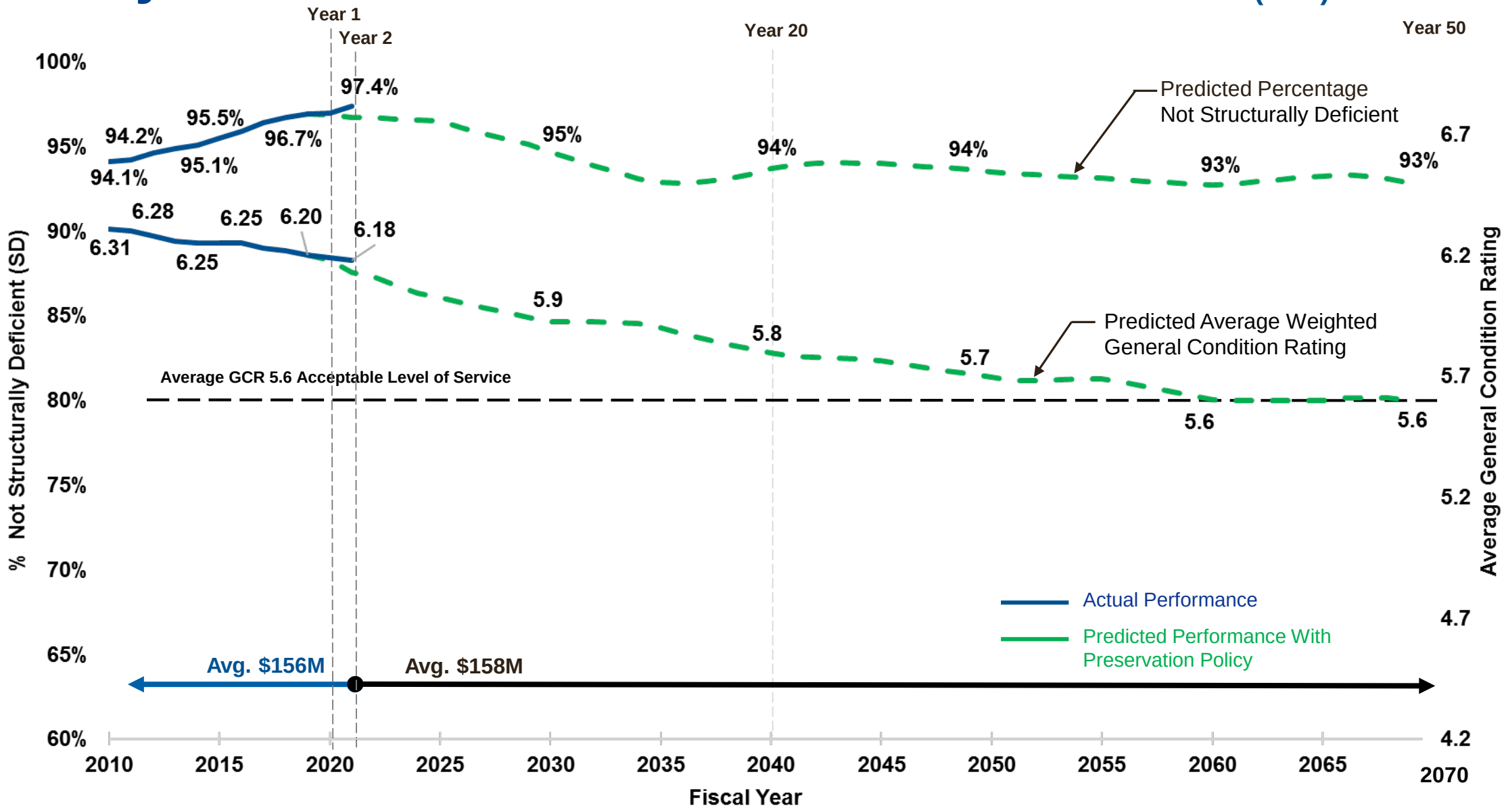
2,420 Structures (12%)
31M SF Deck Area (30%)



- **Excludes Special Structures**

Primary Network – 50 Year Outlook

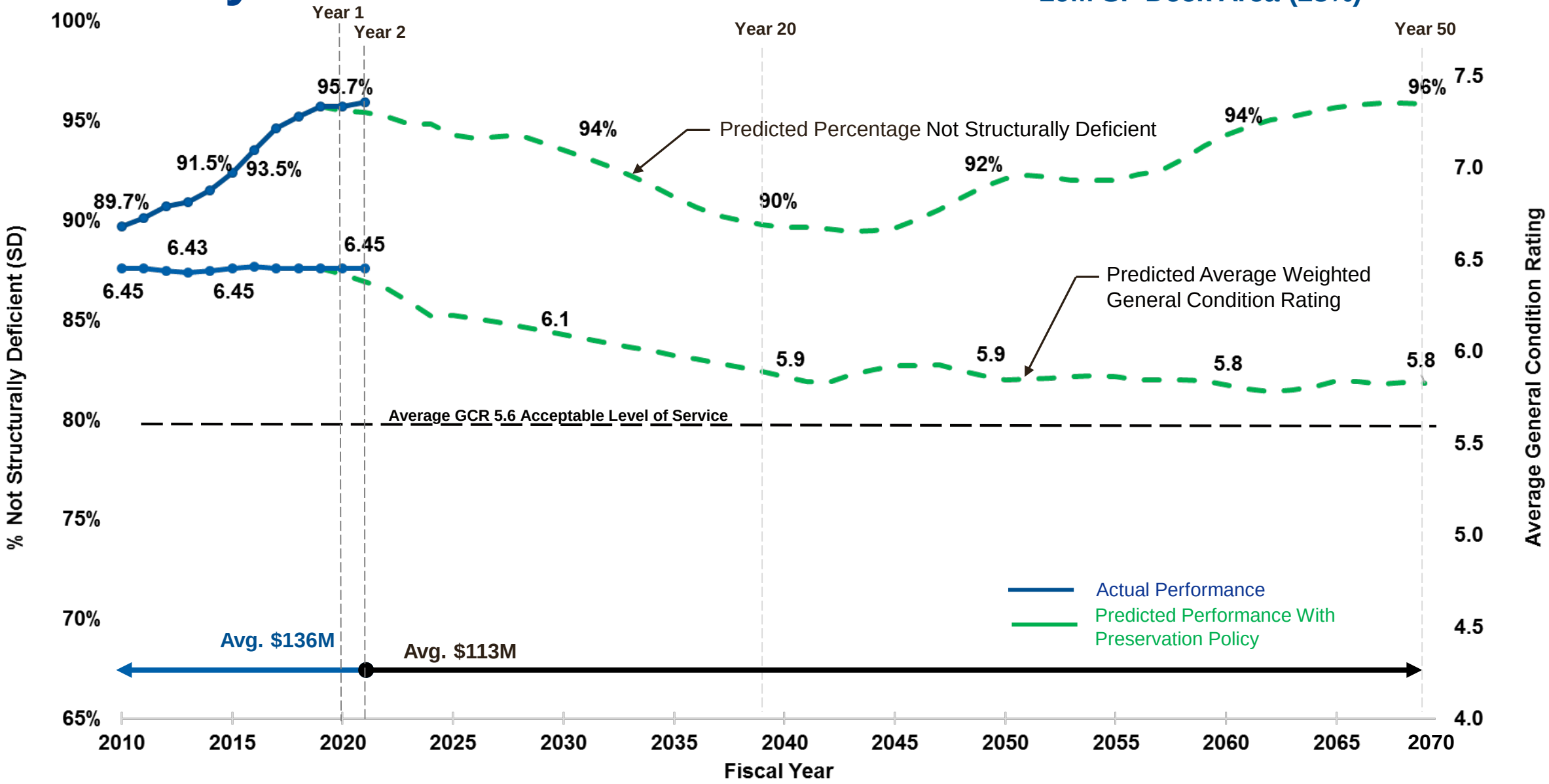
5,758 Structures (27%)
44M SF Deck Area (42%)



- **Excludes Special Structures**

Secondary Network – 50 Year Outlook

12,956 Structures (61%)
29M SF Deck Area (28%)

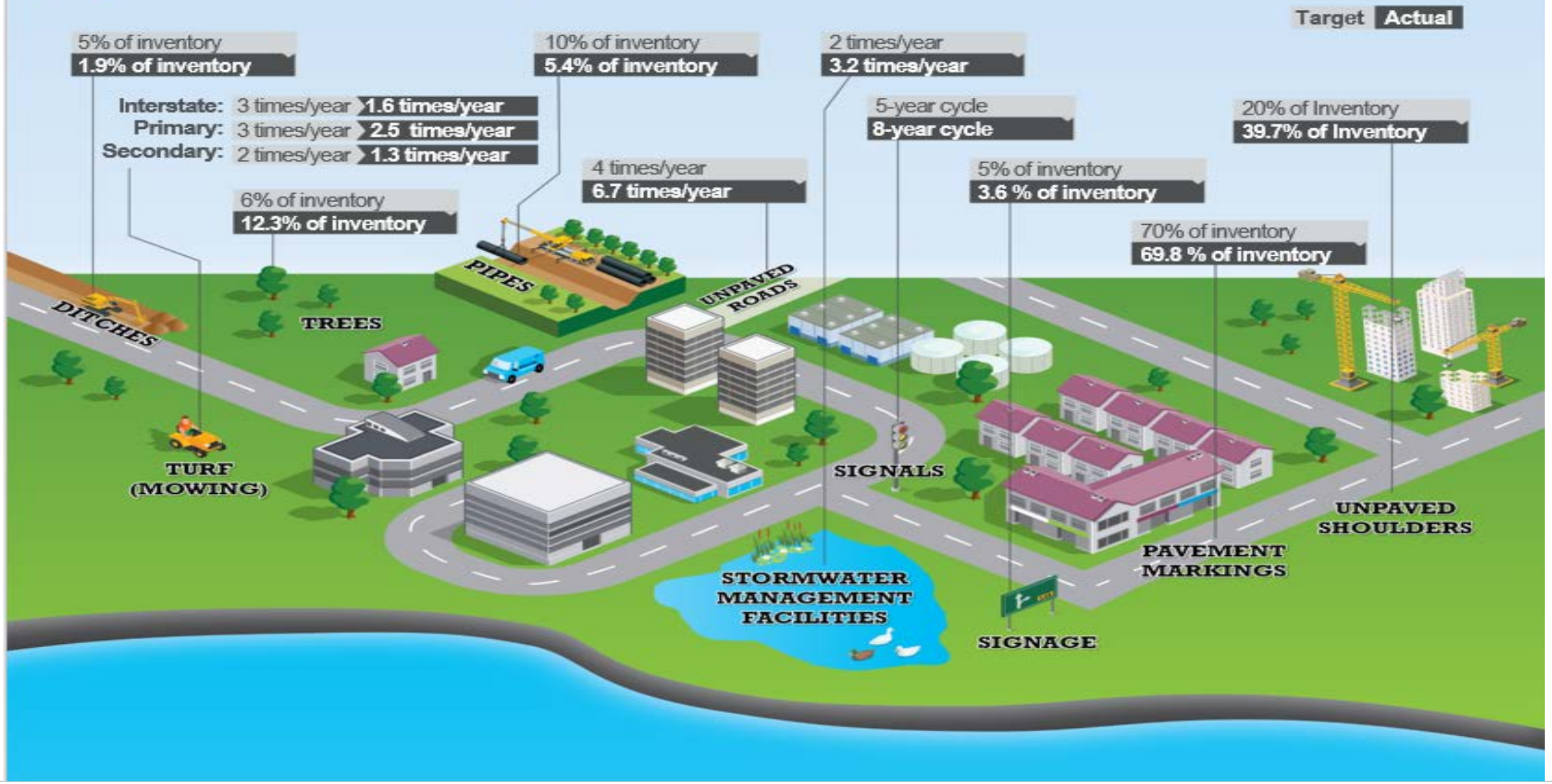


- **Excludes Special Structures**

Routine Maintenance

Routine Maintenance – Target and Actual Accomplishment

(July 1, 2020 – June 30, 2021)



Special Structures

1. Health Index
2. 50-Year Long Term Plan

Special Structures – Health Index

- **Development**
  - Tunnels
  - Movable Bridges

- **Outreach efforts**
  - No examples of HI for these types of structures
  - Reviewed USACE risk assessment protocol for lessons learned
  - AASHTO Tunnel & Movable Bridge Subcommittees
  - Other DOTs

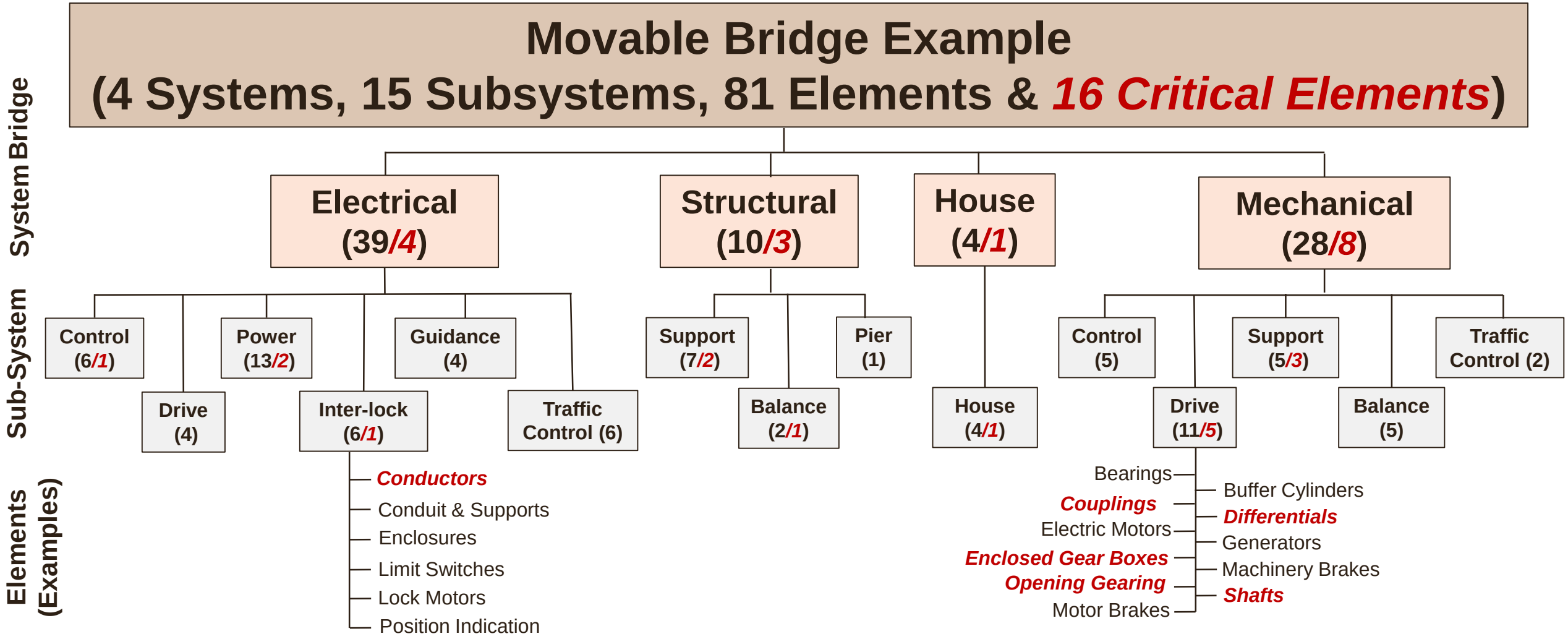
Special Structures – Health Index

- **Measures the Overall Health from 0 to 100**
  - Assesses individual structures and systems within a structure

- **Data Collection and Inspection**
  - Each element on each structure evaluated
  - Assigned “condition states”, which can vary from Good to Severe
  - Inspected every 2 years

- **Health Index Calculated by Weighting Elements by Safety & Risk**

Special Structures - Movable Bridges Health Index



Special Structures - Movable Bridges Health Index

Health Index for Movable Bridges (CURRENT)					
Bridge	Electrical	House	Mechanical	Structural	Overall HI/Bridge
Benjamin Harrison					
Berkley EBL					
Berkley WBL					
Chincoteague					
Coleman					
Eltham					
Gwynn's Island					
High Rise					
James River					

Current: Percentage & Number of Systems in Each Condition Category	
Good	19% (7)
Fair	47% (17)
Poor	31% (11)
Severe	3% (1)

Special Structures - Movable Bridges Health Index

Health Index for Movable Bridges (CURRENT)					
Bridge	Electrical	House	Mechanical	Structural	Overall HI/Bridge
Benjamin Harrison					
Berkley EBL					
Berkley WBL					
Chincoteague					
Coleman					
Eltham					
Gwynn's Island					
High Rise					
James River					

Current: Percentage & Number of Systems in Each Condition Category	
Good	19% (7)
Fair	47% (17)
Poor	31% (11)
Severe	3% (1)

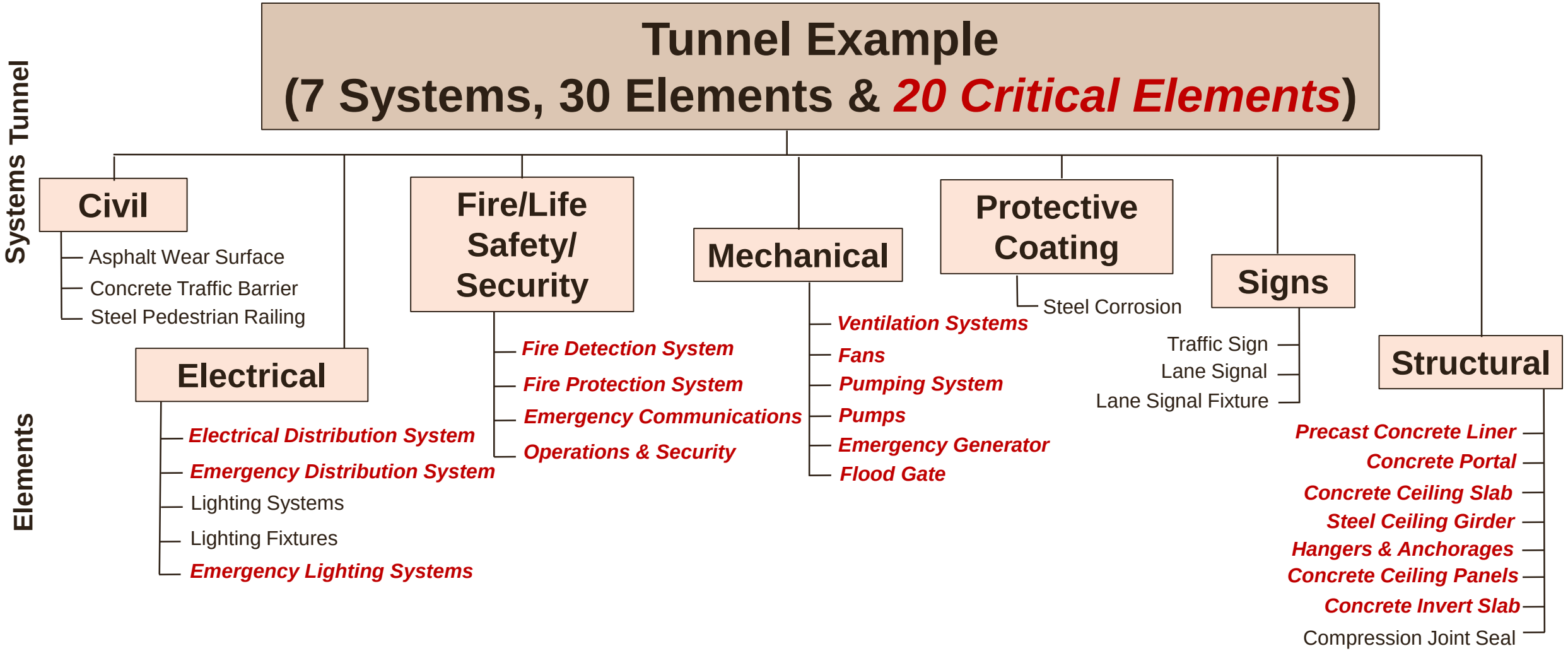
Health Index for Movable Bridges (10 YEAR PREDICTION)					
Bridge	Electrical	House	Mechanical	Structural	Overall HI/Bridge
Benjamin Harrison					
Berkley EBL					
Berkley WBL					
Chincoteague					
Coleman					
Eltham					
Gwynn's Island					
High Rise					
James River					

Predicted in 10 Years: Percentage & Number of Systems in Each Condition Category	
Good	47% (17)
Fair	50% (18)
Poor	3% (1)
Severe	0% (0)

Movable Bridges Health Index: Benjamin Harrison Bridge

- Currently 9 critical elements in need of repair or replacement
  - Electrical system (5 critical elements)
  - Mechanical system (4 critical elements)
- All 9 will be improved with the 10 year plan
- Will stabilize condition but will not end necessary work
- In 10 years, electrical, mechanical, & house systems will still be in fair condition (yellow). Remaining work includes:
  - Mechanical: Span guides; Pinions/sheave Gears; Open Gearing
  - Electrical: Gate motors control system
  - House: Structure; Weatherproofing
- Elements will be replaced or improved on a planned schedule
  - Generator & Drives (30 years)
  - Span lock (20 years)

Special Structures - Tunnels Health Index



Special Structures - Tunnels Health Index

Health Index for Tunnels (CURRENT)						
Tunnel	Civil*	Electrical	Fire/Life Safety/Security	Mechanical	Structural*	Overall HI per Tunnel
Big Walker						
East River						
Hampton Roads Eastbound						
Hampton Roads Westbound						
Monitor Merrimac						
Rosslyn						

Current: Percentage & Number of Systems in Each Condition Category	
Good	33% (10)
Fair	53% (16)
Poor	13% (4)
Severe	0% (0)

Special Structures - Tunnels Health Index

Health Index for Tunnels (CURRENT)						
Tunnel	Civil*	Electrical	Fire/Life Safety/Security	Mechanical	Structural*	Overall HI per Tunnel
Big Walker						
East River						
Hampton Roads Eastbound						
Hampton Roads Westbound						
Monitor Merrimac						
Rosslyn						

Current: Percentage & Number of Systems in Each Condition Category	
Good	33% (10)
Fair	53% (16)
Poor	13% (4)
Severe	0% (0)

Health Index for Tunnels (10 YEAR PREDICTION)						
Tunnel	Civil	Electrical	Fire/Life Safety/Security	Mechanical	Structural	Overall HI per Tunnel
Big Walker						
East River						
Hampton Roads Eastbound						
Hampton Roads Westbound						
Monitor Merrimac						
Rosslyn						

Predicted in 10 Years: Percentage & Number of Systems in Each Condition Category	
Good	73% (22)
Fair	27% (8)
Poor	0% (0)
Severe	0% (0)

Tunnel Health Index: Monitor Merrimac Memorial Tunnel

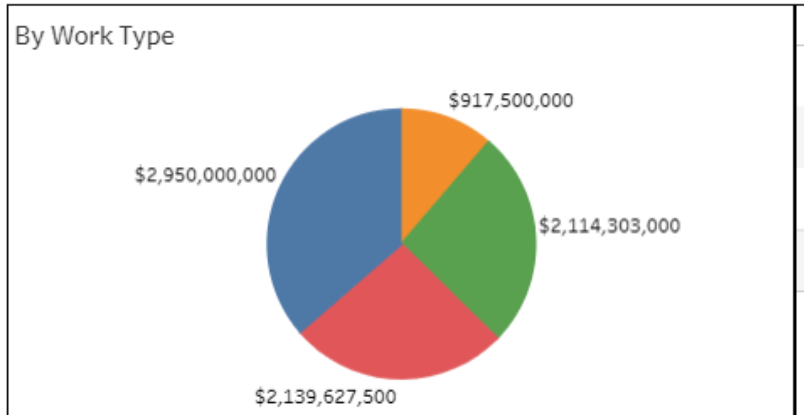
- **Currently 3 critical elements in need of repair or replacement**
  - **Mechanical system (1 element)**
  - **Electrical system (1 element)**
  - **Fire/life safety system (1 element)**
- **All 3 will be improved with the 10 year plan**
- **In 10 years, mechanical, fire/life safety systems will still be in fair condition (yellow). Remaining work includes:**
  - **Mechanical: Drainage & Pumping**
  - **Fire/Life Safety System: Detection; Emergency Communications**
- **Elements will be replaced or improved on a planned schedule**
  - **Pumps (20 year cycle)**
  - **Fire Main Piping (10 year cycle)**

Special Structures - Health Index - Conclusion

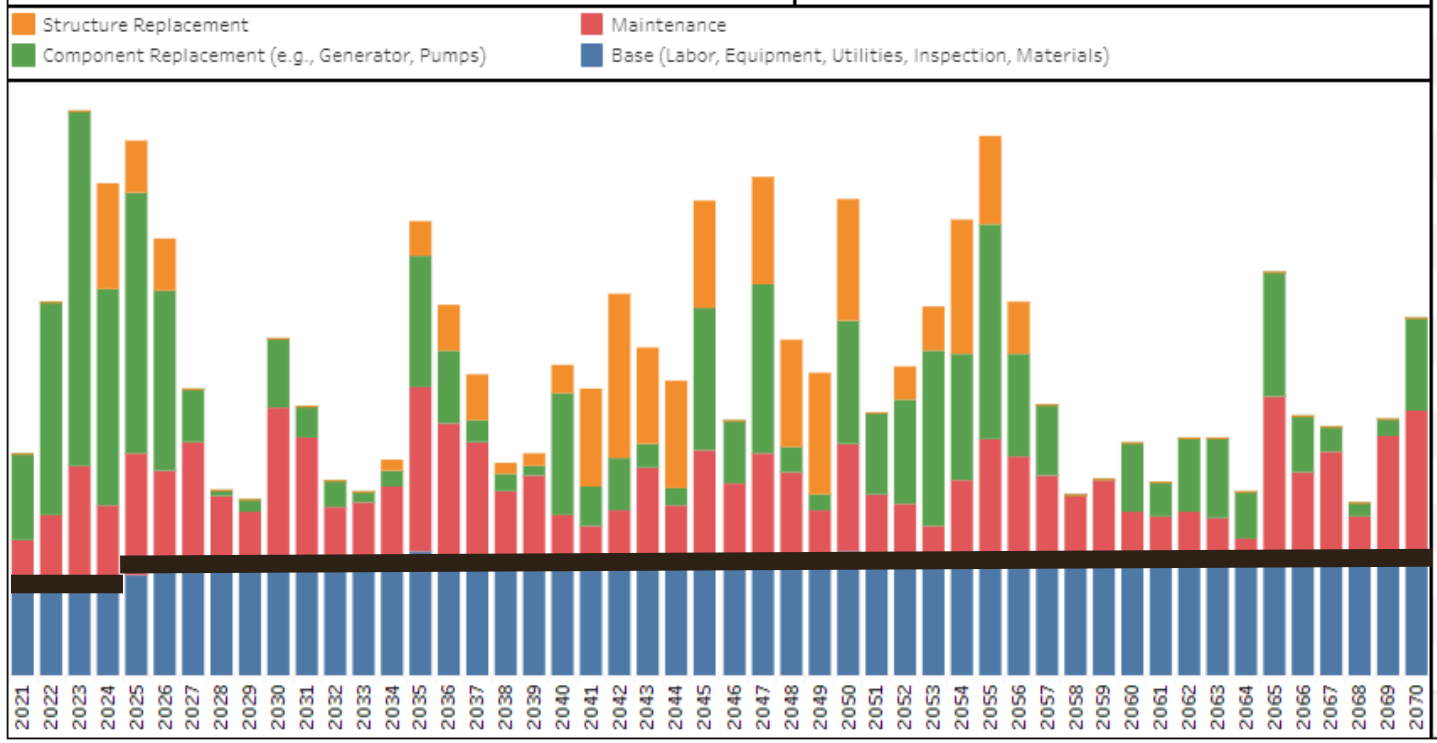
1. **Completed Tunnels and Movable Bridges**
2. **Develop Complex Structures HI**
   - **(Spring 2022) With an Update for the Board in Fall 2022**
3. **Implement HI**
   - **Use it to monitor, optimize, and adjust the program on an annual basis**
   - **Will provide updates to the board regularly**
4. **Share Knowledge with Others**
   - **NCHRP**
   - **FHWA**
   - **AASHTO**

Special Structures – 2019 50-Year Long Term Plan Unconstrained Needs

*All amounts in 2019 dollars

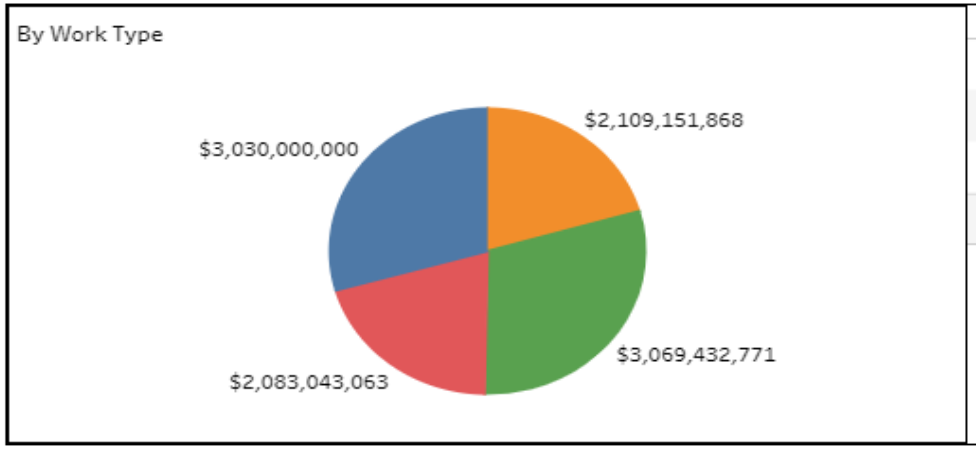


Category	
Tunnel	$3,744,166,000
Movable Bridge	$1,858,414,500
Complex Structure	$2,518,850,000
Grand Total	$8,121,430,500



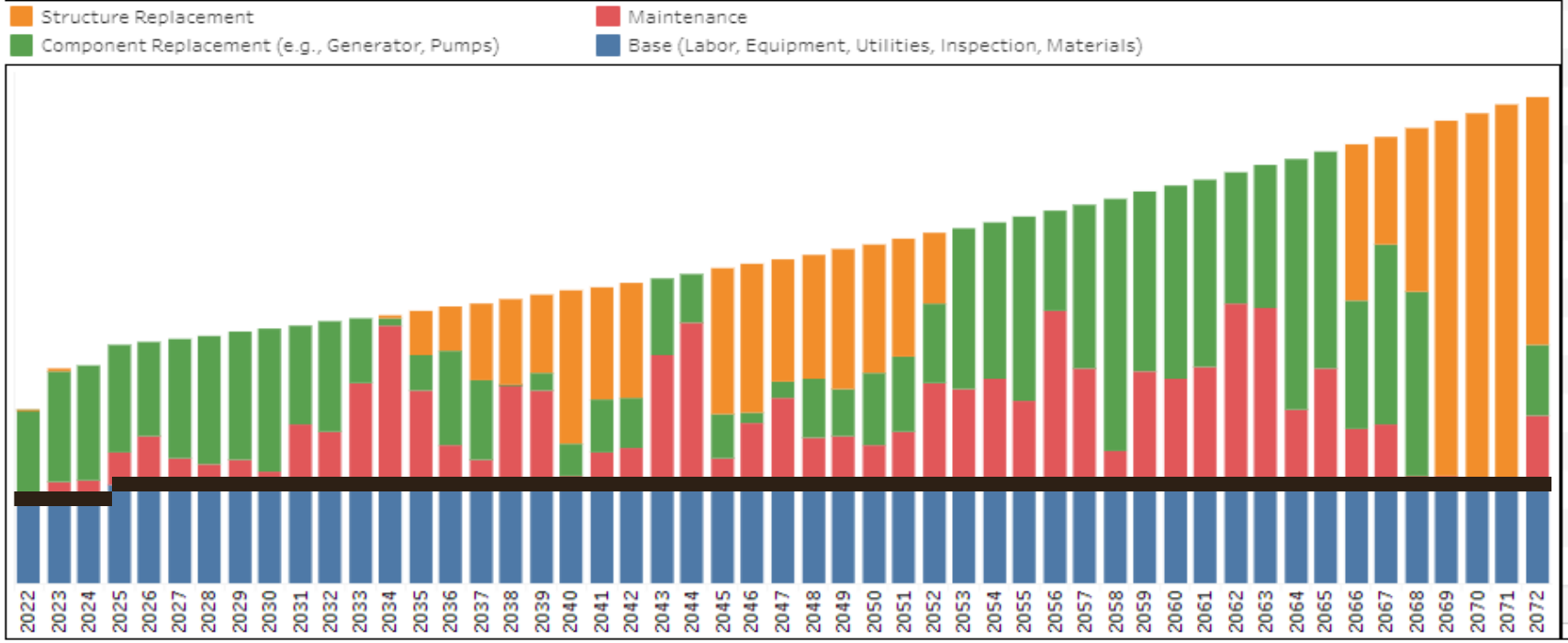
Special Structure	
Rosslyn	$84,721,000
Big Walker	$498,040,000
East River	$531,625,000
HRBT - old	$1,068,830,000
HRBT - new	$713,690,000
Monitor-Merrimac Memorial Tunnel	$847,260,000
James River Bridge	$257,700,000
High Rise	$72,712,000
Gwynn's Island	$125,295,000
Eltham	$181,375,000
Coleman	$354,338,000
Chincoteague	$120,212,500
Berkley	$369,455,000
Benjamin Harrison	$377,327,000
Willoughby Bay	$180,920,000
Varina-Enon	$193,850,000
Smart Road Bridge	$13,670,000
Norris Bridge	$476,370,000
MMMBT - Approaches	$692,380,000
James River Bridge Approaches	$490,835,000
HRBT Bridge Approaches	$149,260,000
High Rise Bridge Approaches	$302,850,000
460 Connector	$18,715,000
Grand Total	$8,121,430,500

Special Structures – 2021 50-Year Long Term Plan Fiscally Constrained Needs



Category	
Tunnel	$5,122,513,611
Movable Bridge	$2,351,538,532
Complex Structure	$2,817,575,559
Grand Total	$10,291,627,702

Special Structure	
Rosslyn	$1,184,481,508
Big Walker	$610,206,707
East River	$699,546,648
Hampton Roads Bridge Tunnel (New)	$699,595,427
Hampton Roads Bridge Tunnel (Old)	$1,074,502,994
Monitor-Merrimac Memorial Tunnel	$854,180,327
James River Bridge	$313,745,467
High Rise	$70,461,325
Gwynn's Island	$124,918,865
Eltham	$280,958,307
Coleman	$420,355,595
Chincoteague	$133,940,765
Berkley	$471,652,366
Benjamin Harrison	$535,505,843
Willoughby Bay	$210,630,994
Varina-Enon	$295,965,658
Smart Road Bridge	$16,737,441
Norris Bridge	$688,514,889
Norris Bridge (New)	$43,307,439
MMBT Approach-North	$381,712,706
MMBT Approach-South	$347,213,938
James River Bridge Approaches	$342,360,865
HRBT Bridge Approaches	$28,722,590
High Rise Bridge Approaches	$430,488,697
460 Connector	$31,920,342
Grand Total	$10,291,627,702



Next Steps

Next Steps

- **Special Structure Program - *Code of Virginia – 33.2-374* – October 2021 CTB**
  - **50-Year Long Term Plan approval**

- **Complex Structure Health Index – Spring/Fall 2022**

QUESTIONS?

COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

VTrans Long-term Risk & Opportunity Register

Commonwealth Transportation Board Workshop

Nick Donohue, Deputy Secretary of Transportation
Jitender Ramchandani, Office of Intermodal Planning and Investment

September 14, 2021

TODAY'S PRESENTATION: PURPOSE

- Present Draft Policy:
  Development and Monitoring of VTrans Long-term Risk & Opportunity Register

- Review one Megatrend

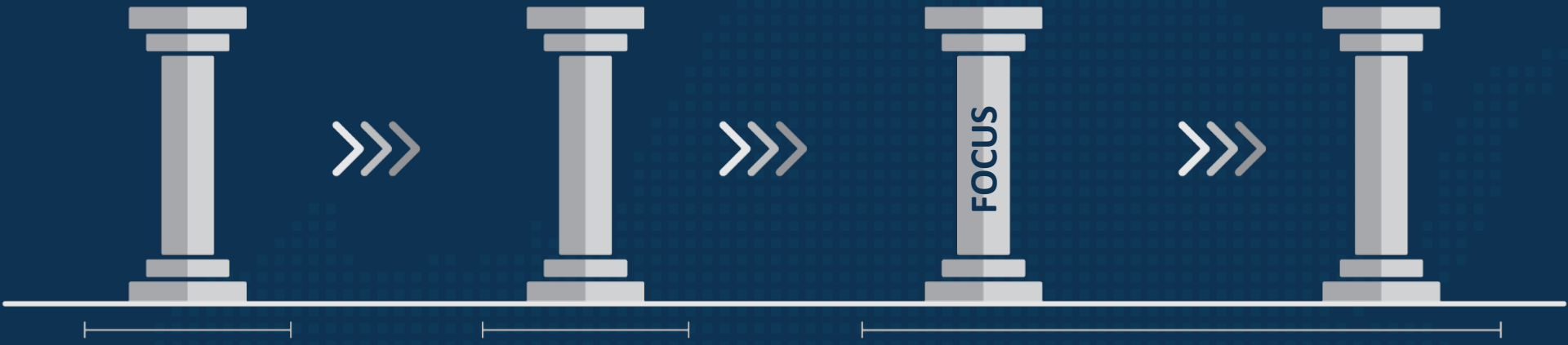
COMPONENTS OF VTRANS

1
CTB's Vision, Guiding Principles, Goals and Objectives

2
VTrans Mid-term Needs: Identification and Prioritization

3
VTrans Long-term Risk & Opportunity Register

4
Strategic Actions (Recommendations)

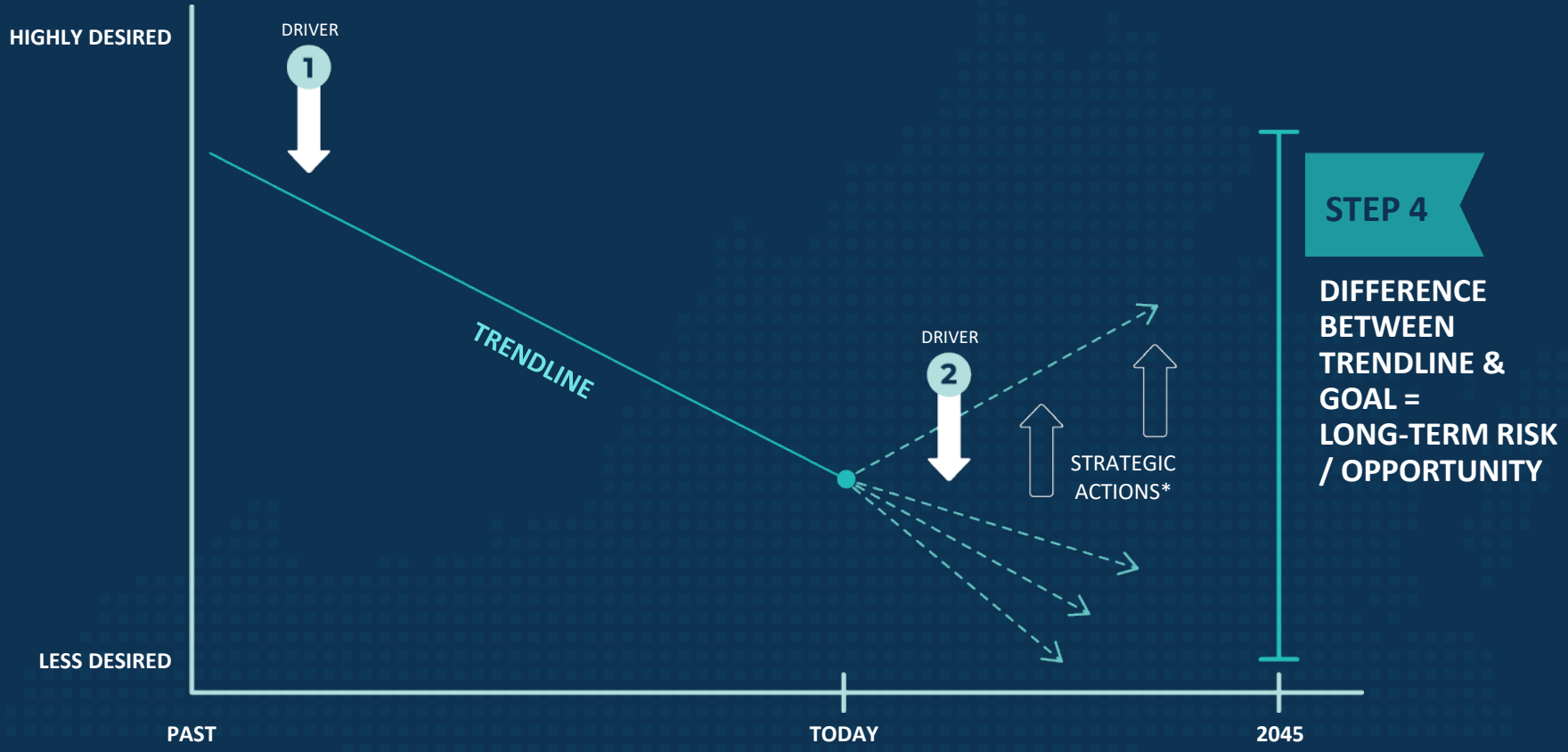


JAN 2020

JAN 2020
MARCH 2021

BY THE END OF 2021

CONTEXT & OVERVIEW: APPROACH



DRAFT POLICY FRAMEWORK

STEP 1 IDENTIFY MEGA- & MACROTRENDS

STEP 2 IDENTIFY SURROGATES FOR CTB GOALS

STEP 3 ESTIMATE IMPACTS OF MACROTRENDS ON SURROGATES

STEP 4 DEVELOP VTRANS LONG-TERM RISK & OPPORTUNITY REGISTER

STEP 5 TRACK MACROTRENDS FOR ANNUAL REPORTING

IDENTIFY MEGA- & MACROTRENDS: CLIMATE CHANGE MACROTRENDS

CLIMATE CHANGE MACROTRENDS	SUMMARY OF KNOWN IMPACTS[3]
• Air Quality[1]	• Impact on health and quality of life[1]
• Extreme sea levels[2]	• Traffic (vehicles and rail/transit service) disruptions • Damage to transportation infrastructure • Impact on structure and pavement life cycles
• Tropical cyclones: precipitation[2] • Tropical cyclones: proportion of intense cyclones[2]	• Traffic (vehicles and rail/transit service) disruptions • Damage to transportation infrastructure • Impact on structure and pavement life cycles
• Heavy precipitation events[2]	• Traffic (vehicles and rail/transit service) disruptions • Damage to transportation infrastructure due to landslides and and washouts • Impact on structure and pavement life cycles
• Warm/hot extremes[2]	• Reduced visibility due to wildfires caused by extreme temperatures • Limits to construction activities (due to heat waves) • Damage to transportation infrastructure • Impact on structure and pavement life cycles • Impact on rail infrastructure life cycle • Impact on vehicle longevity (vehicles last for shorter periods)
• Cold extremes[2]	• Impact on structure and pavement life cycles • Impact on vehicle longevity (vehicles last for shorter periods)
• Agricultural, ecological droughts[2]	• Impacts on health and quality of life
• Compound events[2]	• Combination of the items above
• Marine heatwaves[2]	• Impacts of vessels and sea lanes

[1]Centers for Disease Control and Prevention; [2] United Nation's Intergovernmental Panel on Climate Change, Sixth Assessment; [3] United States Environmental Protection Agency

IDENTIFY MEGA- & MACROTRENDS

MEGATREND

IMPACT OF CLIMATE CHANGE / GREENHOUSE GAS EMISSIONS

MACROTREND

Increase in Flooding Risk

- Sea-level Rise
- Storm Surge
- Inland/Riverine Flooding

IDENTIFY MEGA- & MACROTRENDS

MEGATREND

IMPACT OF CLIMATE CHANGE / GREENHOUSE GAS EMISSIONS

MACROTREND

Increase in Flooding Risk

- Sea-level Rise
- Storm Surge
- Inland/Riverine Flooding

TECHNOLOGICAL ADVANCEMENTS

- Adoption of Highly Autonomous Vehicles
- Adoption of Electric Vehicles
- Growth in Shared Mobility

IDENTIFY MEGA- & MACROTRENDS

MEGATREND	IMPACT OF CLIMATE CHANGE / GREENHOUSE GAS EMISSIONS	TECHNOLOGICAL ADVANCEMENTS	CHANGE IN CONSUMPTION PATTERNS
MACROTREND	Increase in Flooding Risk ▪ Sea-level Rise ▪ Storm Surge ▪ Inland/Riverine Flooding	Adoption of Highly Autonomous Vehicles Adoption of Electric Vehicles Growth in Shared Mobility	Growth in E-commerce Greater Automation of Production and Services

IDENTIFY MEGA- & MACROTRENDS

MEGATREND	IMPACT OF CLIMATE CHANGE / GREENHOUSE GAS EMISSIONS	TECHNOLOGICAL ADVANCEMENTS	CHANGE IN CONSUMPTION PATTERNS	SOCIO-DEMOGRAPHIC / EMPLOYMENT CHANGES
MACROTREND	Increase in Flooding Risk ▪ Sea-level Rise ▪ Storm Surge ▪ Inland/Riverine Flooding	Adoption of Highly Autonomous Vehicles Adoption of Electric Vehicles Growth in Shared Mobility	Growth in E-commerce Greater Automation of Production and Services	Increase in Workplace Flexibility Growth of Professional Service Industry Growth of the 65+ Cohort Population and Employment Shift

MEGATREND 1:

IMPACT OF CLIMATE CHANGE / GREENHOUSE GAS EMISSIONS

MACROTREND 1:

Increase in Flooding Risk due to

- Sea-level Rise
- Storm Surge
- Inland/Riverine Flooding

IDENTIFY MEGA- & MACROTRENDS: RELATED WORK

Since the initiation of the VTrans work in 2018, there have been several related state-led efforts.

VIMS Study

Coastal Virginia Transportation Infrastructure Inundation Study and Virginia Dept of Transportation (VDOT) At-Risk Infrastructure Report
from VIMS & VDOT

Enhancement to Precipitation Estimates

from the Office of the Governor, Secretary of Natural Resources, Special Assistant to the Governor for Coastal Adaptation and Protection, Department of Environmental Quality, Commonwealth Center for Recurrent Flooding Resiliency (CCRFR), & VDOT

Virginia Coastal Resilience Master Plan

from Office of the Governor, Secretary of Natural Resources, Special Assistant to the Governor for Coastal Adaptation and Protection, & DCR

Other State Efforts

- Joint Subcommittee on Coastal Flooding, Report
- Commonwealth Center for Recurrent Flooding Resiliency
- Joint Commission on Technology and Science – Coastal Areas: Study on Economic Consequences of Weather-Related Events

IDENTIFY SURROGATES FOR CTB GOALS

	GOALS	SURROGATES FOR CTB GOALS
	Economic Competitiveness and Prosperity	Vehicle Miles Traveled (VMT)
	Accessible and Connected Places	Switch to Shared Mobility
	Safety for All Users	Number of Crashes Involving Fatalities and Serious Injuries
	Proactive System Management	Roadways At Risk from Flooding
	Healthy Communities & Sustainable Transportation Communities	Tailpipe Emissions

ESTIMATE IMPACTS OF TRENDS ON SURROGATES FOR GOALS

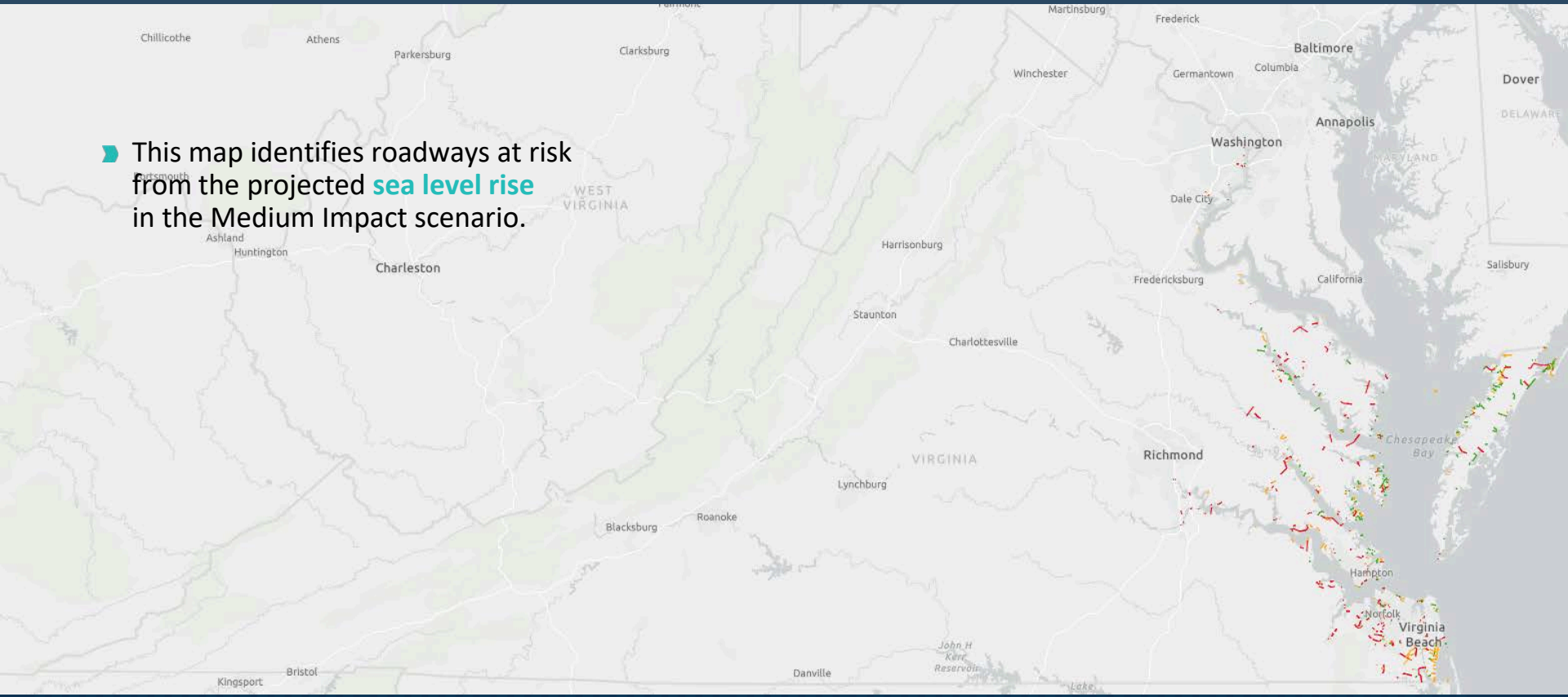
For each hazard, three scenarios or **estimates of impacts** have been developed to account for uncertainties.

	SCENARIOS BY IMPACT		
HAZARD	**LOW**	**MEDIUM**	**HIGH**
SEA LEVEL RISE	▪ Intermediate sea level rise scenario (Year 2040)	▪ Intermediate-high sea level rise scenario (Year 2040)	▪ Extreme sea level rise scenario (Year 2040)
STORM SURGE	▪ Category 2 hurricane storm surge	▪ Category 3 hurricane storm surge	▪ Category 4 hurricane storm surge
INLAND/RIVERINE FLOODING	▪ 100-year flood zone AND ▪ Historical weather-related damages or closures	▪ 500-year flood zone AND ▪ Historical weather-related damages or closures	▪ 500-year flood zone with a buffer AND ▪ Historical weather-related damages or closures

INCREASING IMPACT

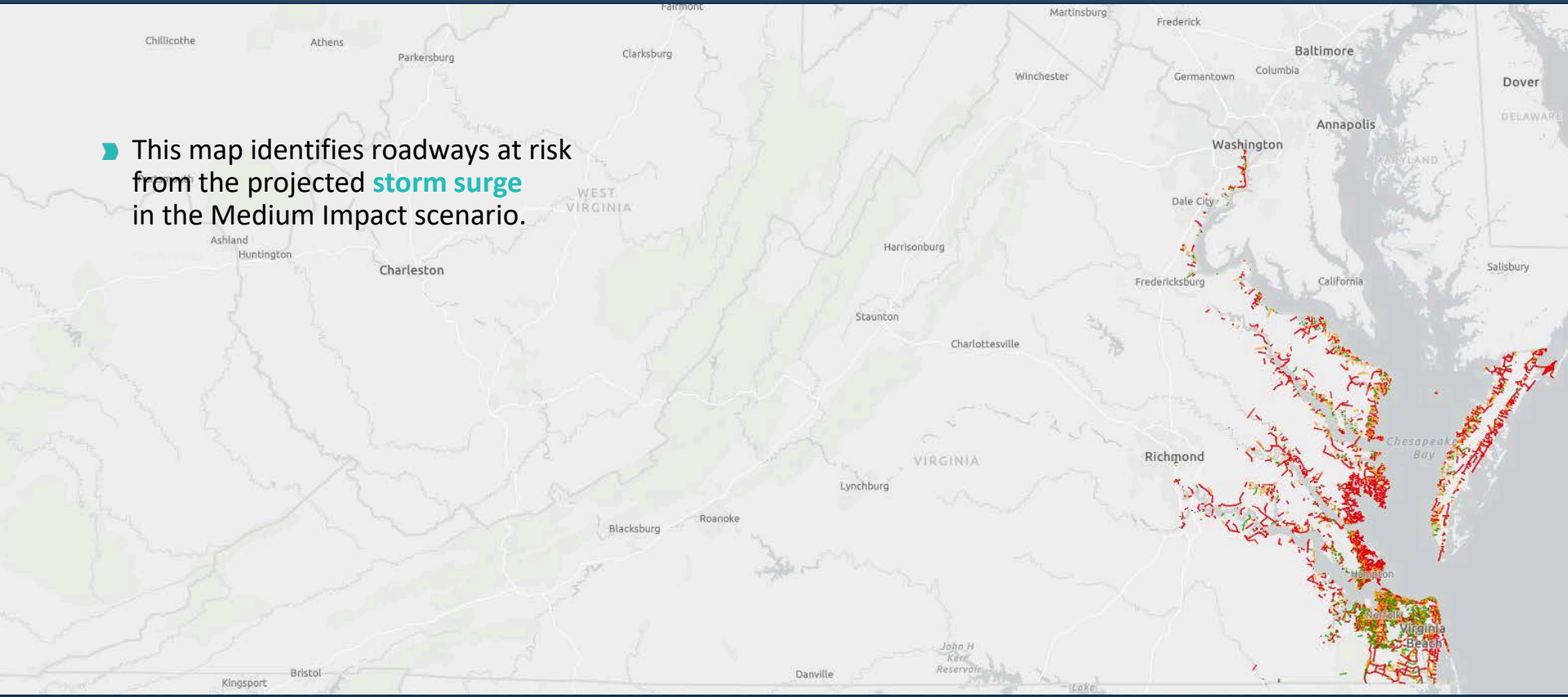
ESTIMATE IMPACTS OF TRENDS ON SURROGATES FOR GOALS

- This map identifies roadways at risk from the projected **sea level rise** in the Medium Impact scenario.



ESTIMATE IMPACTS OF TRENDS ON SURROGATES FOR GOALS

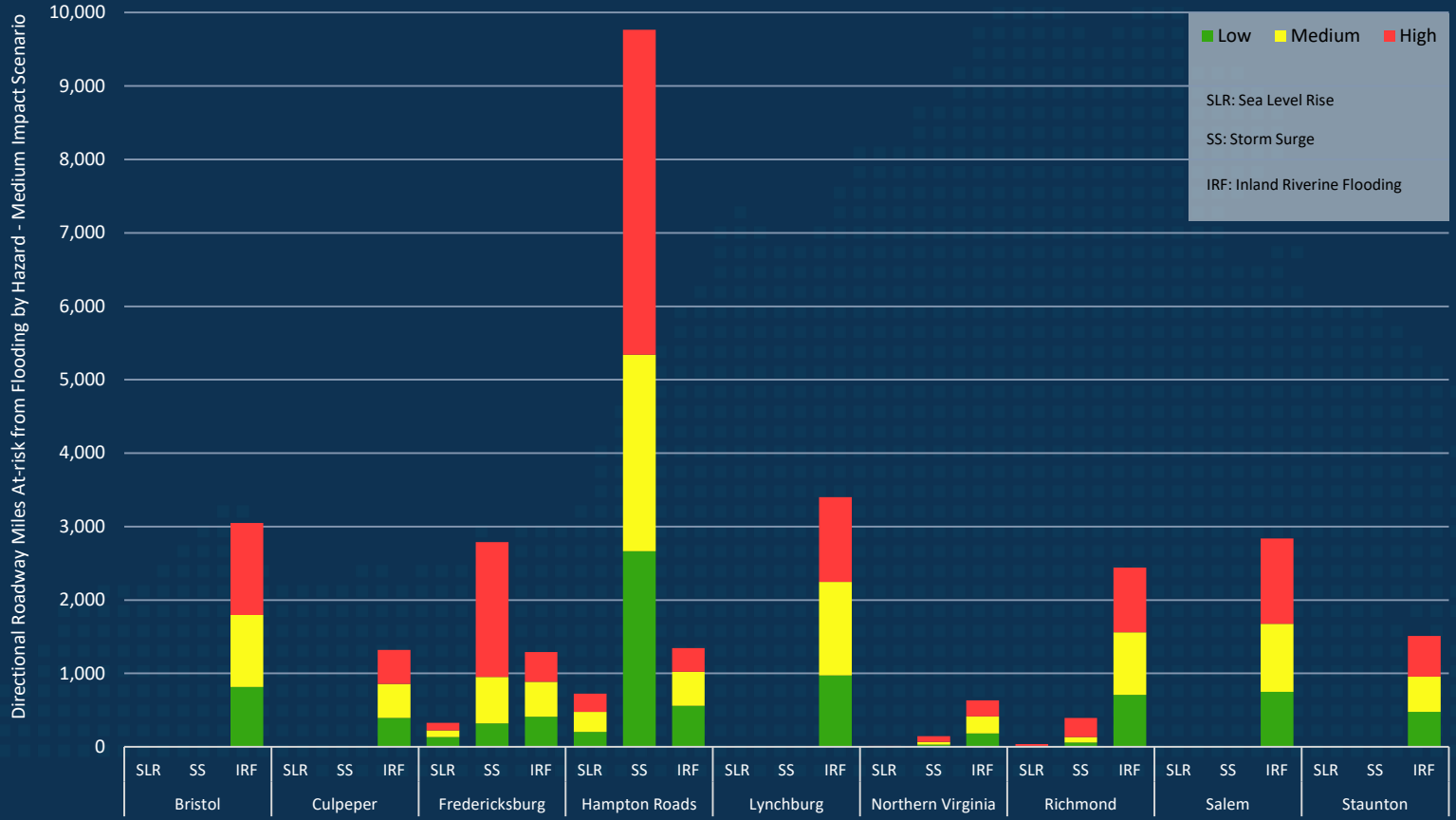
- This map identifies roadways at risk from the projected **storm surge** in the Medium Impact scenario.



High Med Low

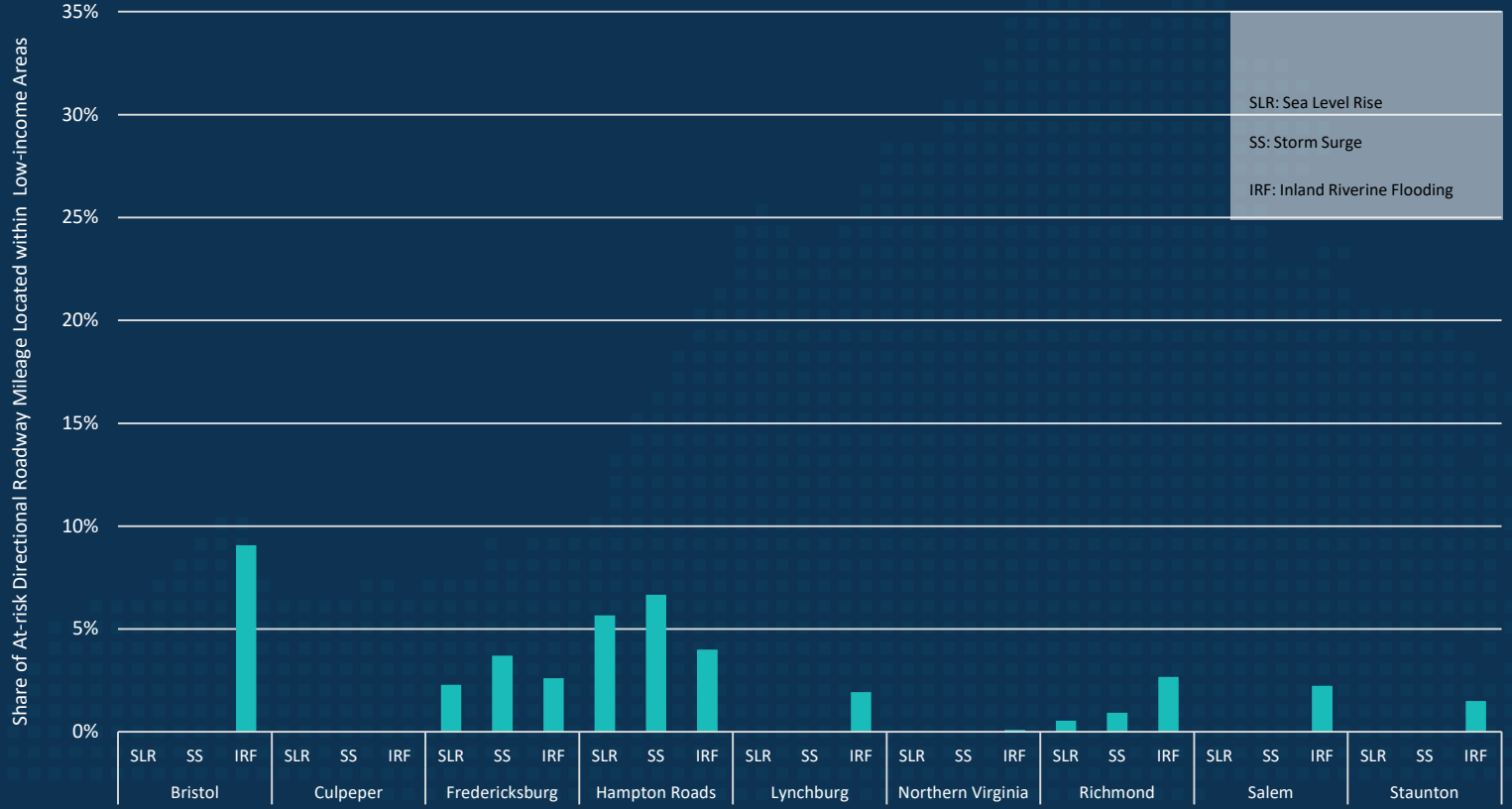
ESTIMATE IMPACTS OF TRENDS ON SURROGATES FOR GOALS

Number of Directional Roadway Miles At-risk from Flooding by Hazard



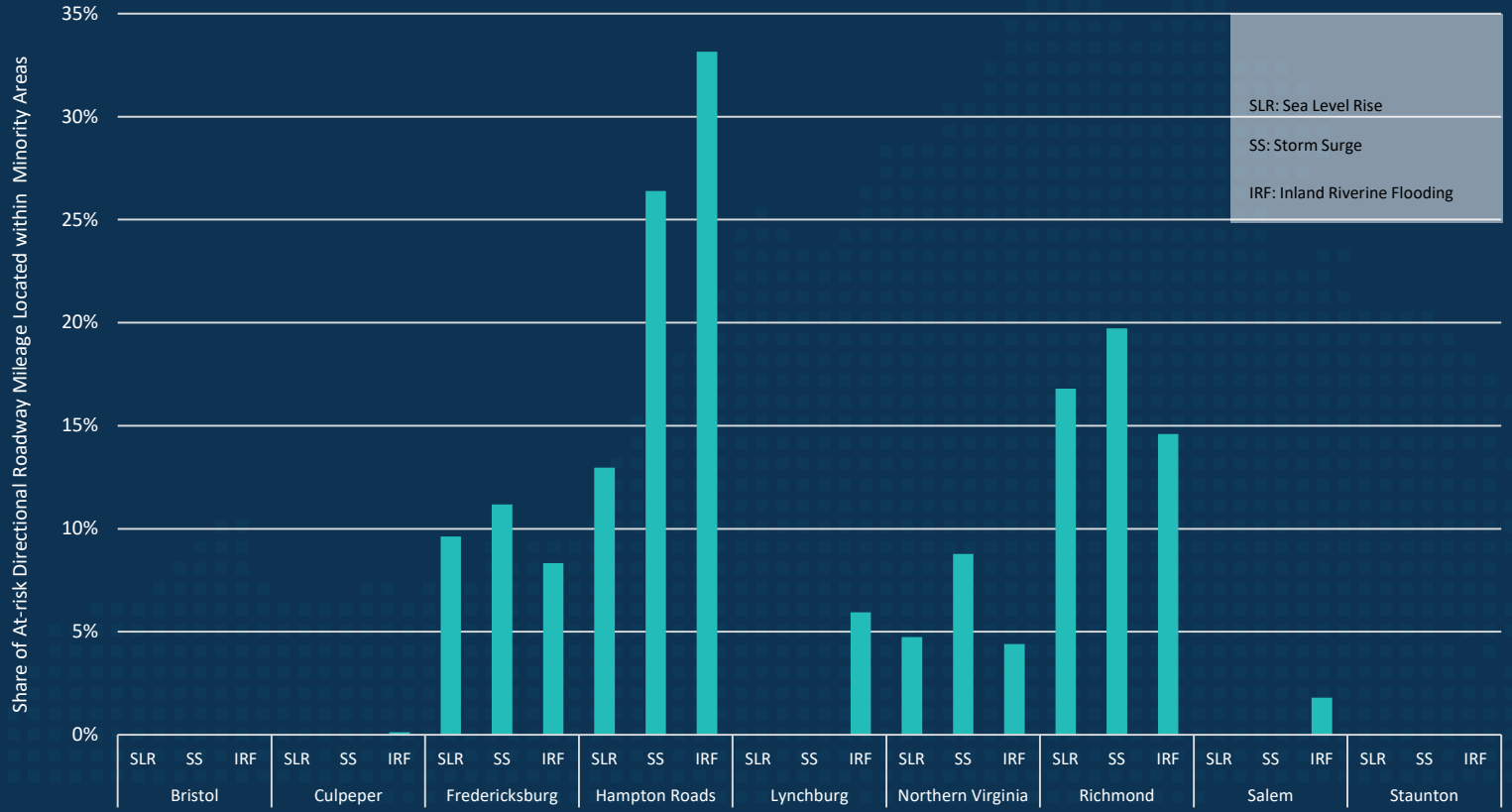
ESTIMATE IMPACTS OF TRENDS ON SURROGATES FOR GOALS

Share of At-Risk Roadway Mileage Located in Areas with High Concentration of Low-income Populations



ESTIMATE IMPACTS OF TRENDS ON SURROGATES FOR GOALS

Share of At-Risk Roadway Mileage Located in Areas with High Concentration of Minority Populations



DEVELOP VTRANS LONG-TERM RISK & OPPORTUNITY REGISTER

#	Nature	Description of Risk/Opportunity	CTB Goal Addressed					Proximity	Priority
			Goal A	Goal B	Goal C	Goal D	Goal E		
1	Risk	A large number of state's roadways are at risk from flooding				x		Mid-term	
2	Opportunity	Proactively eliminate or mitigate identified flooding risks				x		Mid-term	
3	Risk	Several unknown and unquantified flooding risks might be present				x		Long-term	
4	Risk	Impacts of increased flooding risk are disproportionately higher for certain areas and populations		x		x		Long-term	
5	Opportunity	Increase state's preparedness to address other macrotrends associated with climate patterns megatrend				x		Mid-term	

OIPI will provide annual updates to the Board.

MACROTREND	VTRANS TREND TRACKERS
	▪ Number of directional miles at risk from sea level rise ▪ Number of directional miles at risk from storm surge ▪ Number of directional miles at risk from inland/riverine flooding
	▪ Market Penetration of Highly Autonomous Vehicles* ▪ Attitude and Preferences for Adoption of Highly Autonomous Vehicles*
	▪ Market Penetration of Electric Vehicles* ▪ Attitude and Preferences for Adoption of Electric Vehicles*
	▪ Access to Shared Mobility Services* ▪ Utilization of Shared Mobility Services by Type*
	▪ Number of Warehouse and Distribution Centers ▪ Square Footage of Warehouse and Distribution Centers ▪ Share of E-commerce Sales (Business-to-business, business-to-customers)

*Based on the VTrans State of Transportation Biennial Survey

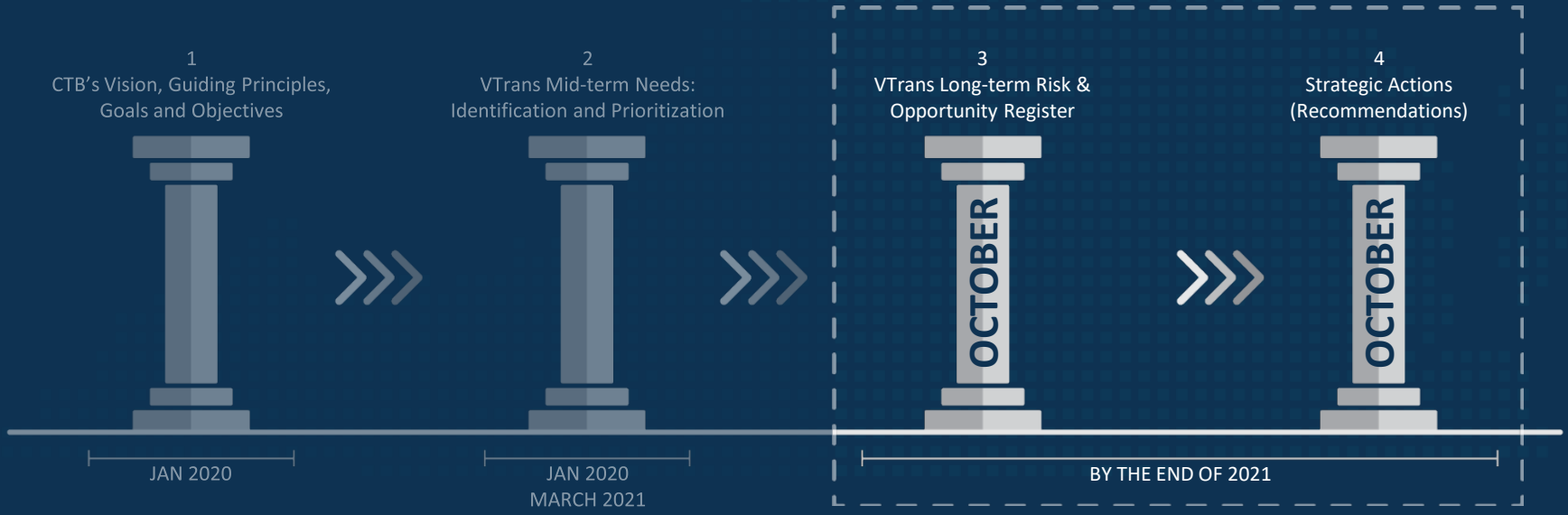
OIPI will provide annual updates to the Board.

MACROTREND	VTRANS TREND TRACKERS
	▪ Value output of 3D Printing ▪ Number of short-range and long-range drone deliveries ▪ Number of last-mile robotic deliveries
	▪ Number of Workers with Workplace Flexibility* ▪ Utilization of Workplace Flexibility*
	▪ Share of Professional Service Industry
	▪ Number of Virginias Age 65 or higher ▪ Share of Age 65+ Cohort
	▪ VTrans Land Use Vitality Index ▪ Population ▪ Employment ▪ Income

*Based on the VTrans State of Transportation Biennial Survey

In the coming months, OIPI will:

- Gather feedback from CTB members on risks and opportunities.
- Continue outreach and engagement activities.
- Present the following at the October CTB Workshop:
  - VTrans Macrotrends #2 through #10
  - Draft list of VTrans Strategic Actions



PROJECT PIPELINE

Board Update

September 14th, 2021

DRPT Virginia Department of Rail and Public Transportation

Office of INTERMODAL Planning and Investment

VDOT Virginia Department of Transportation

Project Pipeline - Overview

Program Goals:

- Focus planning/project development on CTB VTrans priorities
- Streamline project planning and improve project readiness
- Improve and develop tools make use of powerful data and improve collaboration
- Solve more problems with limited transportation dollars

Project Pipeline builds on the success of VDOT's STARS program

- *STARS recommendations* submitted in SMART SCALE have had an *80% funding success rate*

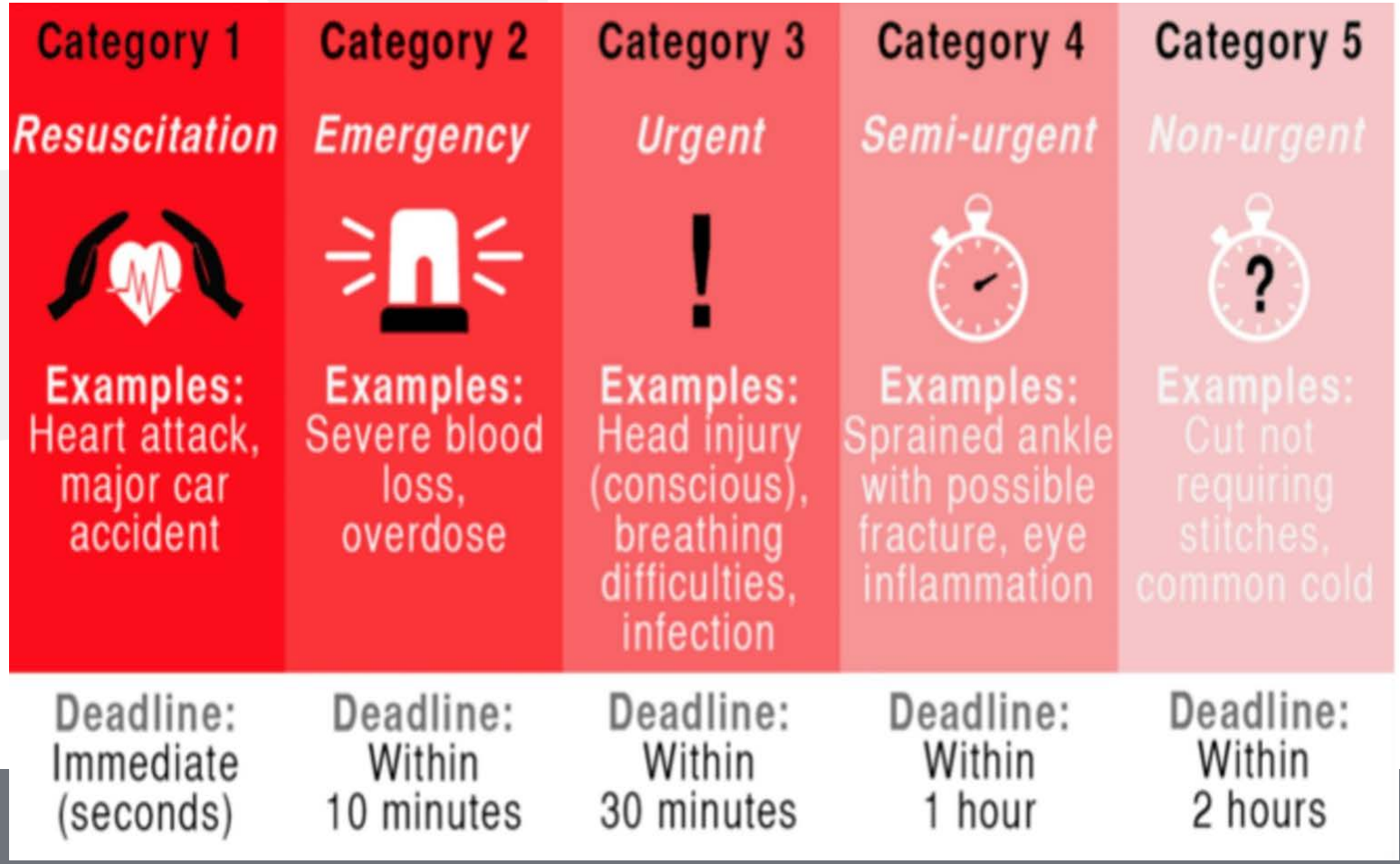
Project Pipeline – Focus on Board Priorities

VTrans PRIORITY LOCATIONS are identified based on overlap and intensity of *multiple need categories* that are affecting transportation system health and performance.

Doctor's will focus on a patient with overlapping risk factors (obese, high blood pressure, diabetes, high cholesterol, etc) before a patient with one risk issue (high blood pressure)

Project Pipeline – Limited Resources

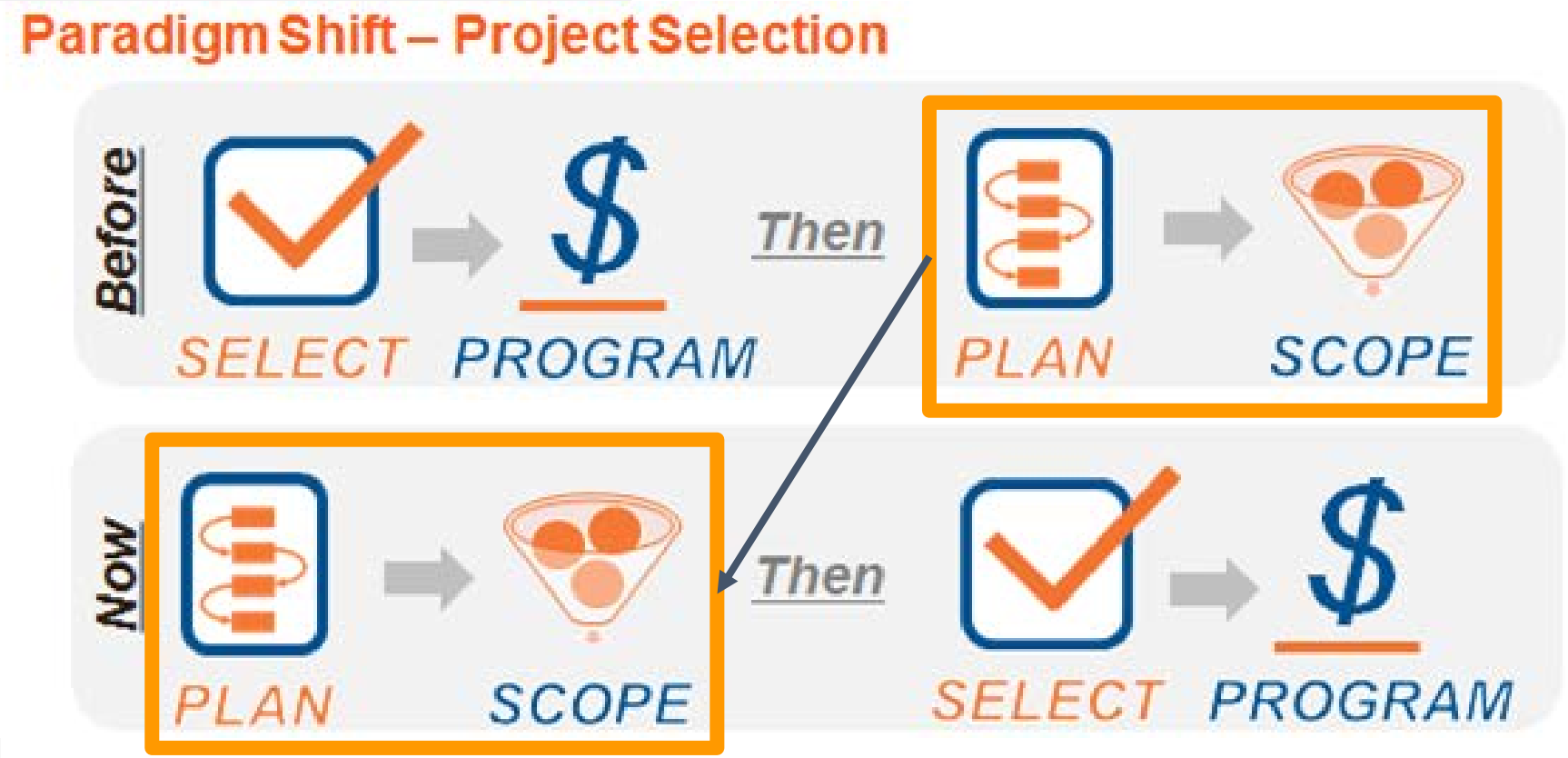
...a triage approach to addressing transportation challenges



Project Pipeline – Selecting Study Locations

- Used the following guidelines:
  - Five locations per District
  - VTrans priority 1 needs
  - Remove locations to be addressed by funded projects – Six Year Plan, NVTA, CIPs, etc.
  - Remove locations with previous and current STARS/AMPS/Corridor Studies
  - Look for high benefit Round 4 SMART SCALE that were not funded
- Potential study locations reviewed with District Board member and 5 locations finalized

Project Pipeline - Improving Planning and Readiness



Project Pipeline - Performance Based Planning

Does this decision tree make sense?

New Engine

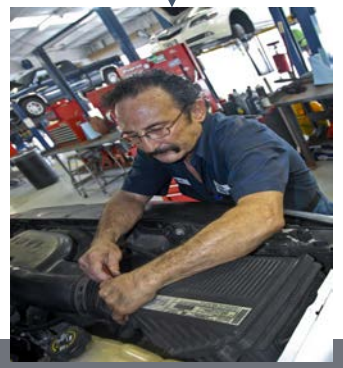
New Car

Project Pipeline - Performance Based Planning

Or is this more logical...

Understand the problem

Develop/Test Solutions



Project Pipeline - Improve Data Tools and Collaboration

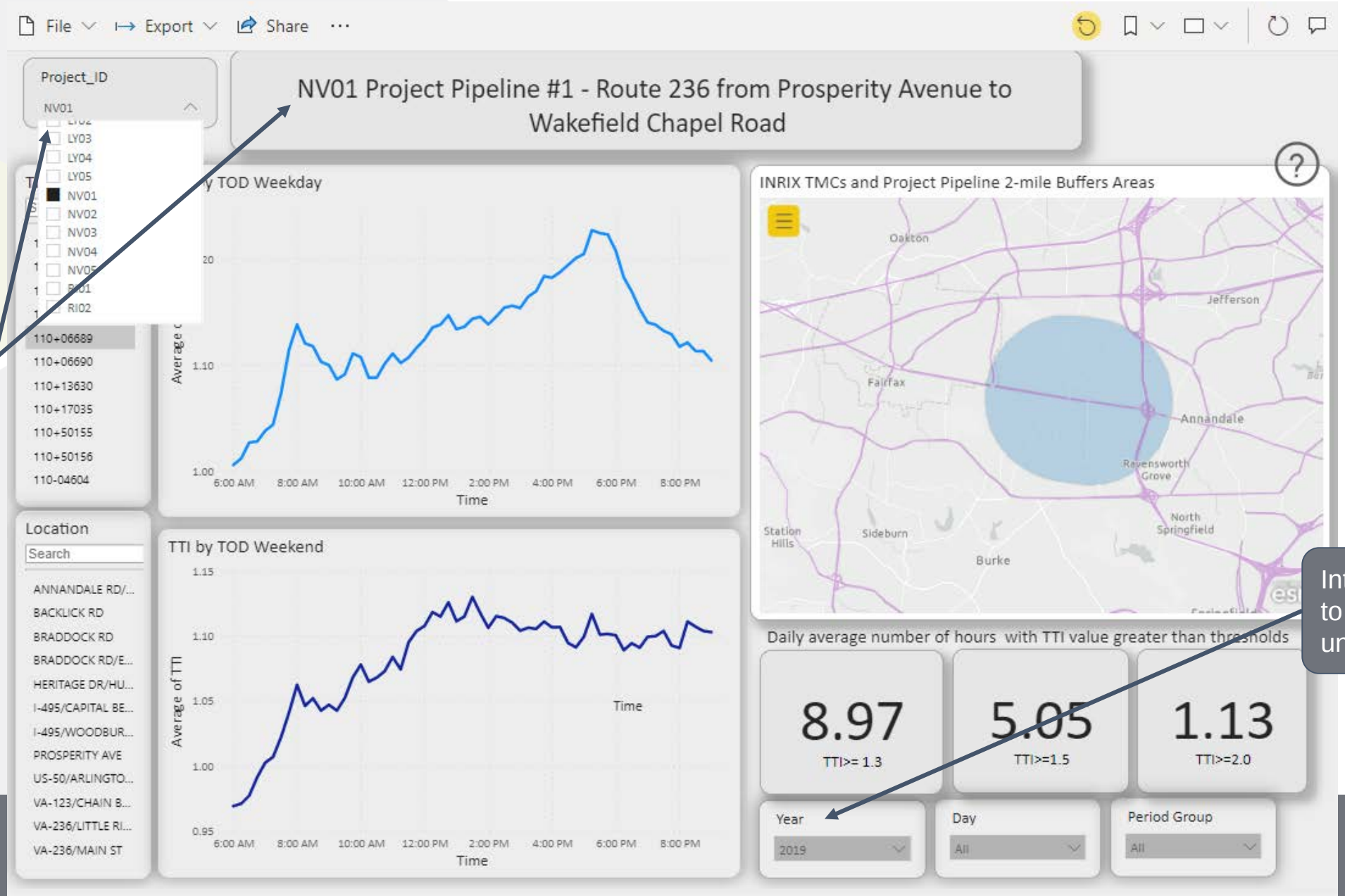
Centralize data collection and leverage DASHBOARDS to streamline problem diagnosis

Main Template

- VDOT Crash Tool
- LOTTR
- HTS Travel Patterns
- Crash
- Speeds TMC - Hourly Avg
- MWCOG Forecast
- Travel Time Index
- Speeds TMC - 15min Avg
- Planning Time Index
- Speeds XD - Hourly Avg
- Pavement
- Streetlight

Dashboards are password protected and only accessible to staff with VDOT network access and consultant team members who have signed data use agreements

TTI Dashboard



Data is related to each Study Location

Interactive with ability to filter to better understand issues

Crash Dashboard

PROJECT PIPELINE

Project_ID

NV01

HR04
HR05
LY01
LY02
LY03
LY04
LY05
NV01

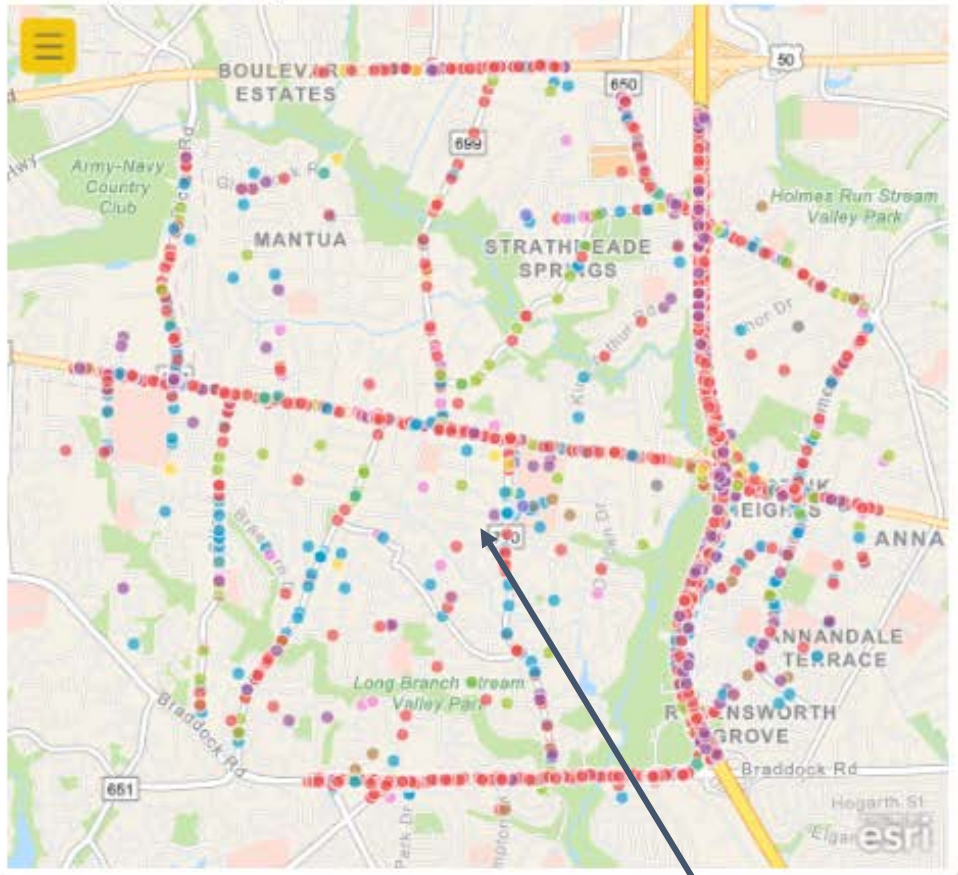
Project Name

NV01 Project Pipeline #1 - Route 236 from Prosperity Avenue to Wakefield Chapel Road

P1 | P2

Crash Severity	Count	% Count
Property Damage Only	**2594**	**66%**
Rear End		33%
Angle		15%
Sideswipe - Same Direction		9%
Fixed Object - Off Road		6%
Head On		1%
Other		1%
Sideswipe - Opposite Direction		1%
Deer		0%
Fixed Object In Road		0%
Non-Collision		0%
Backed Into		0%
Other Animal		0%
Visible Injury	**802**	**20%**
Rear End		11%
Angle		4%
Fixed Object - Off Road		2%
Sideswipe - Same Direction		1%
Pedestrian		1%
Head On		1%
Other		0%
Non-Collision		0%
Fixed Object In Road		0%
Deer		0%
Other Animal		0%
Nonvisible Injury	**414**	**11%**
Rear End		6%
Angle		3%
Fixed Object - Off Road		0%
Pedestrian		0%
Total	**3935**	**100%**

Crash by Collision Type



Day of Week: All

Crash Severity: All

Collision Type: All

Multi_Vehicle: All

Roadway Depart...: All

More Filters

Buffer Distance in miles

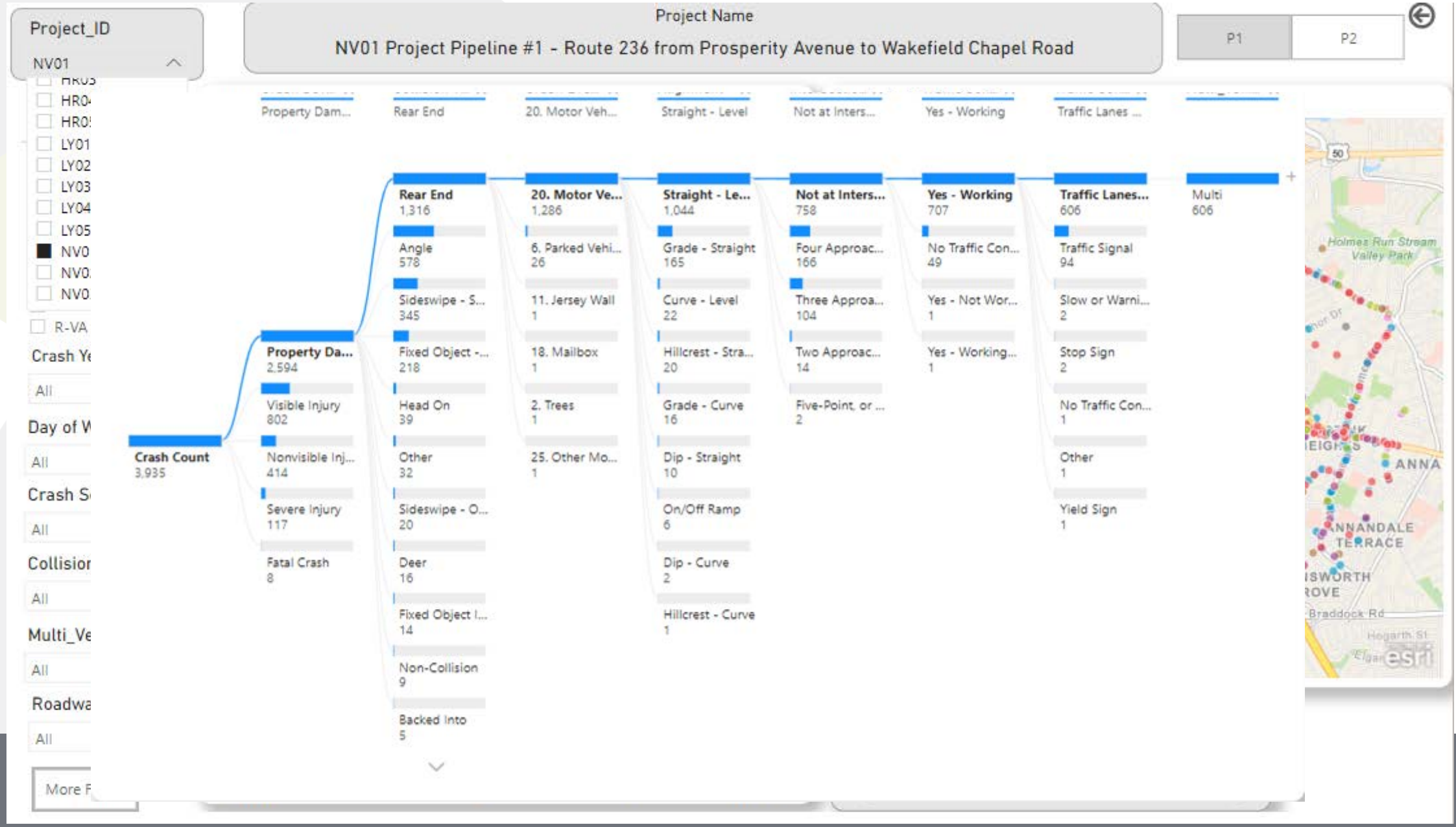
0.00 — 1.99

Provides ability to more quickly understand the problems

Interactive map with ability to change buffer

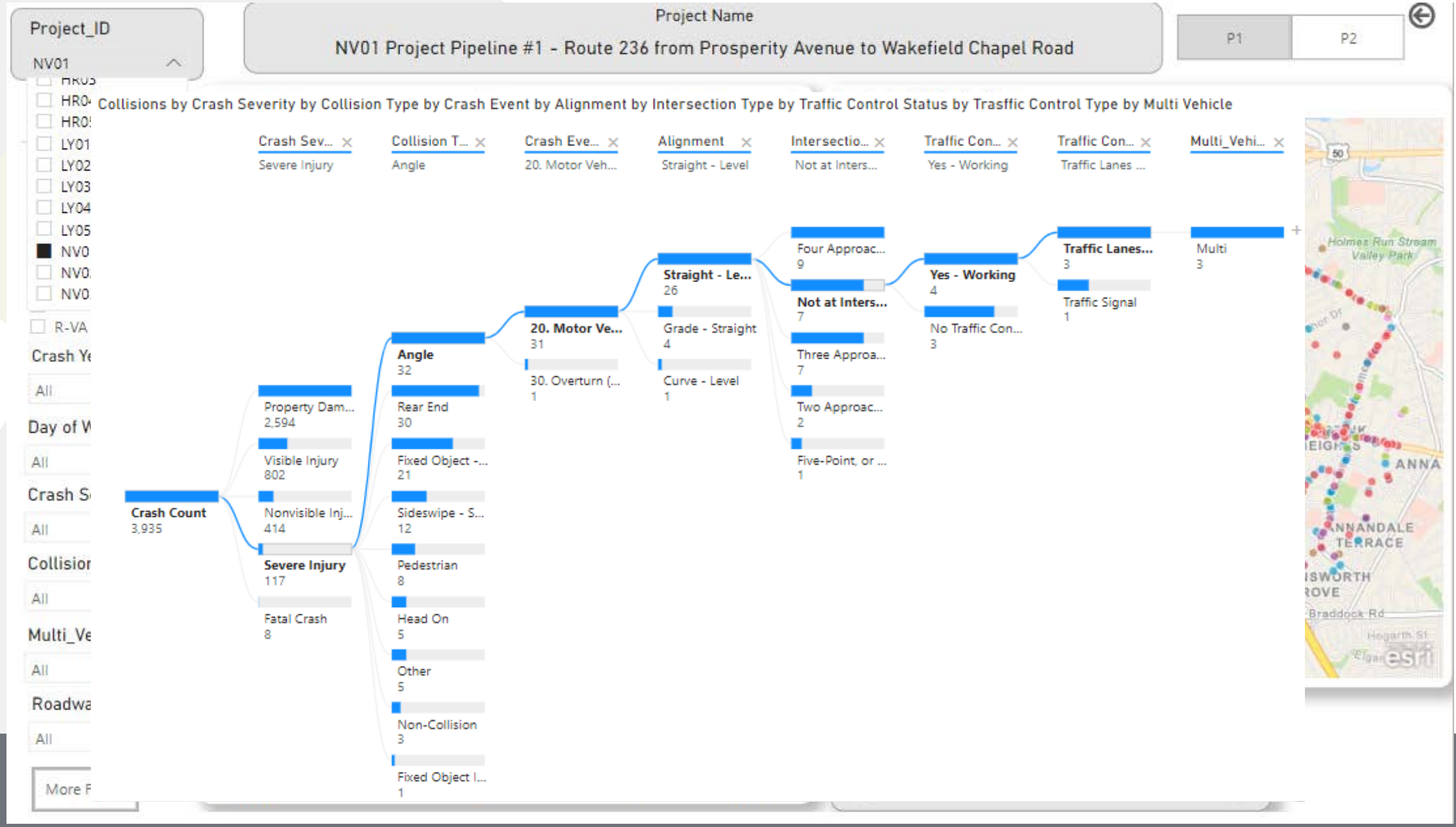
Crash Dashboard

PROJECT PIPELINE



Crash Dashboard

PROJECT PIPELINE




BUT WAIT...
THERE'S MORE!

Regional Data Sources

PROJECT PIPELINE

Project_ID: NV01

Trips From Project Location

NV01 Project Pipeline #1 - Route 236 from Prosperity Avenue to Wakefiel...

Mode	%GT Weights	Weights
Auto (driver)	65%	57,801
Auto (passenger)	25%	22,707
Walk	3%	2,418
School Bus	3%	2,259
Bus	2%	1,881
Rail	2%	1,402
Uber/Lyft/Rideshare	1%	477
Bike	0%	138
Total	**100%**	**89,083**

Origin Purpose	%GT Weights	Weights
Home	60%	53,258
Other	9%	8,396
Drop Off/Pick U	9%	7,819
School	8%	7,182
Work	6%	5,785
Shop	6%	5,546
Gas/EV Charging Station	1%	619
Work-related	0%	370
Daycare	0%	108
Total	**100%**	**89,083**

Dest Purpose	%GT Weights	Weights
Home	23%	20,131
Work	19%	16,520
Other	18%	15,894
School	14%	12,518
Shop	13%	11,643
Drop Off/Pick U	11%	10,240
Work-related	2%	1,671
Gas/EV Charging Station	0%	359
Daycare	0%	107
Total	**100%**	**89,083**

Understand mode splits and trip purposes

t Access Mode	%GT Weights	Weights
ng	83%	4,626
Park and ride	17%	916
Total	**100%**	**5,542**

Rail Boarding Station	%GT Weights	Weights
Dunn Loring	42%	489
Pentagon	42%	486
West Falls Church	16%	184
Total	**100%**	**1,159**

Rail Exit Station	%GT Weights	Weights
L'Enfant Plaza	21%	244
Crystal City	21%	243
Foggy Bottom – GWU	21%	243
Federal Triangle	16%	184
McPherson Square	12%	138
Metro Center	9%	107
Total	**100%**	**1,159**

Transit Egress Mode	%GT Weights	Weights
Walking	100%	5,542
Total	**100%**	**5,542**

Destination Jurisdiction	%GT Weights	Weights
Fairfax	77%	68,894
Fairfax City	7%	6,057

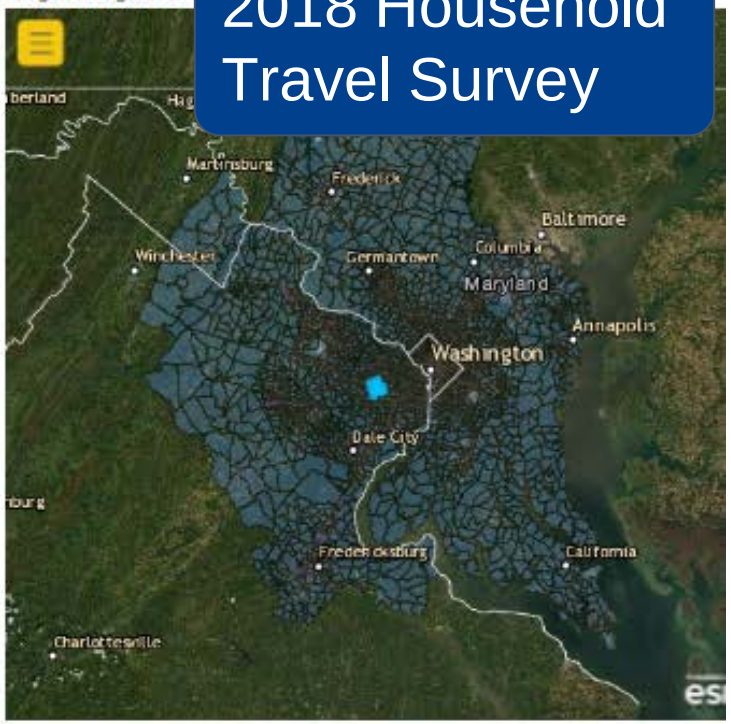
%GT Weights by Departure Time

10%

5%

2018 Household Travel Survey

Origin Weights (C



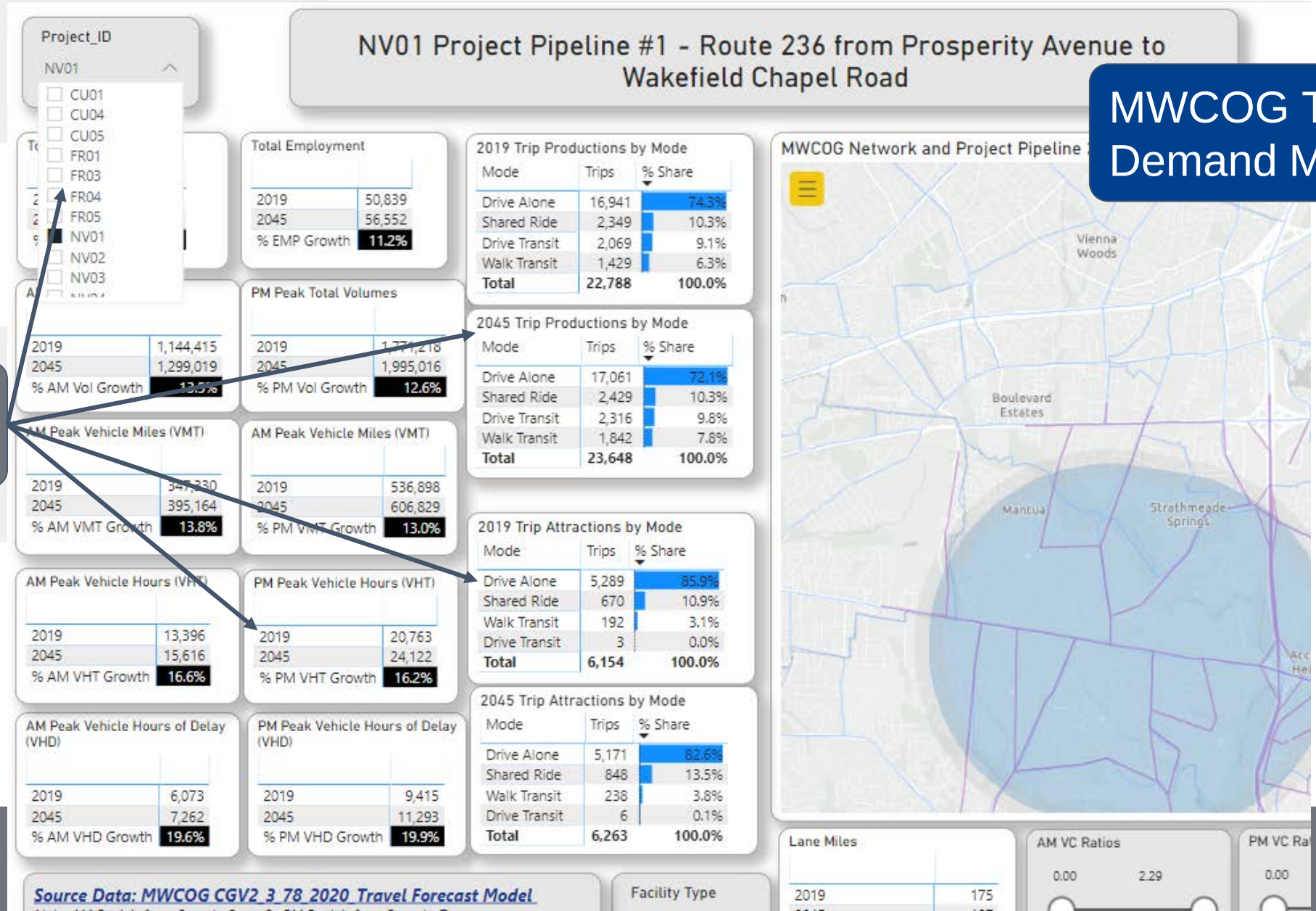
Destination Weights (COG TAZ level)

Regional Data Sources

DRPT · Office of Intermodal Planning and Investment · VDOT · PROJECT PIPELINE

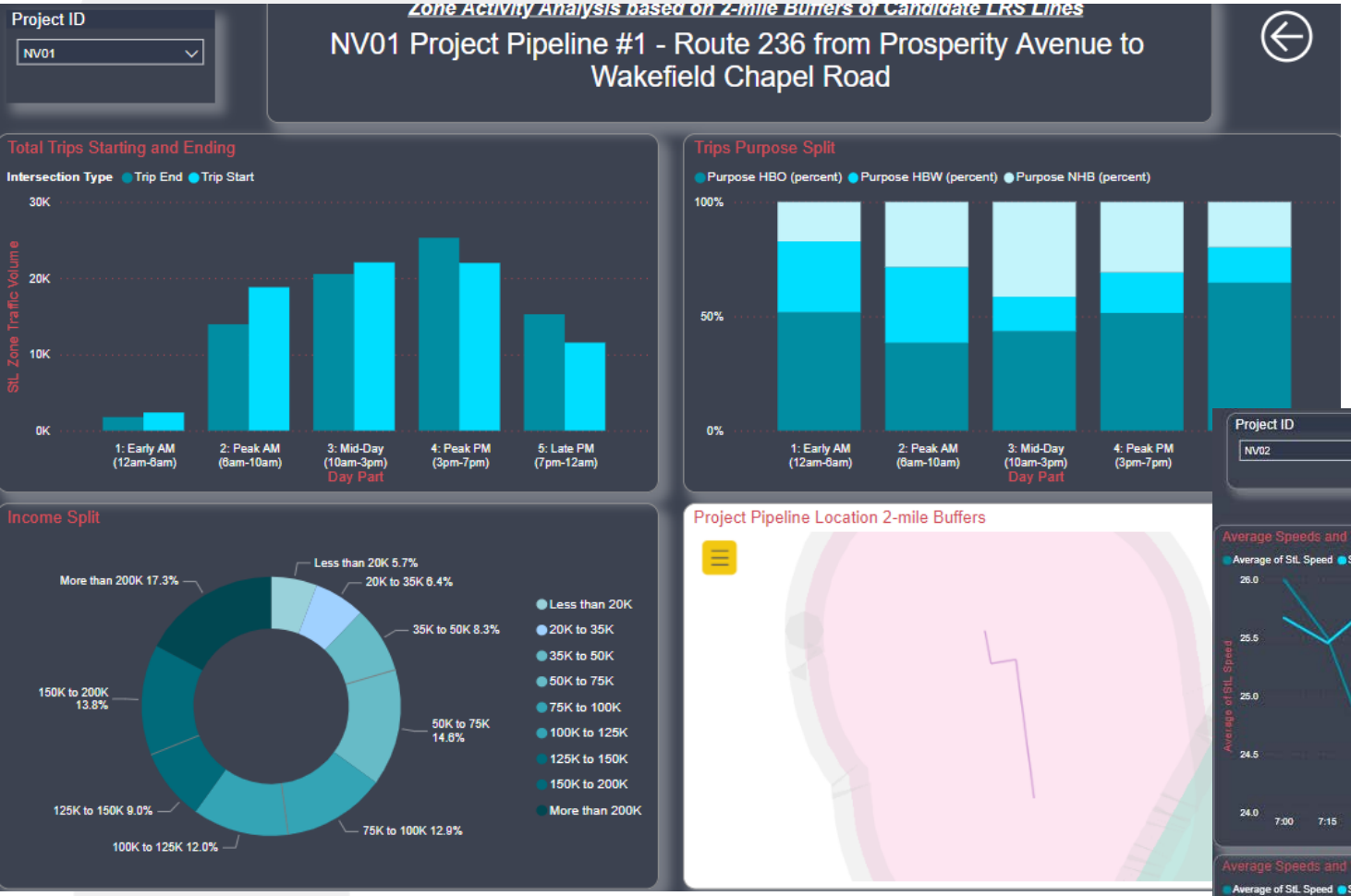
MWCOG Travel Demand Model

Understand current and projected travel demand and behaviors

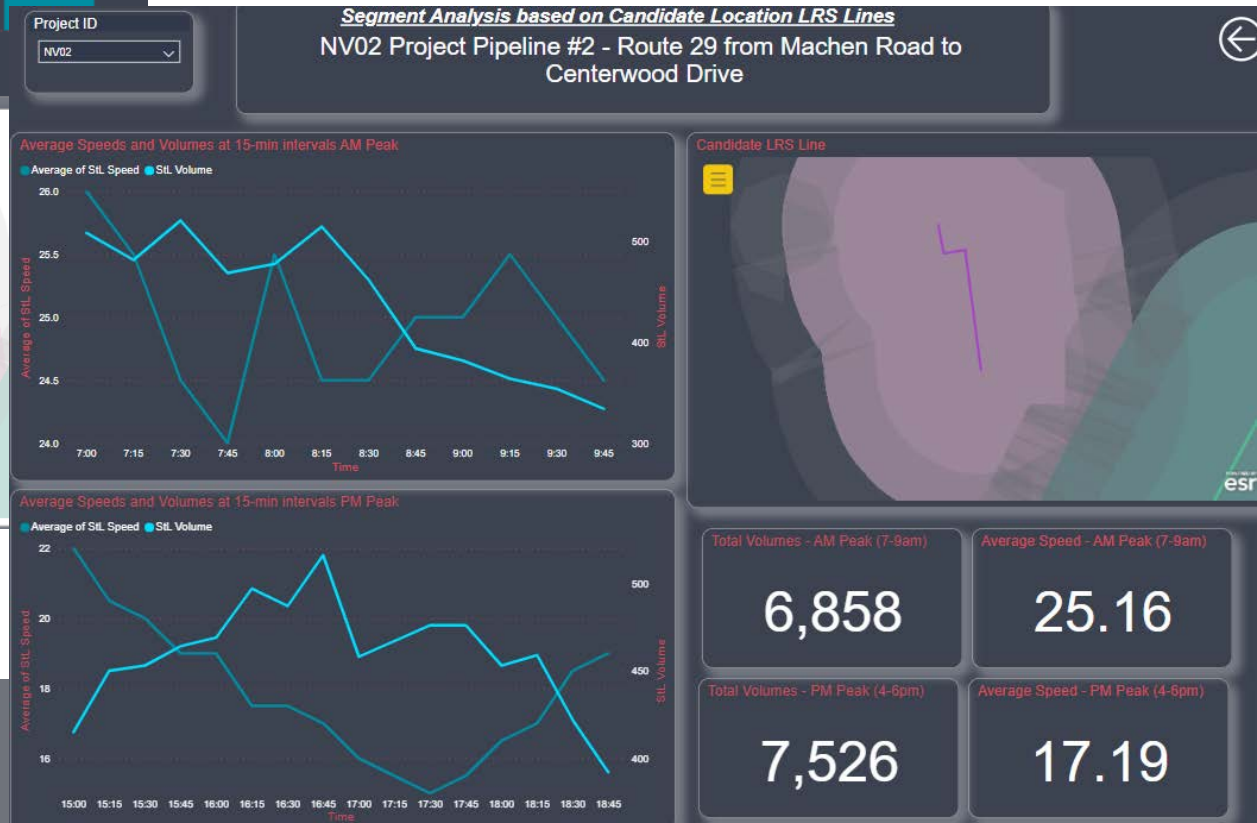


Streetlight Data

DRPT Virginia Department of Rail and Public Transportation | Office of INTERMODAL Planning and Investment | VDOT Virginia Department of Transportation | PROJECT PIPELINE



Understand time of day dynamics



Timeline

PROJECT PIPELINE

Completed:

- Finalize study locations and issue Phase 1 task orders
- Hold initial coordination meetings local partners

Phase 1 - Underway - August/October

- Analysis to understand problems (VTrans needs) and the causes
- Develop range of potential alternatives to improve performance

Phase 2 - October/December

- Stakeholder engagement and feedback
- Develop multimodal investment strategy

Phase 3 - January/March

- Investment strategy cost estimation and refinement

Project Pipeline

QUESTIONS?

WMATA Annual Reporting Requirements

Commonwealth Transportation Board

September 14, 2021

Jennifer DeBruhl, Chief of Public Transportation

Virginia Department of Rail and Public Transportation

WMATA Reporting Requirements

- By July 1, WMATA must annually certify compliance with applicable law and CTB policy for the following items:
  - Board Governance
  - Operating Assistance
  - Strategic Plan
  - Capital Improvement Plan
- WMATA provided the required documentation/certifications to DRPT on June 24 (governance) and July 1 (all others)
- OAG has reviewed for compliance with statutory requirements
- DRPT has reviewed for compliance with CTB policy requirements

WMATA Board Governance

Legislative Requirement

- Board shall withhold 20% of state WMATA allocation for non-compliance (estimated $35.4M in FY22)

CTB Guidelines

- Alternates shall not participate in Executive Session of Full Board or Executive Session of Committees unless they are serving in absence of a primary member
- Alternates may not serve as Chair of a Committee
- In Committee meetings, alternates may be invited to make presentations or participate in discussion

DRPT Recommendation

- **WMATA has met the requirements of the statute and Board policy**
- **No enforcement action is recommended**

Cap on Growth in Operating Assistance: 3%

Legislative Requirement

- Board shall withhold 35% of state WMATA allocation (estimated $62M in FY22)
- Operating costs related to the following are excluded from this calculation:
  - Any service, equipment, or facility that is required by any applicable law, rule, or regulation
  - Any capital project approved by the WMATA Board before or after effective date
  - Any payment/obligation resulting from a legal dispute or proceeding
  - Any service increases approved by the WMATA Board

CTB Guidelines

- Updated January 2021 to add service increase and clarify legal exclusion

DRPT Recommendation

- WMATA has met the requirements of the statute and Board policy
- No enforcement action is recommended

WMATA Strategic Plan

Legislative Requirement

- Board shall withhold 20% of state WMATA allocation for non-compliance (estimated $35.4M in FY22)
- WMATA must adopt or update within the preceding 36 months a strategic plan and hold a public hearing on the strategic plan in Northern Virginia
- First strategic plan must address the key recommendations in the report submitted pursuant to Item 436 R of Chapter 836 of the Acts of Assembly of 2017

CTB Guidelines

- CTB policy requires an update every 36 months
- Next update due by June 30, 2023
  - Delayed from March 2022 by 2021 State Budget Amendment

WMATA Strategic Plan

DRPT Recommendation and Comments

- WMATA adopted their initial strategic plan in March 2019 and has initiated the development of a new plan with their Board
  - 2021 State Budget Amendment approved in 2021 directed DRPT to delay strategic plan requirements for WMATA and urban transit agencies in Virginia
  - DRPT delayed WMATA strategic plan update from March 2022 to June 30, 2023
- No enforcement action is recommended
- The next strategic plan will need to focus on service optimization and recovery from the ridership impacts of COVID

WMATA Capital Improvement Program

Legislative Requirement

- Board shall withhold 20% of state WMATA allocation for non-compliance (estimated $35.4M in FY22)
- WMATA must adopt annually by July 1, a capital improvement program that covers a 6-year period and hold a public hearing in Northern Virginia
- Annually, thereafter WMATA must update the 6-year program

CTB Guidelines

- Every year by July 1, WMATA must adopt a detailed capital improvement program covering the current fiscal year and the next five fiscal years and hold at least one public hearing on said capital improvement program in a locality embraced by the NVTC

DRPT

WMATA Capital Improvement Program

DRPT Recommendation and Comments

- **WMATA has met the requirements for compliance with the statute and Board policy**
- **No enforcement action is recommended**
- Due to the COVID-19 emergency, WMATA held a Virginia-focused public hearing on March 10, 2021, facilitated by the Commonwealth appointee and WMATA Board Chair, Paul Smedberg
- For the FY22 budget cycle, WMATA revised and implemented a new capital planning and programming process. Features included:
  - Project level detail in the CIP
  - Enhanced capital program reporting
  - Early policy guidance from GM, ten year capital strategy
- The development of the FY2022-27 CIP reflecting these negotiated terms

Next Steps

- October 2021 – DRPT will present the annual certification resolution to the Board for action on compliance recommendations
- December 2021 – NVTC will submit their Annual Report on the Performance and Condition of WMATA to the Governor and General Assembly

WMATA Annual Reporting Requirements

Commonwealth Transportation Board

September 14, 2021

Jennifer DeBruhl, Chief of Public Transportation

Virginia Department of Rail and Public Transportation

Virginia Department of Rail and Public Transportation

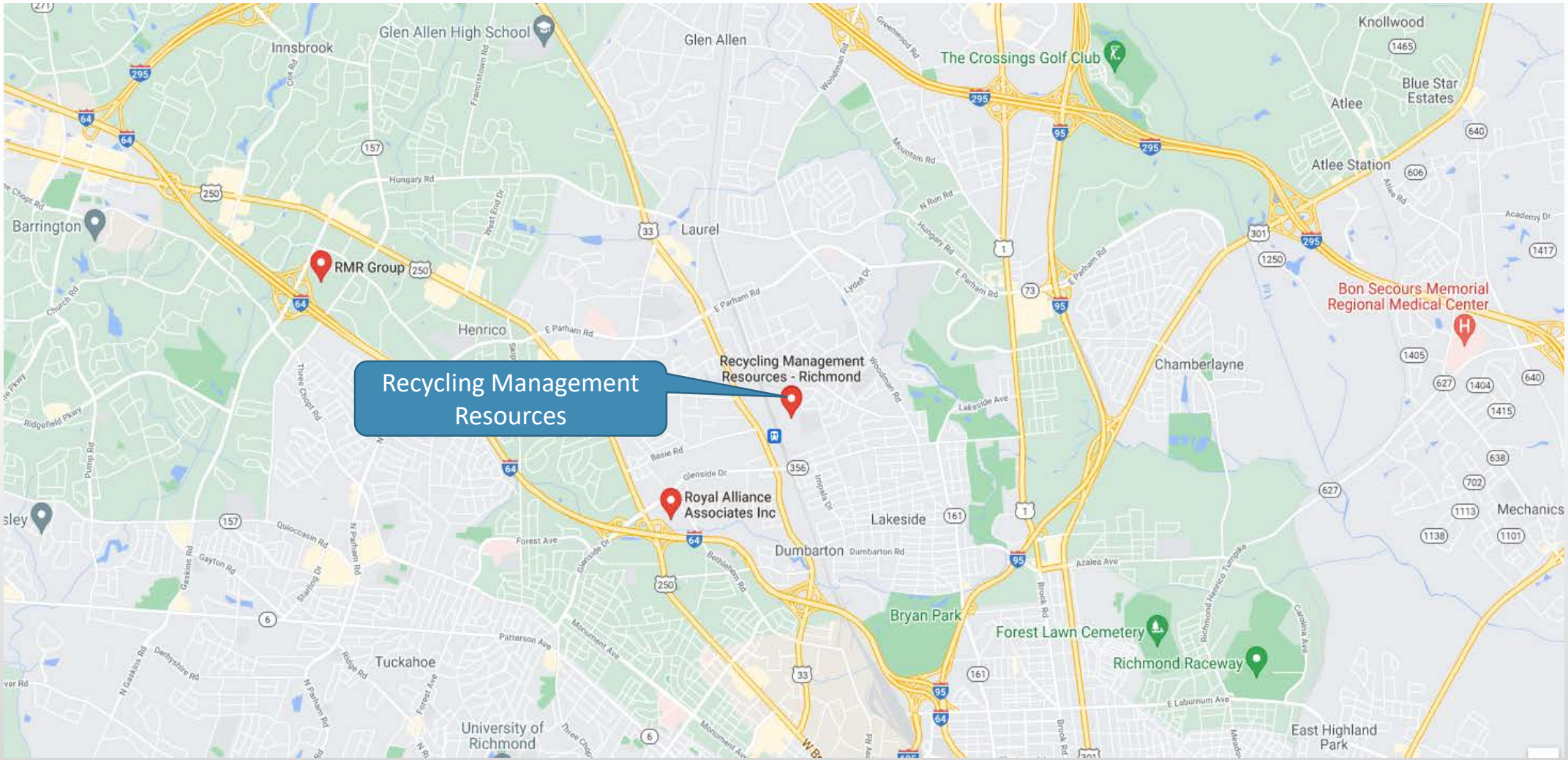
Rail Industrial Access Program Application

Recycling Management Resources Richmond, LLC

Henrico, VA

September 14, 2021

Project Location: Henrico County, VA



Recycling Management Resources Richmond Site View

Applicant Background

- Recycling Management Resources (RMR) is a paper recycler
  - 8 plants in VA, NC, AL, NJ, GA, KY, and DE
  - Handles over 400,000 tons of paper products annually at this facility
  - Recycles all grades of paper materials and some plastics
- Currently relies solely on trucks for Richmond plant
- Inbound: paper bales, rolls, and loose paper for recycling comes in from Mid-Atlantic, Southeast, and Midwest US
- Outbound: paper bales go to paper mills in the United States, and are trucked in containers to Port of Norfolk to ship to international markets

Additional Project Information

- Family-owned business expanding its footprint in the Richmond recycling market
- Business has worked with Henrico County Economic Development to support and expand this location
- Availability of rail transportation will open new markets for inbound and outbound volume across the U.S. and into the South American markets
  - Rail transportation is cost effective for long haul shipments and container shipments via rail to the Port of Norfolk

Application Evaluation

Evaluation Criteria	Data	Score
Annual Carloads	520	20
Added Employment	6	8
Company Capital Investment vs State Contribution	$370,000	2
Jurisdictional Unemployment Rate	4.6	8
Local Economic Development Support	Yes	10
Location on a Shortline Railroad	No	0
Local (Applicant) Match	30%	6
Total Application Score		54

- Applications must exceed 50 points for a recommendation to CTB
- North Branch Resources Score: 54 points
- Minimum threshold carloads: 10 per year

Application Summary

- Application for $259,000
  - $370,000 total estimated rail cost to rehabilitate 2,321 foot spur
  - Applicant required to provide minimum 30% match
  - Total Applicant match: $125,000
- Rail shipments will be 33% of inbound and outbound shipments
- Served by CSX
- Standard Program Requirements
  - All capital expenditures above grant amount will be paid by applicant
  - Cost overruns are the responsibility of the applicant

Thank you.

Jeremy Latimer

Jeremy.Latimer@drpt.Virginia.gov

www.drpt.Virginia.gov

804-786-4440

Virginia Department of Rail and Public Transportation

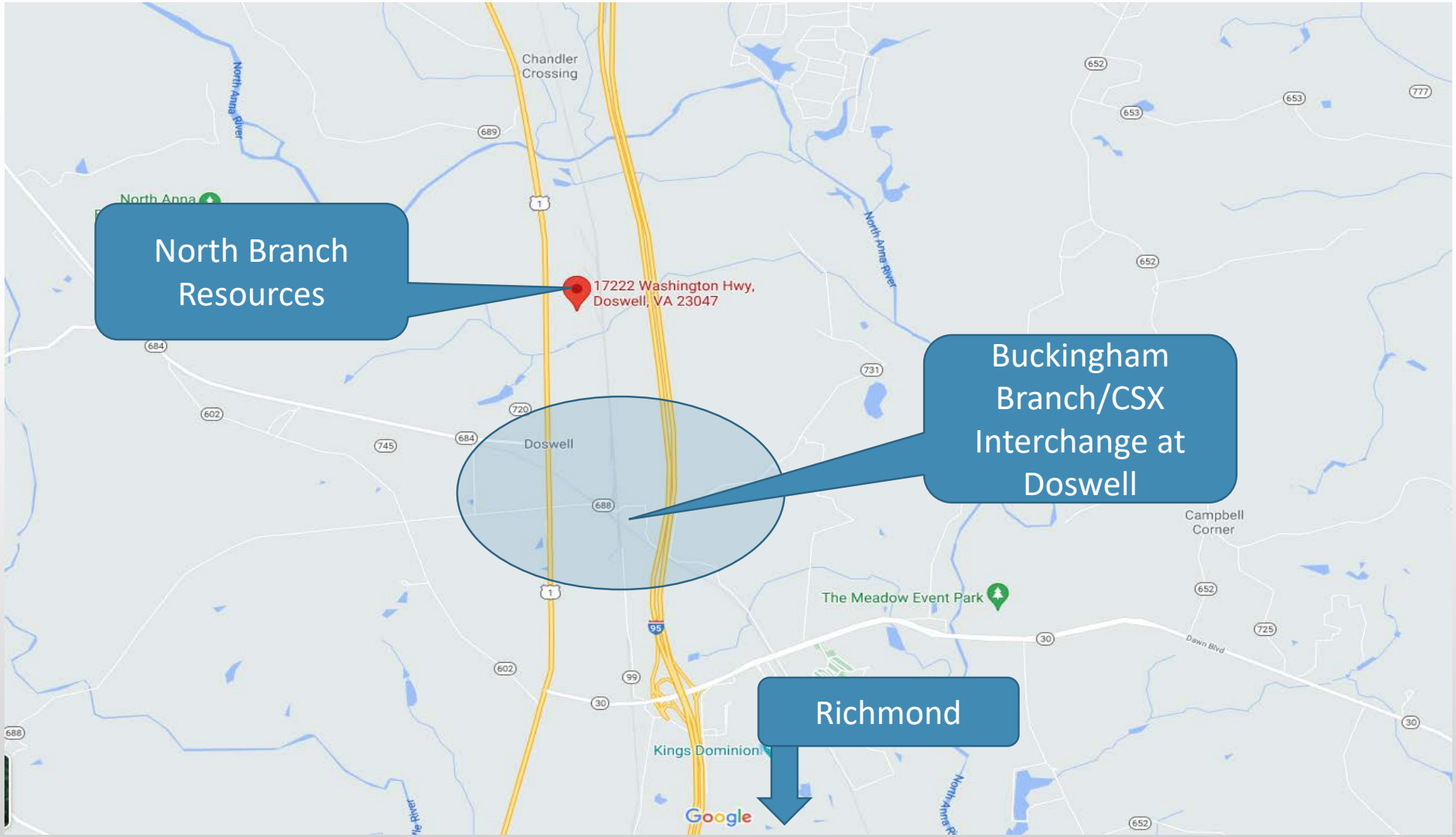
Rail Industrial Access Program Application

North Branch Resources

Hanover, VA

September 14, 2021

Project Location: Doswell, Hanover County, VA



North Branch Resources Site View

North Branch Resources Site View

Applicant Background

- North Branch Resources provides soil stabilization (calciment mixture) to many local projects:
  - 3 recent VDOT projects
  - New road lanes in Fredericksburg
  - Amazon facility
  - Eastern Engineered Wood Products project (also RIA Grant Recipient)
- North Branch Resources purchased the Doswell property in 2020
  - Rail is necessity for importing calciment
  - No Virginia calciment supplier
    - Product can only be obtained via rail
    - Trucking product is too expensive
- Shipping in calciment to the Doswell location will give local contractors an opportunity to obtain calciment

North Branch Resources' Project

- $1.8M investment in expansion
  - $355,000 for expanded rail
  - Growing from 120 existing carloads to 300 carloads per year
- Currently 3 employees, expansion will add 4 additional employees
- Location on 21 acres allows for rail expansion and transload silos to allow for the specific mixture of calciment per each job
- Located on a shortline railroad and offers access to NS/CSX

Additional Project Information

- Increased production for the region enables longer construction windows into wet and cold months
  - Reduced construction costs
  - Reduced long-term maintenance costs for roadway projects
- Business has coordinated with VEDP to support its new location
  - Rail Industrial Access program is an important incentive for this business expansion to supply calciment

Application Evaluation

Evaluation Criteria	Data	Score
Annual Carloads	180	8
Added Employment	4	8
Company Capital Investment vs State Contribution	$1,800,000	4
Jurisdictional Unemployment Rate	3.1	8
VEDP Support	Yes	10
Location on a Shortline Railroad	Yes	10
Local (Applicant) Match	Greater than 35%	8
Total Application Score		56

- Applications must exceed 50 points for a recommendation to CTB
- North Branch Resources Score: **56 points**
- Minimum threshold carloads: 10 per year

Application Summary

- Application for $230,000
  - $355,000 estimated rail cost ($1.8M total capital investment)
  - Applicant required to provide minimum 30% match
  - Total Applicant match: $125,000
- Rail shipments will be 100% of incoming calciment ingredient
- Local trucks will deliver finished product to job sites
- Standard Program Requirements
  - All capital expenditures above grant amount will be paid by applicant
  - Cost overruns are the responsibility of the applicant

Thank you.

Jeremy Latimer

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804-786-4440


VDOT
Virginia Department of Transportation

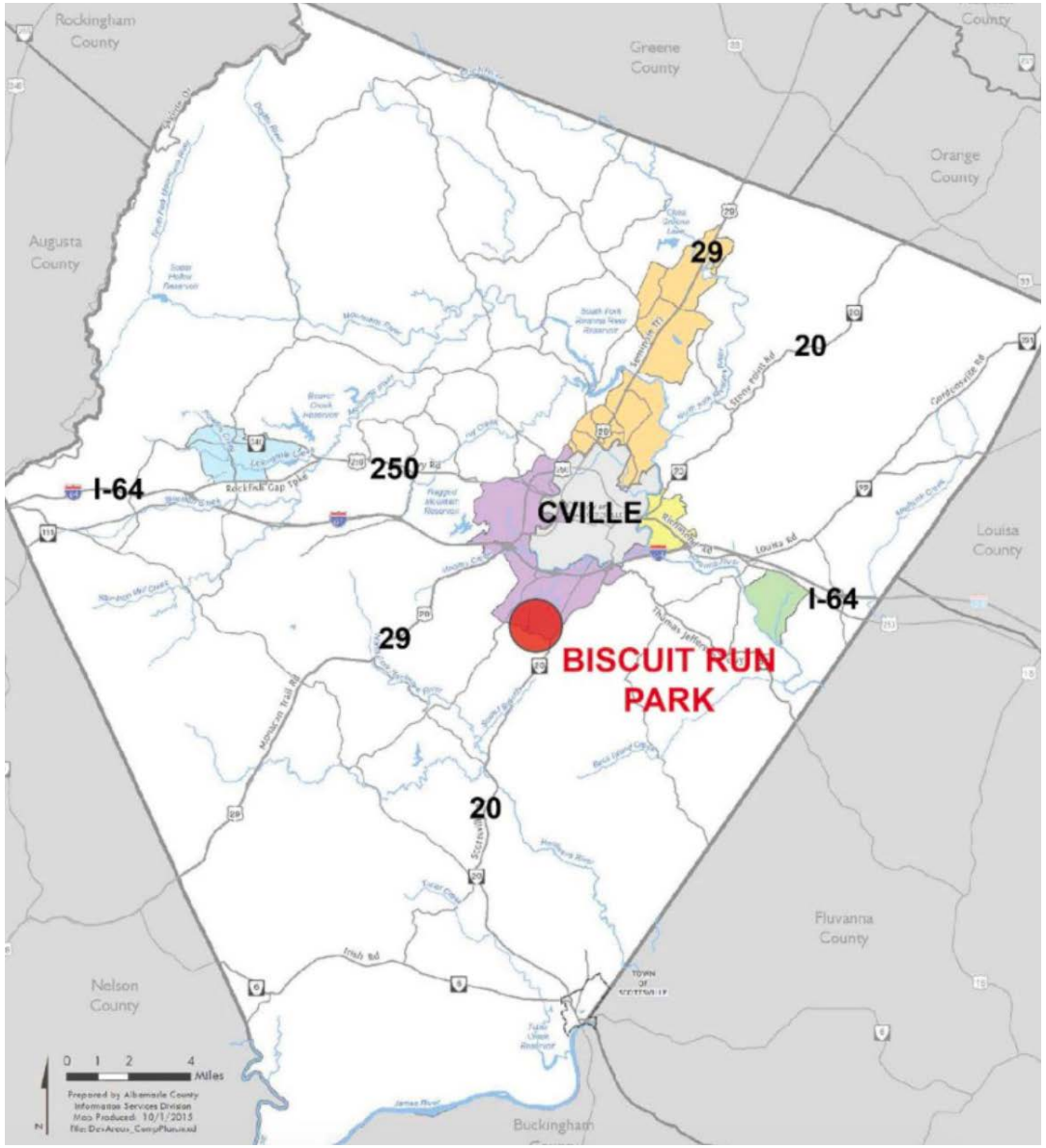
Recreational Access Program

Albemarle County
Biscuit Run Park

Russell Dudley, Local Assistance Division

September 14, 2021

Project Location: Albemarle, Virginia



Recreational Access Projects

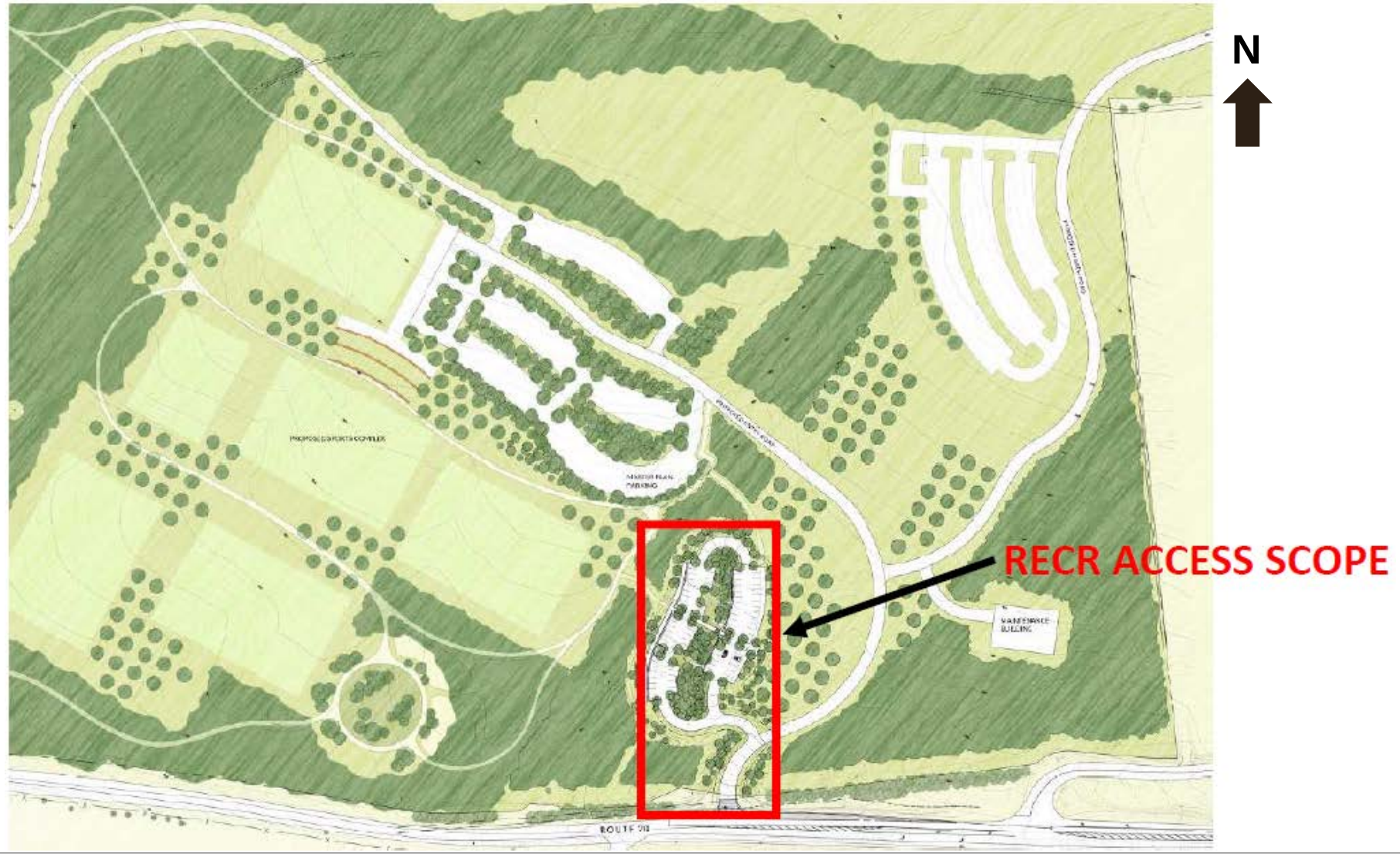
- The Recreational Access Program provides allocations to localities to assist in providing adequate access to public recreational and historic sites.
- The governing body must pass a Resolution to officially request Recreational Access funding.
- The Department of Conservation and Recreation (DCR) or the Department of Historic Resources (DHR) must provide a project recommendation letter.
- The maximum allocation for Recreational Access Projects is below:

	State Facility	Local Facility
Roadway	$400,000 (unmatched)	$250,000 (unmatched), $100,000 (matched)
Bikeway	$75,000 (unmatched)	$60,000 (unmatched), $15,000 (matched)

Recreational Access Request Overview

- Biscuit Run Park totals 1200 Acres
- New roadway proposed from Route 20 (Scottsville Rd) to the proposed 75 space parking lot
  - State Project # RECR-002-017
  - This Recreational Access request is for the construction of a 0.25 mile long, 30-foot wide access road
  - Access road will serve as the main park entrance and carry an estimated 383 vehicles per day
  - This project has a total construction estimate of $2.13 million
  - Project Allocation: $350,000
    - ($250,000 unmatched, $100,000 matched)

Recreational Access Project, RECR-002-017



Next Steps

- At its October meeting, the CTB will be presented with a Resolution to establish a new Recreational Access Project, RECR-002-017
- VDOT and Albemarle County will enter into a Standard State-Aid Agreement, which will allow the County to administer this project
- Albemarle County will proceed with the design and construction of the roadway


VDOT
Virginia Department of Transportation

COMMONWEALTH of VIRGINIA
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Interstate Operations and Enhancement Program and I-95 and I-64/664 Corridor Improvement Plans

Ben Mannell, AICP
September 2021

Interstate Operations and Enhancement Program

- Omnibus legislation in 2020 codified program and its requirements (33.2-372)
- Program receives 20% of funds available for construction formula distribution
- Goal of program is to improve the safety, reliability and travel flow along interstate highway corridors

Focus on Operations and Transportation Demand Management

- Code requires the Board give priority to operations and TDM strategies that improve safety and reliability of travel
- Planning processes to evaluate potential solutions for needs identified on Interstate corridors—
  - First, developed corridor-wide operations and incident management plans
  - Second, development of solutions focused on transportation demand management
  - Finally, highway capital recommendations

Policy for Interstate Operations and Enhancement Program

- In June the Board adopted a policy outlining the allocation process for funds in the Program
- Outlined “off-the-top” funding for operational improvements and limits on on-going costs
- Outlined process to identify recommended projects
- Established prioritization process

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

- **Both Plans follow adopted IOEP Policy:**
  - **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 have been completed**

Available Program Funding

	Previous	FY22	FY23	FY24	FY25	FY26	FY27	TOTAL
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	$19.3	$137.9
Interstate Improvements	$53.6	$20.3	$30.7	$30.7	$32.1	$33.7	$32.0	$233.0
Total (Millions)	$132.7	$43.4	$75.0	$74.9	$78.5	$82.4	$78.1	$565.1
Operational	$40.3	$22.0	$19.1	$18.6	$13.8	$6.5	$6.5	$126.9
Remaining Funds	$92.4	$21.4	$55.9	$56.3	$64.7	$75.9	$71.6	$438.2

- **Operations improvements are funded from their respective dedicated funding off the top, SSP and towing program O&M covered through FY2027**
- **Remaining funds can be used for multimodal and highway capital improvements**

Cost of Proposed Operating Improvements

	Previous	FY22	FY23	FY24	FY25	FY26	FY27	TOTAL
Interstate 95	$26.3	$13.2	$18.9	$17.4	$12.6	$5.3	$5.2	$98.9
Interstate 64	$14.0	$0.0	$0.2	$0.2	$0.2	$0.2	$0.2	$14.8
Interstate Improvements	$0.0	$7.7	$1.0	$1.1	$1.1	$1.1	$1.1	$13.1
Total (Millions)	$40.3	$21.0	$20.1	$18.6	$13.8	$6.5	$6.5	$126.9

- **Interstate 95 operations improvements programmed in January 2020**
- **Interstate 64 operations improvement programmed in January 2021**
- **Other interstate operations improvements (Interstates 77, 85, 295 and 66) recommended for funding**
- **O&M costs for safety service patrols and towing programs are covered through FY2027 on all interstates**

Funding for Capital Improvements

	Previous	FY22	FY23	FY24	FY25	FY26	FY27	TOTAL
Interstate 95	$20.8	$0.0	$6.9	$8.4	$14.4	$23.1	$21.7	$95.3
Interstate 64	$18.1	$9.9	$18.3	$18.3	$19.2	$20.2	$19.1	$123.1
Interstate Improvements	$53.6	$12.5	$29.7	$29.6	$31.0	$32.6	$30.8	$219.8
Total (Millions)	$92.4	$22.5	$54.9	$56.3	$64.7	$75.9	$71.6	$438.2

Reflects funding available after operations improvements implementation and O&M costs for new safety service patrol and towing programs have been taken "off the top" of their dedicated funding categories

Prioritization Scoring

Using the CIPs and other interstate studies, study team followed IOEP Policy approved by the CTB:

- **40% Congestion**
  Person hours of delay reduction
- **40% Safety**
  EPDO reduction
- **20% Accessibility**
  Access to jobs
  Access to jobs for minority and low income populations

Congestion Mitigation	Safety	Accessibility	
Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations
100%	100%	75%	25%
40%	40%	20%	

Allocation of Funds

Step 1 - Fund Operational Improvements

Step 2 - Fund TDM and Roadway Capital Improvements Using I-95 and I-64 Funds

Step 3 - Fund TDM and Roadway Capital Improvements Using Discretionary Interstate Funds

Recommended Funding Allocation

	Highway Operational	TDM / Transit	Highway Capital
Interstate 95	$98.9	$72.7	$22.6
Interstate 64	$14.8	$32.6	$90.5
Discretionary Interstate Funds	$13.1	--	$207.7
TOTAL	$126.9	$105.3	$320.8

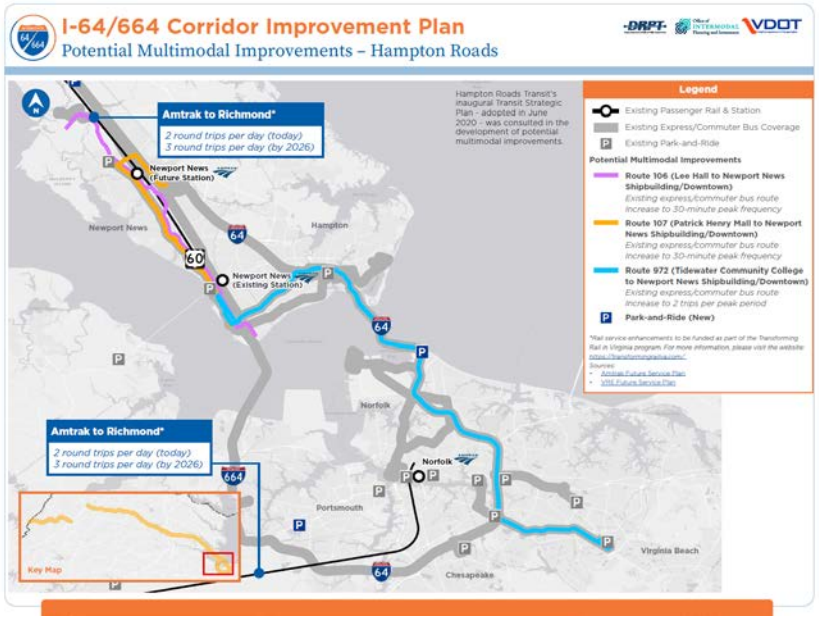
Improvement Highlights

Multimodal Improvements in Funding Scenario

- **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 58 (Route 620 Walthall)

Improvement Highlights
Multimodal Improvements in Funding Scenario

- **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 (5)**
  - Culpeper, Richmond and Hampton Roads



Improvement Highlights

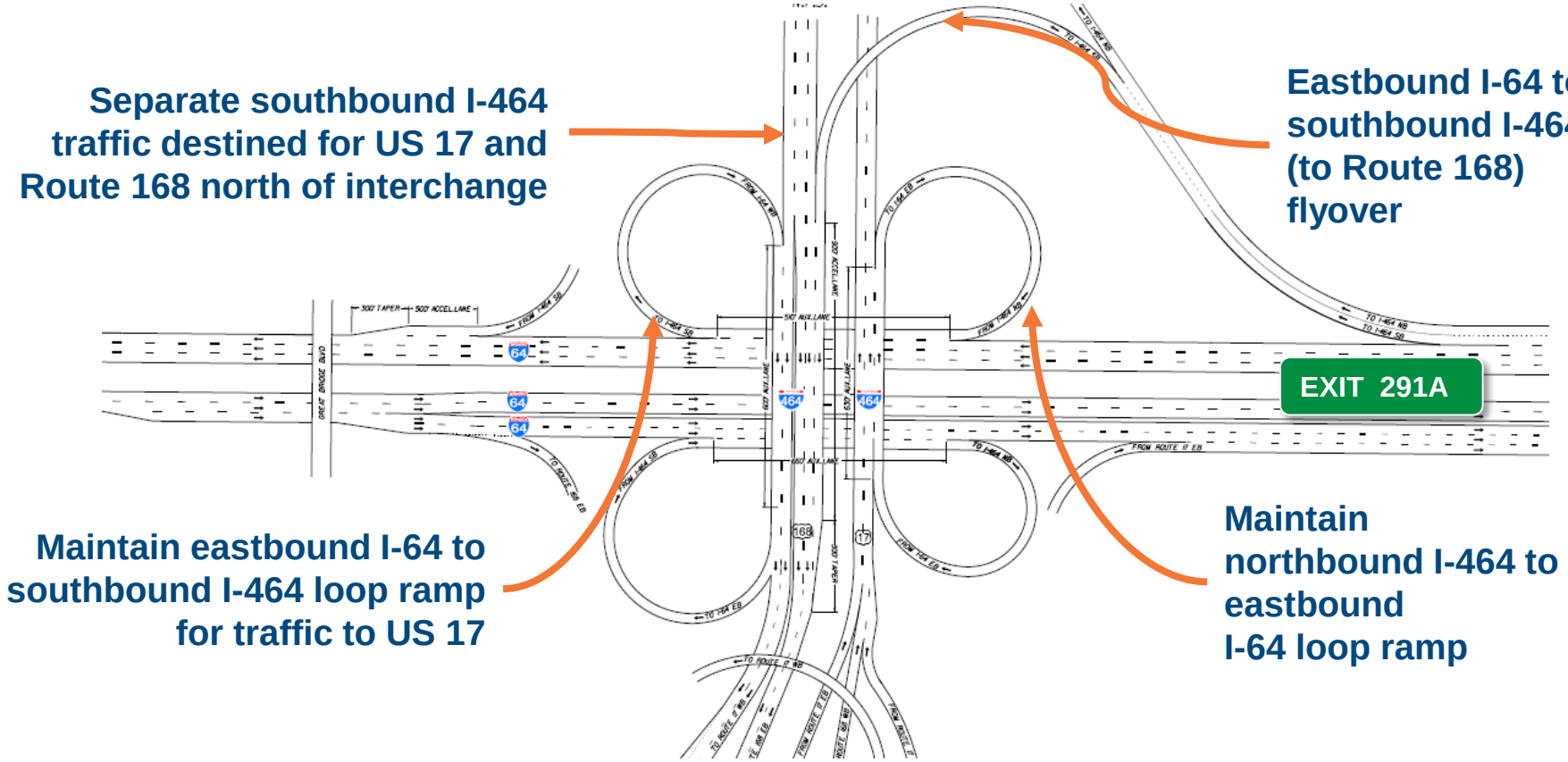
Southbound I-95 at Exit 160 Interchange Improvements- Included in Funding Scenario

Eliminates loop ramp at the top bottleneck location on I-95

Improvement Highlights

I-64/464 Exit 291 Interchange Improvements- Included in Funding Scenario

- **Addresses one of the remaining bottlenecks following the implementation of the HREL**



Preliminary Cost Estimate Refinement

Refinements since July CTB:

- Inflation to year of expenditure
- Review of constructability and risk issues
- Identification of potential delivery options
- All “dedicated” projects identified in July can be funded; $12.1M remains unallocated
- Potentially the first two “tentative” projects can be funded at $11M

Next Steps

- **This month:**
  - CTB adoption of I-95 and I-64 Corridor Improvement Plans; IOEP program of projects; amendment of Six Year Program
- **October 2021:**
  - Amend MPO TIPs and STIP to receive federal authorization
- **Fall-Winter 2021:**
  - Begin implementation of IOEP program of projects

COMMONWEALTH *of* VIRGINIA

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SECRETARY *of* TRANSPORTATION

Transportation Revenues and Opportunities

Nick Donohue
Deputy Secretary of Transportation
September 15, 2021

Opportunity Costs of COVID Pandemic

- From the start of the pandemic through FY27 state transportation revenues are down $1.8 billion from March 2020 estimates
- General Assembly provided the Board with authority to take actions with the goals of-–
  - Reducing impacts on then currently programmed projects fully funded in the SYIP
  - Allowing for phased implementation of the 2020 Governor's Omnibus Transportation Bill

Opportunity Costs of COVID Pandemic

- **Three-pronged approach to address significant reduction in anticipated revenues**
  - **Do not program increased revenues from December 2019 estimate in SYIP update**
  - **Reduce and phase-in new spending from Omnibus Transportation Bill**
  - **Use cash management strategy with Revenue Sharing Program balances**

Opportunity Costs of COVID Pandemic

- **$600 million from Round 4 of SMART SCALE**
- **Delayed allocations of Revenue Sharing from year 1 to year 5 of Six-Year Improvement Program**
- **$123 million from planned omnibus spending**
- **$73 million from the Interstate Operations and Enhancement Program**
- **$576 million from State of Good Repair**
- **$185 million from transit, ports, and aviation**

What is the current situation?

- FY21 state transportation revenue collections were $365.8 million above of estimate
  - $20.7 million is distributed to rail, port, aviation, VCFSA and DMV
  - $345.1 million is distributed to the Priority Transportation Fund
- Transportation is supposed to receive 2/3s of undesignated General Fund surplus
  - Estimated to be $115.8 million in FY21
  - Funds must be appropriated in Appropriations Act

What is the current situation?

- FY22 through FY27 state transportation revenue estimates will not be updated until December
- Federal infrastructure bill and ‘reauthorization’ proposal is pending in Congress
  - Current federal program expires at the end of the month
  - Action is anticipated prior to this expiration
- GF Surplus for transportation is subject to appropriation during the 2022 GA Session

Discussion of Options

- **Appropriations Act prioritizes new spending from 2020 Omnibus Transportation Bill**
- **Revenue Sharing Program is funded with state transportation revenues – many projects are not eligible for federal transportation funds**
- **‘Super Deposit’ into Rainy Day Fund may be triggered**
  - **3-pronged test including 5% increase in anticipated revenues over previous year**
  - **December forecast will be used for determination**

Discussion of Options

- **Federal transportation funds are provided to the state through multiple programs with unique rules**
- **Code of Virginia requires more flexible programs to be distributed through the construction formula**
  - **Today these funds represent ~82% of federal funds**
- **Other funds are allocated using program specific processes**

Recommendations Moving Forward

- **Board should allocate FY21 CTF Surplus by December 2021**
- **Must wait for 2022 General Assembly Session to use FY21 GF Surplus for transportation**
- **Must wait for Congressional action prior to assuming the use of any additional federal funds beyond those already assumed in SYIP**

Recommendations Moving Forward – FY21 CTF Surplus

- **Use Appropriations Act authority, Item 430 P, to restore anticipated FY22 Omnibus spending**
  - **$39.8M for transit**
  - **$10M for safety**
- **Recommend Board select $295M in priority projects from SMART SCALE Round 4 project list**
  - **Ensure equitable distribution of funds throughout the state through approximate use of DGP formula**
  - **SMART SCALE was subject to the single largest reduction in available funding**

Recommendations Moving Forward – Other Actions

- If the December revenue forecast anticipates improved revenues then restore other program reductions
  - Revenue Sharing, State of Good Repair, Interstate Operations and Enhancement
- Revenue Sharing Program
  - Determine what projects in the current round of Revenue Sharing are 'ready-to-go' and could spend the funds in the first 2-years of the program
- Any additional flexible federal funds should be distributed pursuant to current Code requirements using the construction program

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 Clearly
1 2 3 4 5

COMMENT_____

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

Less More
1 2 3 4 5

COMMENT_____

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

With the other members present:

Very Different No Difference
1 2 3 4 5

With members participating from other locations:

Very Different No Difference
1 2 3 4 5

With the public:

Very Different No Difference
1 2 3 4 5

COMMENT_____

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

Hindered Helped
1 2 3 4 5

COMMENT_____

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

Poor Excellent
1 2 3 4 5

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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