COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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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 in response to COVID-19. In light of this action, we have decided to conduct the October 2020 Commonwealth Transportation Board (CTB) workshop meeting using electronic communications in accord with Item 4-0.01.g. of Chapter 1289 (2020 Acts of Assembly), as the COVID-19 emergency makes it impracticable or unsafe to assemble in a single location. The purpose of the meeting 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. There will be opportunity for public comment at the beginning of the October 20, 2020 Action meeting which will start upon adjournment of this meeting. Public comment can be submitted by calling the following telephone number 1-415-993-2066 followed by PIN 334 910 527# 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.

## WORKSHOP AGENDA

October 20, 2020
9:00 a.m.

1. Freight Advisory Committee
   *Cathy McGhee, Virginia Research Council*
   *Barbara Nelson, Virginia Port Authority*

2. I-495 Transit and TDM Study Update
   *Jennifer DeBruhl, Virginia Department of Rail and Public Transportation*

3. Cost Estimation and Bidding Study
   *Bart Thrasher, Virginia Department of Transportation*
   *Robert Fleiger, Ernst and Young*

4. Periodic Regulatory Review
   *Joanne Maxwell, Virginia Department of Transportation*

5. I-66 Commuter Choice
   *Jennifer DeBruhl, Virginia Department of Rail and Public Transportation*
   *Ben Owen, Northern Virginia Transportation Commission*

6. Rail Industrial Access Applicant Eastern Engineered Wood Products
   *Jeremy Latimer, Virginia Department of Rail and Public Transportation*

7. Hampton Roads Express Lanes Network
   *Chris Hall, Virginia Department of Transportation*

8. COVID Update - Financial Plan and Six-Year Improvement Program
   *Laura Farmer, Virginia Department of Transportation*
   *Kimberly Pryor, Virginia Department of Transportation*

9. Financial Plan and Six-Year Improvement Program
   *Steve Pittard, Virginia Department of Rail and Public Transportation*

10. 64/664 Study
    *Ben Mannell, Virginia Department 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*

# # #

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# Virginia Freight Advisory Committee

Cathy McGhee, PE

Barbara Nelson

# Freight Advisory Committees

- The FAST Act requires each state to develop a comprehensive State Freight Plan to obligate National Highway Freight Program funding
  - Freight Advisory Committees are not required by the FAST Act, but are encouraged and exist in a majority of states (about 35)
  - States leverage their FAC to identify needs and inform analysis of the plan
- The Virginia Freight Element, a component of VTrans, serves as Virginia's Freight Plan

# Freight Advisory Committee Role

- **The FAC will ensure the continuing economic competitiveness of the Commonwealth by supporting a safe, efficient, and effective freight industry**
- **The FAC will provide recommendations to the Secretary of Transportation and the Commonwealth Transportation Board on advancing five primary efforts:**
  - **Identification of opportunities to improve freight and logistics infrastructure across the Commonwealth**
  - **Review and recommendation of legislative, regulatory, and other policy matters related to the safe, efficient, and sustainable movement of goods across modes**
  - **Increase the understanding of emerging technologies as they relate to freight transportation in Virginia**
  - **Improvement of rural, urban, multi-state, and international freight mobility across Virginia's transportation system**

# Freight Advisory Committee Membership

- The FAC membership will include representation from:
  - Beneficial Cargo Owners
  - Trade Associations
  - Warehouse and Distribution Companies
  - Trucking Companies
  - Rail Interests (Class 1 and Short Line)
  - Industrial Economic Development Interests

- The FAC will be supported by a Technical Committee

# Technical Committee

- **The Technical Committee will be comprised of resource agency representatives including:**
  - VDOT
  - OIPI
  - VEDP
  - DRPT
  - DoAV
  - DMV
  - VDEM
  - VSP
  - Research/Innovation
  - POV
  - MPOs

# Freight Advisory Committee – Best Practices

- Establish and adhere to a regular meeting schedule
- Establish a clear purpose, goals, and activities
- Identify champions (both public and private sector)
- Provide appropriate resources for support
- Value private sector involvement
- Enable two-way communications and collaboration
- Integrate freight considerations into all phases of transportation decision-making

# Schedule

- A draft charter for the FAC has been developed
- The Technical Committee will meet by mid-November
- Invitations to participate in the FAC will be sent and the first meeting will occur before the end of 2020


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

***Commonwealth Transportation Board Workshop***

***October 20, 2020***

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

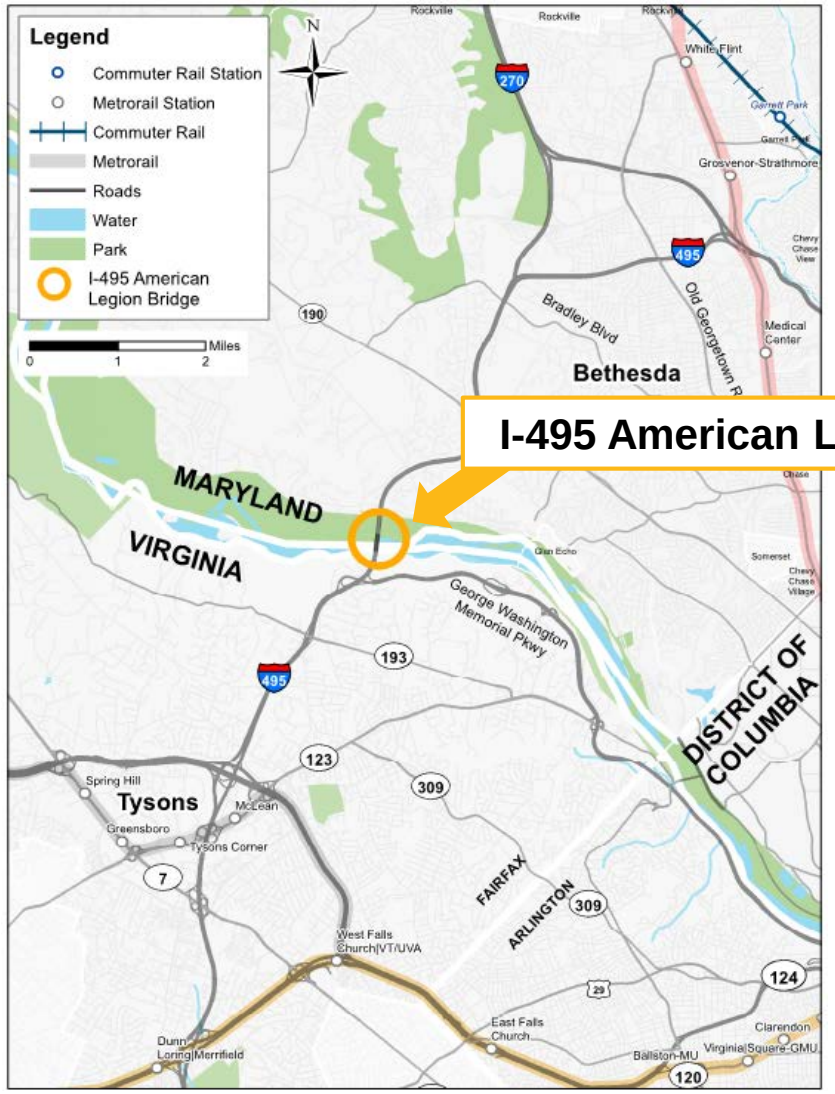
# Study Context

- Fall 2019: Governors Northam and Hogan announce *Capital Beltway Accord* to Rebuild American Legion Bridge and Connect Interstate Highway System
- Complements Virginia's I-495 NEXT and Maryland's Managed Lanes Study for regionwide seamless network of reliable travel options around the Capital Beltway, I-270, I-95, I-395, and I-66
- This study is funded and managed jointly by DRPT and MDOT-MTA, and is separate from improvement projects in the corridor.

# Study Objectives

Identify a range of potential current and future multimodal solutions that might be implemented to:

- Reduce congestion
- Improve trip reliability and regional connections
- Enhance existing and planned multimodal mobility and connectivity



# Study Process

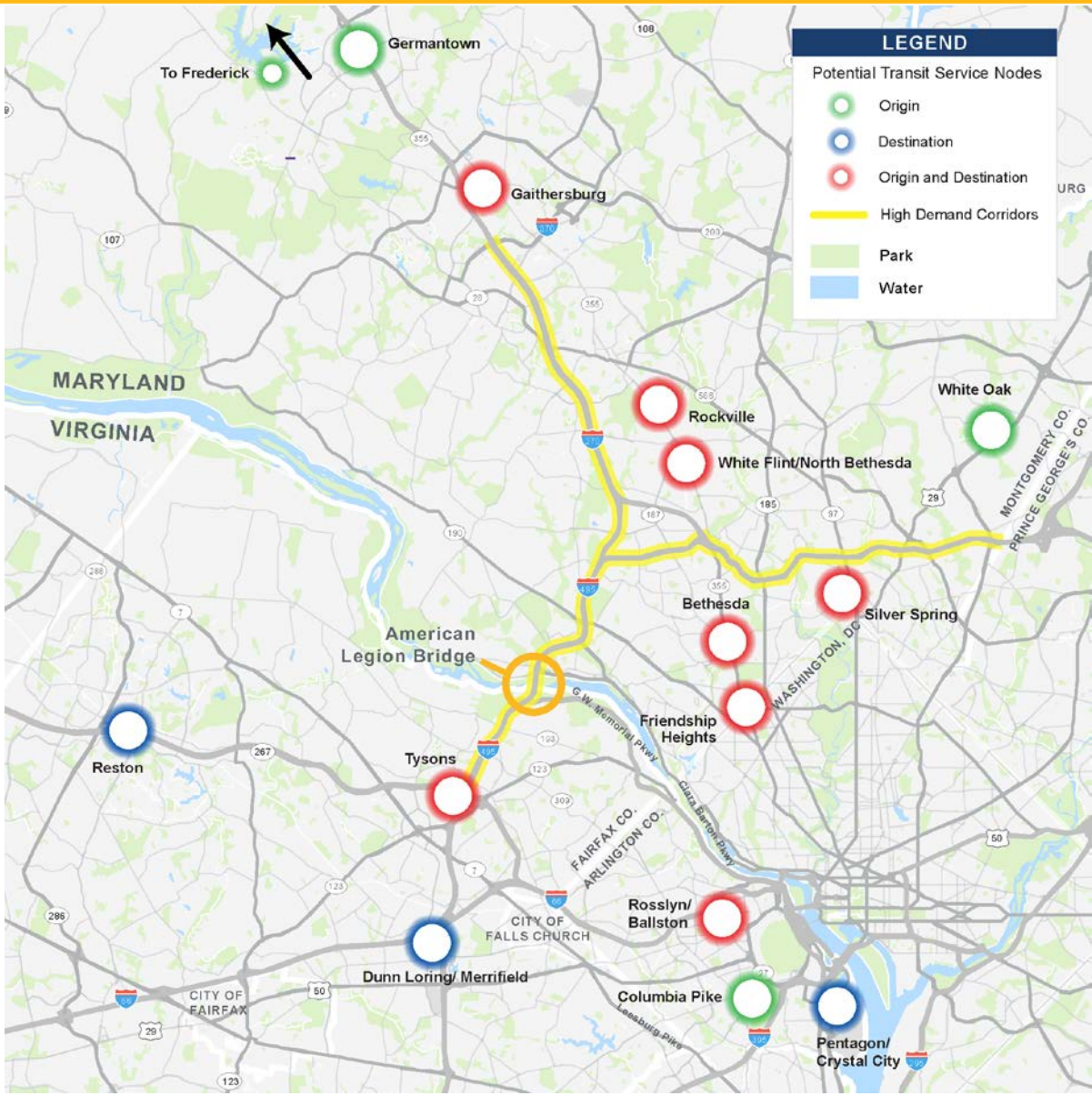
- Three Stakeholder Meetings held to date, three remaining
  - July 16, 2020
  - August 28, 2020
  - October 16, 2020
- Commuter Surveys
  - Survey 1: Purpose was to gain an understanding of commuter choices in addition to driving alone, closed August 28, 2020
  - Survey 2: Purpose is to gain input on draft recommendations, Late October
- Project Website – all materials, public comment form

# **Who is Involved?** Study Stakeholders Include…

Loudoun County Virginia
City of Alexandria Virginia
County of Fairfax Virginia
City of Falls Church Virginia
Frederick County Maryland
Montgomery County Maryland
The Seal of Prince William County Virginia
City of Fairfax Virginia
Prince George's County Maryland
Metro
Northern Virginia Transportation Authority
DATA Dulles Area Transportation Association — Promoting sustainable mobility choices
Arlington Virginia
Parks & Recreation M-NCPPC — live more, play more
Tysons Partnership — Building America's Next Great City
MDOT Maryland Department of Transportation — State Highway Administration
VDOT Virginia Department of Transportation
OmniRide
Metropolitan Washington Council of Governments

# Travel Demand

- High demand
  - MD 355 Corridor and Silver Spring in MD to Tysons, Dunn Loring, and VA 7 corridor
- Moderate demand
  - Fairfax and Arlington in VA to Bethesda and Friendship Heights in MD
- Corridor segments with highest number of trips:
  - I-270/I-270 spur from I-495 to I-370 (MD)
  - I-495 from the Bridge to Dulles Corridor (VA)
  - I-495 from the I-270 spur junction to Prince George's County line (MD)
  - I-495 from the Bridge to the I-270 spur junction (MD)



# Potential Transit Alternatives Under Consideration

| Option | Virginia ⟷ | Maryland |
|---|---|---|
| 1a | Tysons | Bethesda |
| 1b | | Friendship Heights |
| 2a | | Frederick |
| 2b | | Germantown |
| 3 | | White Flint |
| 4a | | Silver Spring |
| 4b | | White Oak via Silver Spring |

| Option | Virginia ⟷ | Maryland |
|---|---|---|
| 6a | Dunn Loring | Frederick |
| 6b | | Germantown |
| 6c | | Gaithersburg |
| 6d | | Rockville |
| 6e | | Silver Spring |
| 6f | | White Oak |
| 6g | | Bethesda |

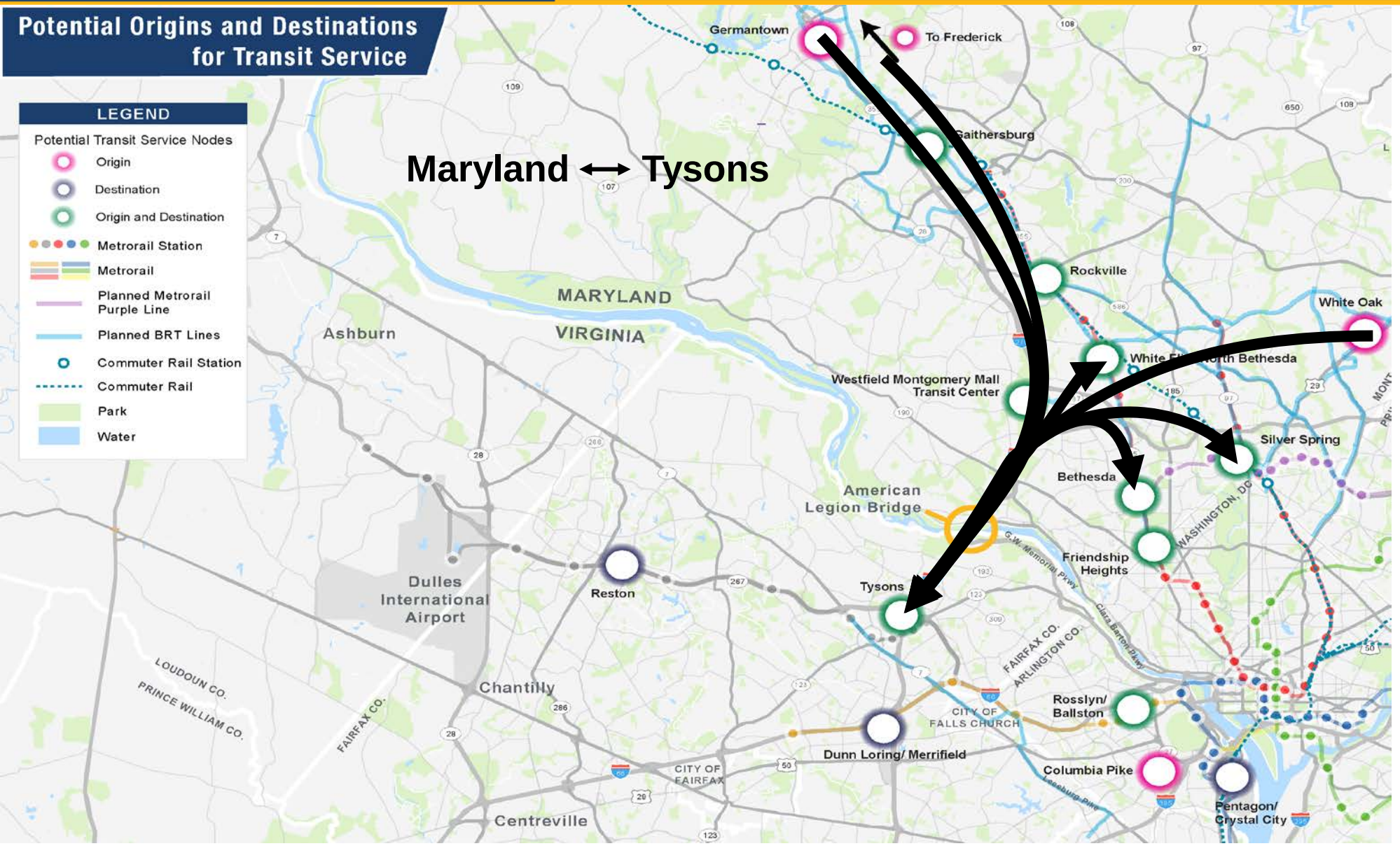
| Option | Virginia ⟷ | Maryland |
|---|---|---|
| 5a | Reston | Frederick |
| 5b | | Germantown |
| 5c | | Gaithersburg |
| 5d | | Rockville |
| 5e | | Silver Spring |
| 5f | | White Oak |
| 5g | | Bethesda |

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

| Option | Name |
|---|---|
| 8 | Employment Hub Autonomous Shuttle |
| 9 | Microtransit Express Bus Routes |

# Potential Transit Alternatives Under Consideration

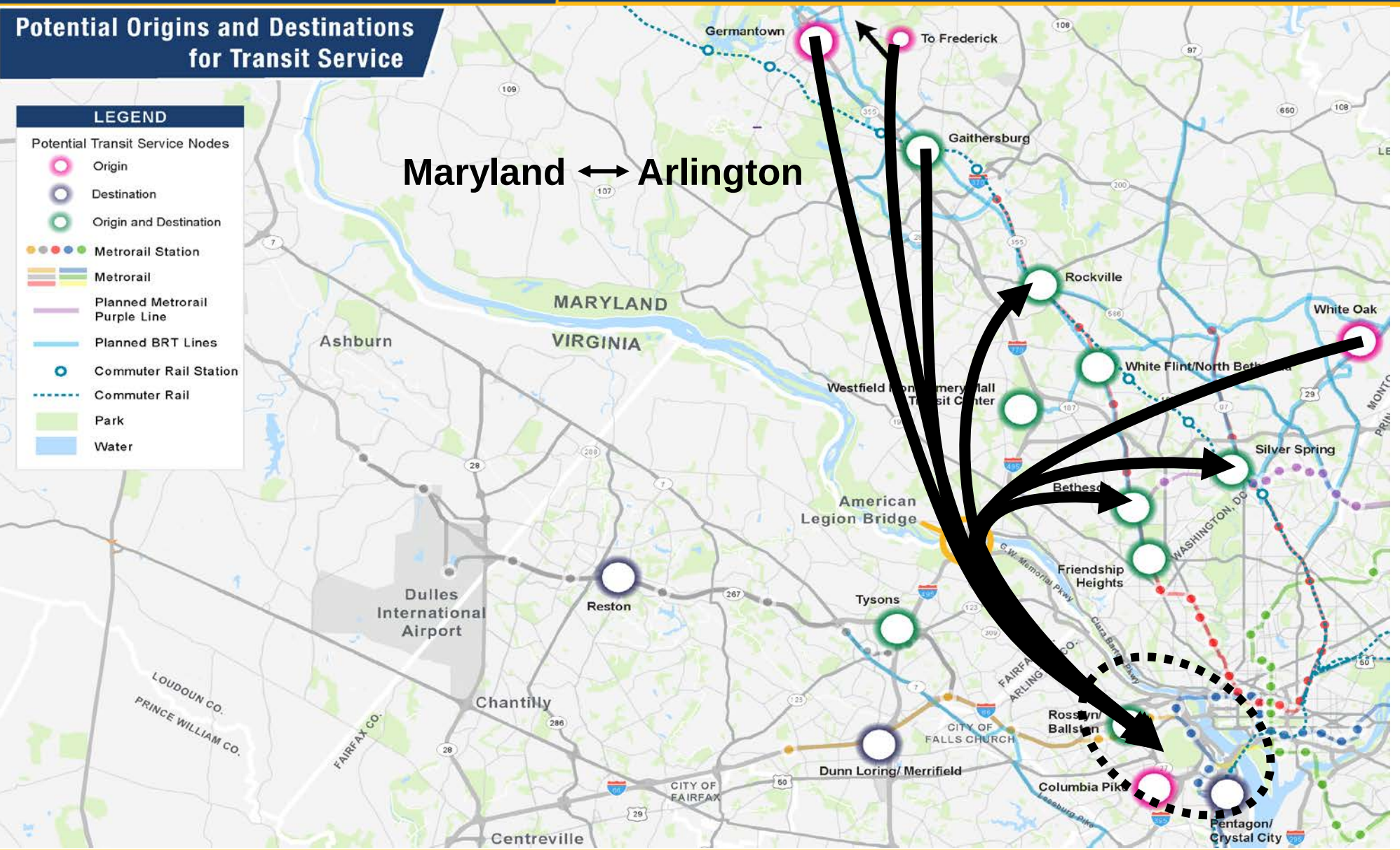
## Potential Origins and Destinations for Transit Service




- **Six** Route Options from Maryland to Tysons
- **Three** Route Options Include Bidirectional Service
- **16,400** Daily Trips to Tysons from Maryland
- **2,000** Daily Trips from Tysons to Maryland Activity Centers

# Potential Transit Alternatives Under Consideration

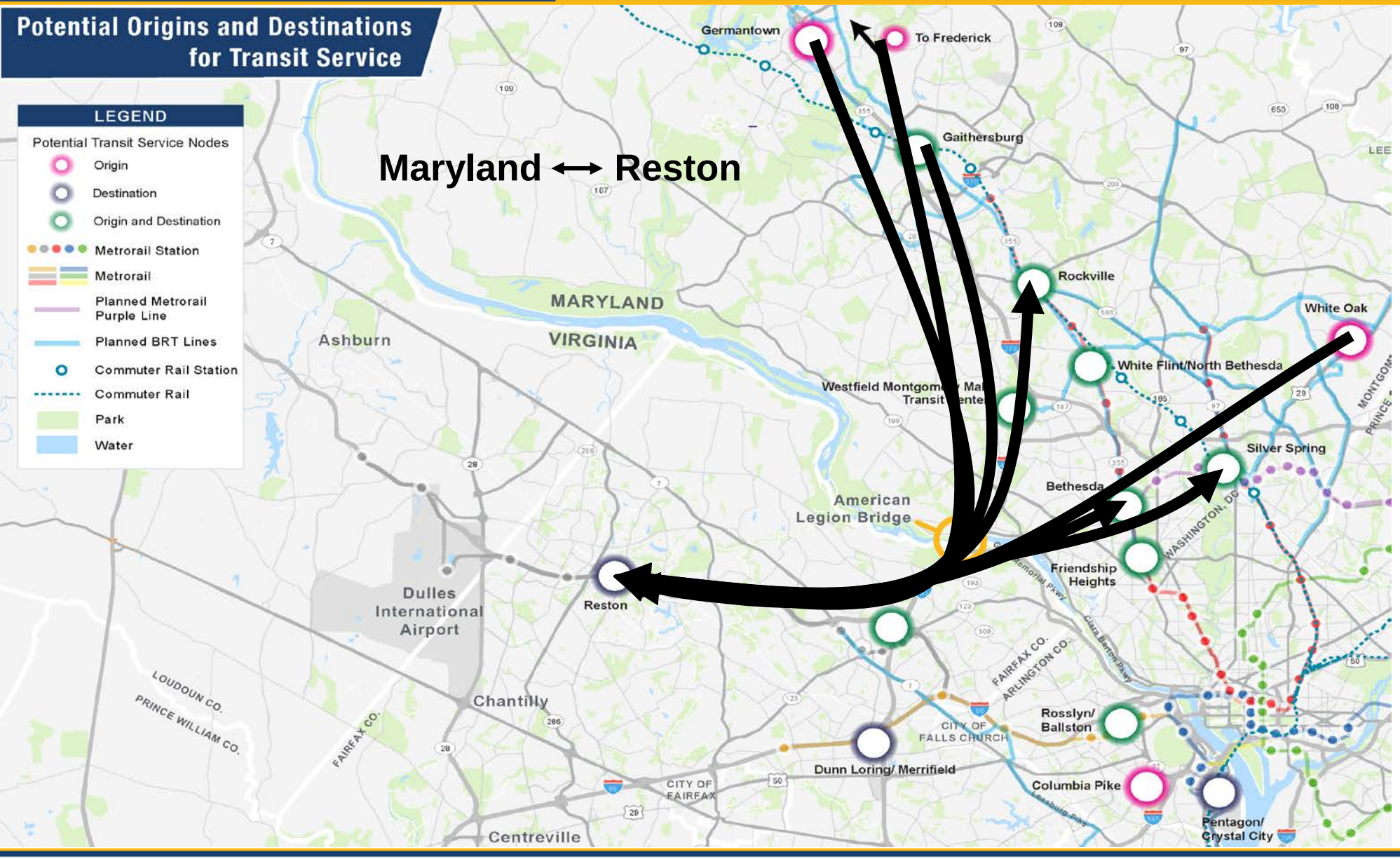
## Potential Origins and Destinations for Transit Service




- **Seven** Route Options from Maryland to Arlington
- **Three** Route Options Include Bidirectional Service
- **26,600** Daily Trips to Arlington from Maryland
- **3,900** Daily Trips from Arlington to Maryland Activity Centers

# Potential Transit Alternatives Under Consideration

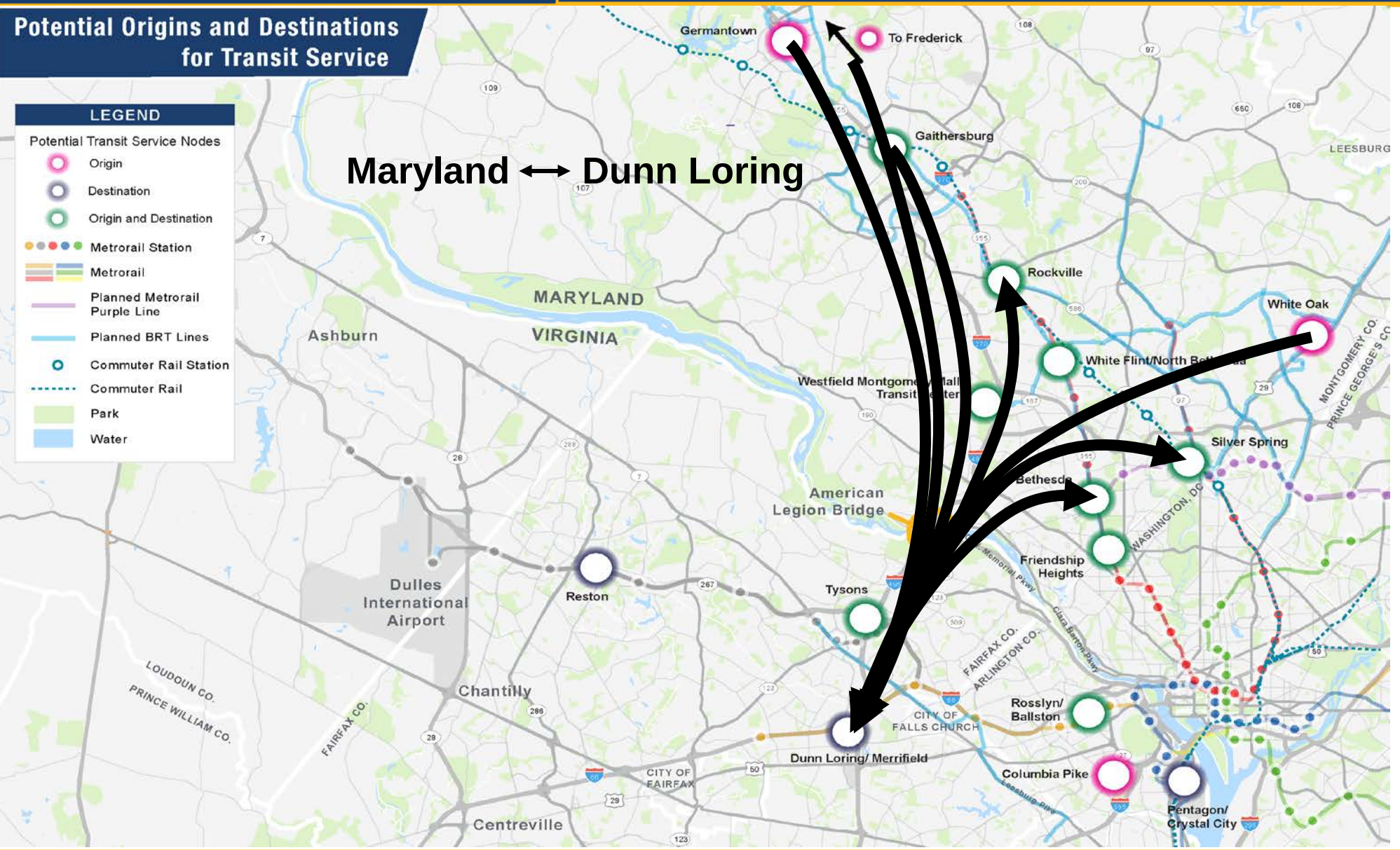
## Potential Origins and Destinations for Transit Service




- **Seven** Route Options from Maryland to Reston
- **Three** Route Options Include Bidirectional Service
- **5,300** Daily Trips to Reston from Maryland
- **600** Daily Trips from Reston to Maryland Activity Centers

# Potential Transit Alternatives Under Consideration

## Potential Origins and Destinations for Transit Service

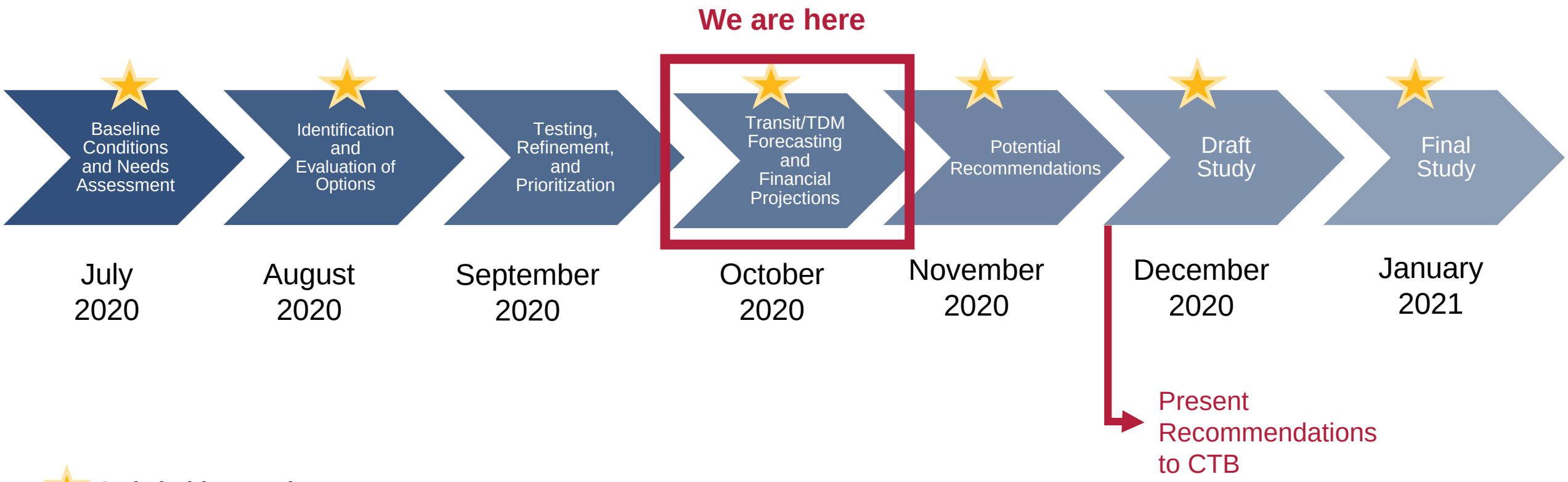



- **Seven** Route Options from Maryland to Dunn Loring
- **Three** Route Options Include Bidirectional Service
- **4,900** Daily Trips to Dunn Loring from Maryland
- **800** Daily Trips from Dunn Loring to Maryland Activity Centers

# Technology and Commuter Assistance Program Options

| | |
|---|---|
| Commuter Parking Information System | Vanpool Formation and Expansion Program |
| Real-Time Toll and Transit Information | Carpool Promotion Programs |
| Real-Time Arrival Information | Corridor-Specific Mobility Options Marketing Campaign |
| Real-Time Passenger Load Information | Targeted Residential Outreach |
| Transit Signal Priority | Targeted Employer Outreach |

# Next Steps


We are here
Baseline Conditions and Needs Assessment
Identification and Evaluation of Options
Testing, Refinement, and Prioritization
Transit/TDM Forecasting and Financial Projections
Potential Recommendations
Draft Study
Final Study
July 2020
August 2020
September 2020
October 2020
November 2020
December 2020
January 2021
Present Recommendations to CTB
Stakeholder Meetings

## Keeping track of the Study is easy

- On DRPT Webpage – Major Initiatives
- All study materials are posted for public review
- The study webpage includes a stakeholder comment link

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

***Commonwealth Transportation Board Workshop***

***October 20, 2020***

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

# COST ESTIMATION AND BIDDING STUDY

Summary and Next Steps

October 20, 2020

# Key Success Factors

- VDOT staff support proposed changes
- Solutions must be simple, actionable and consistent
- Incorporate Industry feedback and knowledge
- Solutions must be value added and produce accurate and reliable estimates

# Agenda Topics

- Introductions
- Assessment Background & Scope
- Desired Outcomes
- Programmatic State of Estimates at VDOT
- Key Observations
- Key Recommendations

# Cost Estimating & Bidding Assessment Background

High profile estimate overruns and identified process inconsistencies led VDOT to seek an independent assessment of their cost estimating & bidding processes

## Background & purpose

VDOT sought an independent current state assessment of their estimating and bidding processes for construction and maintenance projects to assess past estimating accuracy, determine whether their processes meet or exceed industry standards and identify opportunities for improvement.

**Uncertainty is inherent in estimating due to risk, complexity, timing and other macroeconomic factors. Harnessing the power of data to enhance the accuracy of assumptions and consistency of methodologies can help VDOT reduce uncertainty and drive better outcomes.**

## Drivers of the independent assessment

- **Historical estimating performance:** A significant gap between estimated and awarded values on recent high profile projects has resulted in increased scrutiny of VDOT's cost estimating process
- **Emerging project constraints:** The advent of application-based funding programs in recent years, such as Smart Scale and SGR, requires VDOT to commit to – and "lock in" - estimates earlier in the project development lifecycle
- **Increased transparency and accountability:** Enhancements to program dashboarding and metrics results in VDOT personnel being held more accountable to planning estimates
- **Rogue means and methods:** Lack of confidence in existing tools has spawned disparate tools, templates and approaches to developing planning estimates

## Scope of the report

- Review VDOT's existing estimating and bidding procedures, policies and guidance
- Review industry leading practices for project cost estimation and bidding
- Analyze VDOT's historical cost estimation performance as compared to awards including the impacts of various factors on performance
- Assess the strengths and weaknesses of current technology solutions for estimating and bidding processes and propose enhancements
- Assess non-quantifiable human aspects of cost estimation at VDOT and make recommendations to increase reasonableness of estimates

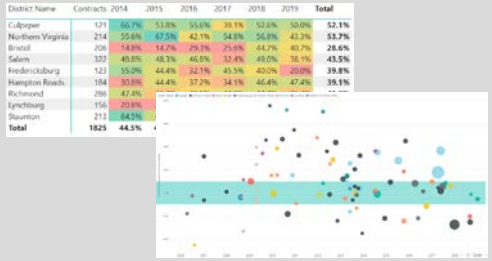
# Cost Estimating & Bidding Assessment Scope

The assessment prioritized historical project performance, existing processes and tools, and leading practices to identify opportunities for improvement

## 1 Analyzed past estimating performance

Analyzed VDOT's historical cost estimation performance as compared to awards including the impacts of various factors on performance to understand where improvement could be made:

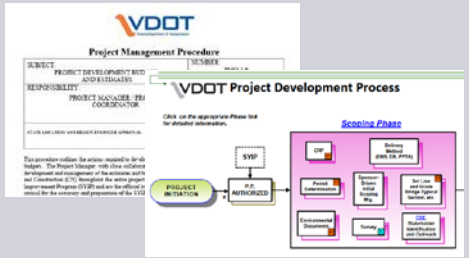
- Collect project estimating and bidding data from 2014 - 2019
- Determine performance and trends
- Analyze impact of external market conditions



## 2 Reviewed existing process and tools

Reviewed VDOT's existing estimating and bidding procedures, policies and guidance to understand strengths and challenges in the process:

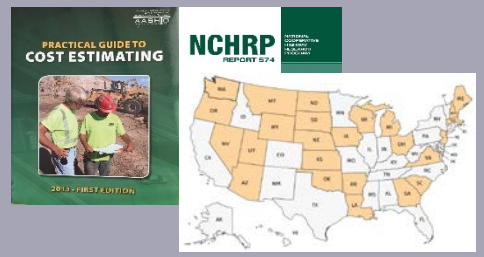
- Mapped current state process and identified challenges
- Assessed current technology solutions
- Conducted 100+ interviews of key stakeholders across the Commonwealth involved in estimating & bidding




## 3 Compared VDOT to its peers and the industry

Conducted a national survey and selective research of peer DOT's and analyzed relevant publications from AASHTO, NCHRP, and FHWA to understand how VDOT compares to its peers and the industry:

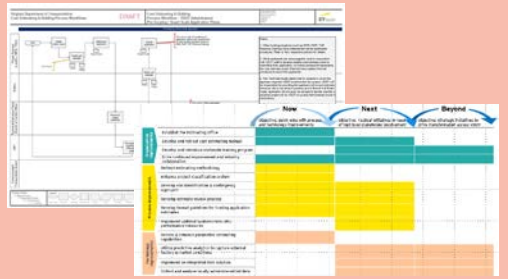
- Identified industry and peer leading practices
- Utilized a maturity model approach to perform benchmarking analyses




## 4 Identified opportunities for improvement

Identified the drivers of our current state observations to shape our recommended initiatives that will bring VDOT to an industry leading position in the estimating & bidding process:

- Identified process improvement initiatives
- Created roadmap for implementation



# Desired Outcomes

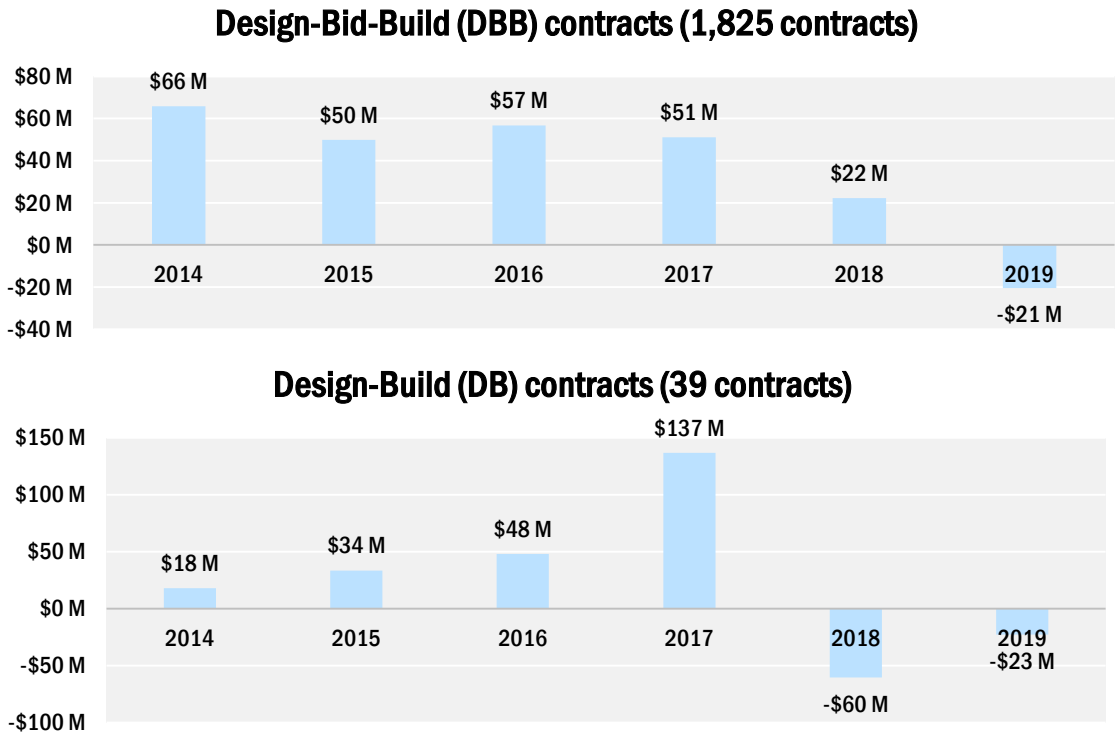
VDOT's desired future state of improved estimate accuracy is within reach and can be achieved through collaboration, standardization and continuous learning

| Current state | Desired state |
| --- | --- |
| **People**<br>► Decentralized' organization model & lack of economies of scale<br>► Poor data visibility and lack of standardization<br>► Limited ability to make relevant program level estimating updates | ► Improve overall estimating performance at the program level by sharing District-level knowledge and leading practices across the Commonwealth<br>► Collaboration between Districts & Central Office to **promote consistency**<br>► Seamless alignment between Construction, Planning and Design to infuse lessons learned into early stage planning estimates |
| **Processes**<br>► Lack of a cost estimating manual has led to fragmented guidance<br>► There is not a robust estimate QA/QC or review process<br>► Budgets are set based on early conceptual design | ► Comprehensive, clear and **consistent** estimating guidance and methodologies<br>► Increased transparency to identify, at an earlier stage, risks which might impact the accuracy of estimates (i.e. mitigate high profile "misses")<br>► Alignment with industry accuracy guidelines and leading practices |
| **Technology & Tools**<br>► Alternative tools have been introduced to overcome inefficiencies and lack of trust in standard estimating tools<br>► Inconsistent utilization of historical cost data across the standard estimating tools | ► Optimal use of existing data to drive improved estimating at each stage of the project lifecycle<br>► Understanding and agreement of underlying cost models; transparency<br>► Ability to capture market conditions and all project cost elements (i.e. ROW, utilities, construction, etc.)<br>► Appropriate balance of standardization and flexibility |

# Programmatic State of Estimates at VDOT

A 5% net overestimation suggests programmatic stability over this period across delivery methods, however recent data suggests this trend is reversing in favor of underestimation, with a net underestimation of $81M (-4%) over the past 2 years…

## Net over / underestimation by year (2014-2019)




*Note: Design Estimates were used for this analysis as they influence capital programming*

## Peer survey results indicate that 13 of 24 (or 54%) State DOTs also consider their program to be overestimating

**$225M** — Net overestimation on $4.75B of DBB contracts from 2014-2019 = **5%** — Net overestimation on DBB contracts from 2014-2019

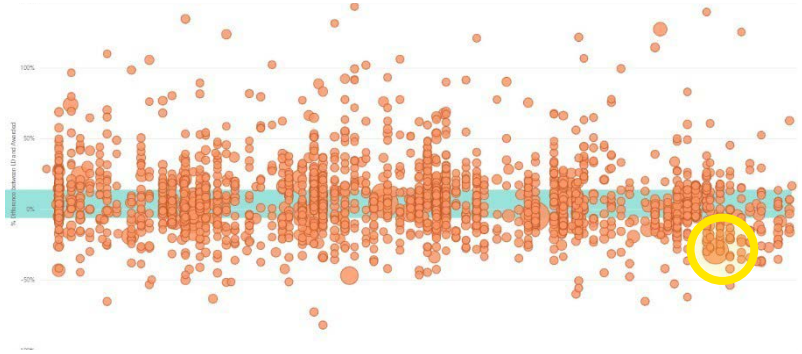
**$153M** — Net overestimation on $2.29B of DB contracts from 2014-2019 = **7%** — Net overestimation on DB contracts from 2014-2019

# Programmatic State of Estimates at VDOT

Despite this stability at the net level, there is large variability between projects, along with multiple big "misses" on large DB and DBB contracts in the past 2 years…

## Estimate vs. award (% difference) – Design-Bid-Build (DBB) contracts

*% difference between design estimate and awarded bid*



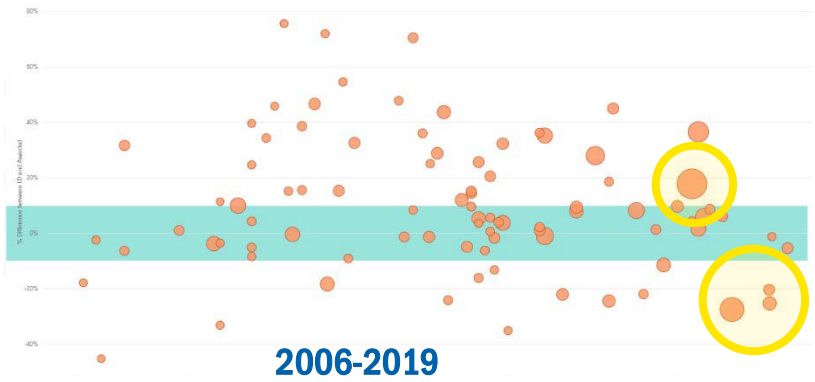
2014-2019

Observations

- While some larger contracts (contract size shown by bubble size) have been underestimated and may have drawn scrutiny, DBB contracts have tended to be overestimated more frequently
- The recent trend of under estimation is apparent with 2019 being the first year with a net underestimation

## Estimate vs. award (% difference) – Design-Build (DB) contracts

*% difference between design estimate and awarded bid*



2006-2019

Observations

- The last 5 DB contracts, in 2018 and 2019, have been underestimated by a total of $91M (25%)
- Due to the higher profile and size of DB contracts, in addition to the less advanced design inherent to DB procurement, the "misses" are bigger and attract more scrutiny

## Recent big "misses"

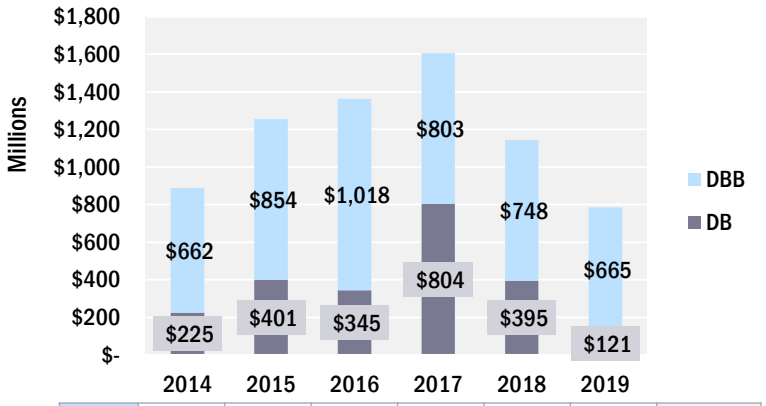
| | | |
|---|---|---|
| Design Bid Build | Laskin Road Bridge | $24M (30%) underestimation |
| Design Build | Rt. 7 Corridor Improvements | $69M (27%) underestimation |
| | Rt. 7 at Battlefield Parkway | $15M (20%) underestimation |
| | I-81 Bridge over Rt. 11 | $6M (25%) underestimation |
| | I-64 Southside Widening | $73M (18%) overestimation |

**Our current state assessment has highlighted challenges and constraints in VDOT's estimating process, tools and methods that are contributing to these big misses along with a roadmap to improvement**

# Programmatic State of Estimates at VDOT

... and a closer look reveals that at the project level VDOT is falling short of the estimate accuracy guidelines suggested by FHWA

## Value and number of Contracts per year




| | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | |
|---|---|---|---|---|---|---|---|
| DBB | 265 | 319 | 347 | 364 | 281 | 249 | 1825 |
| DB | 10 | 8 | 6 | 7 | 4 | 4 | 39 |

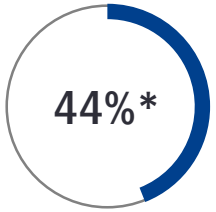
*Note: Delivery method definitions can be found in the report*

**Observations**

- Since 2014, while only 39 design-build contracts have been awarded, these are typically large and highly complex contracts and make up 33% of total spend in these six years
- While the value of DB contracts peaked in 2017 due to several large contracts, there has been a decreasing trend of both number of contracts and value for DB and DBB contracts

## % of VDOT estimates within +/- 10% of the award (target = 50%) on DBB contracts

**Design-Bid-Build (1,825 contracts)**




Design Estimate

**54%**

of paving estimates fall within +/- 10% of the awarded value

**32%**

of estimates on all other work types fall within +/-10% of the awarded value

Observations:

- VDOT is falling short of the desired level of accuracy (44%)
- The accuracy shortfall becomes even more pronounced when removing paving projects, making up 50% of the program, which is driving overall performance
- Paving estimates are low complexity projects, less dependent on external factors and are therefore easier to estimate

## % of VDOT estimates within +/- 10% of the award (target = 50%) on DB contracts

**Design-Build (39 contracts)**


Design Estimate

**$9M**

Average $ difference on underestimated DB contracts since 2014

Observations:

- While VDOT is meeting the FHWA guideline on the 39 DB contracts awarded since 2014, recent big "misses" have raised concerns about the estimating process and are highlighted on the next page

** VDOT administered contracts from 2014-2019*

Note: + % = overestimating & - % represents underestimating

# Key Observations

## *SWOT Analysis*

### Strengths

- The Smart Scale program has provided the organization with a strategic platform to prioritize and evaluate capital projects
- Robust reporting system (VDOT Dashboard) in place with key performance indicators aligned to programmatic objectives
- Established advertisement and award processes encompass various industry leading procurement practices

### Weaknesses

- Fragmented guidance for cost estimating professionals without a formal cost estimating manual
- Organizational silos between Central Office/Districts and Design/Construction have disrupted collaboration during estimate development
- Lack of confidence in existing technology/tools has resulted in the development of alternate means and methods

### Opportunities

- Introduction of a structured approach to quantifying project risks and estimating/allocating contingencies
- Utilization of data analytics to capture cost escalation and external market conditions
- Involvement of Construction resources during the planning stage of the cost estimating process

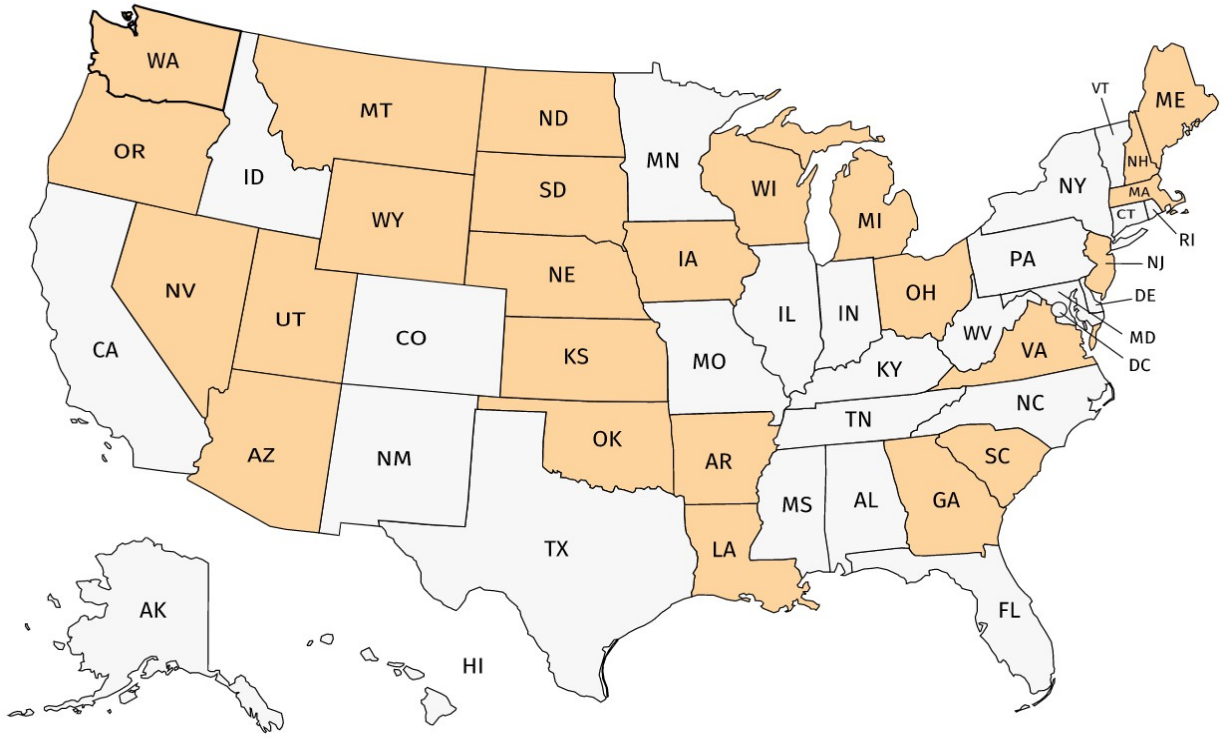
### Threats

- Advent of Smart Scale, SGR and other similar funding programs require that the cost estimate is “locked-in” at an earlier stage of the project
- Updated Dashboard business rules (2018) incline project managers to preserve the approved budget or adjust scope rather than provide a true estimate of project costs

# Key Observations

## *State DOT Survey Overview*

- EY conducted a national survey to identify cost estimating and bidding best practices in place at peer State DOTs
- The survey questions focused on the areas of people & organization, process, technology & tools, and external market conditions
- Detailed survey results can be found in the report appendix



# Key Observations

## *State DOT Survey Results*

### People & Organization

- Developing policies & procedures (**92%**) and reviewing estimates (**83%**) are conventionally centralized functions
- Less than **40%** of peer DOTs indicated that formal input is solicited from Construction professionals prior to final design
- While estimating manuals may exist for guidance, there is a lack of formal cost estimating training in place at **54%** of DOTs

### Process

- **78%** of peer DOTs compare the final design estimate with bid award to determine estimate performance
- Of the peer DOTs that responded, **50%** lock in their baseline estimate when applying for a funding source/program at the scoping phase (10-30% design complete)
- **50%** of peer DOTs do not formally identify or quantify risks at each of the planning, scoping, and design phases

### Technology & Tools

- AASHTOWare modules and proprietary / home grown tools are utilized most often by peer DOTs to develop cost estimates
- All cost estimating professionals are required to use the same cost estimating tools at **63%** of peer DOTs
- Although predictive analytics tools are not utilized by the majority of peer DOTs (**84%**), there has been growing interest in exploring these types of tools (**42%**)

### External Market Conditions

- Only **4%** of peer DOTs conduct formal market supply & demand analysis on a regular basis
- **87.5%** of peer DOTs indicated that legislative constraints do not impact their cost estimating process
- Fuel prices and inflation were the most common external factors taken into consideration during cost estimating

### VDOT SPOTLIGHT

- While developing estimates is mainly localized at VDOT, some DOTs utilize a more centralized estimating structure for this function
- Similar to VDOT, a limited number of DOTs have an established cost estimating & bidding training program

- VDOT was identified as the only DOT which does not utilize the bid award as a benchmark when tracking estimate performance
- Other DOTs are utilizing external sources of cost data to validate and improve estimates

- Deficiencies within VDOT's standard tools has led to the introduction of alternative tools (i.e. lack of standardization), while the majority of peer DOTs drive consistency by requiring estimating professionals to use the same estimating tools

- While VDOT only considers inflation, other peer DOTs are monitoring a variety of regional and national market conditions that influence cost estimates such as construction labor, commodity prices, and other economic indicators

# Key Observations

## *Peer Benchmarking Analysis*

### Overview

- A maturity model approach was utilized to perform a peer benchmarking analysis with six selective peer State DOTs:
  - Florida, Georgia, Maryland, North Carolina, Texas, and Washington State

**Key highlights**

✓ VDOT was determined to be established or advanced in five of the eight peer benchmarking criteria

✓ VDOT's advanced prioritization program and performance measures (i.e. Dashboard) are widely recognized in the highway design & construction industry

**In what areas are peer State DOT's outperforming?**

× Other peer State DOT's have structured risk management and estimating QA/QC procedures aligned with a formal project classification system

× Other peer State DOT's document policies & procedures in a formal Cost Estimating Manual for heightened visibility and consistency

| | Basic | Developing | Established | Advanced | Leading |
|---|---|---|---|---|---|
| Policies & Procedures | | MDOT, NCDOT | FDOT, GDOT | TXDOT, WSDOT | |
| Prioritization Program | | GDOT | FDOT, MDOT, TXDOT, WSDOT | NCDOT | |
| Estimating QA/QC | | FDOT, MDOT, NCDOT | GDOT | | TXDOT, WSDOT |
| Risk Identification & Response | | GDOT, MDOT | | FDOT, NCDOT | TXDOT, WSDOT |
| Performance Measures | | MDOT, WSDOT | FDOT | GDOT, NCDOT, TXDOT | |
| External Market Conditions | | GDOT, NCDOT, TXDOT | FDOT, MDOT, WSDOT | | |
| Technology & Tools | | MDOT, NCDOT | GDOT, FDOT, TXDOT | WSDOT | |
| Training & Development | MDOT | GDOT, NCDOT, TXDOT, WSDOT | FDOT | | |
| VDOT Average Maturity | | | | | |

# Key Recommendations

## PHASE 1 (1-12 months)

- **Establish an Estimating Office**
  - Develop an Office Charter
  - Determine staffing levels and expectations
- **Consolidate guidance into Estimating Manual**
  - Incorporate process improvements (i.e. project classification system, risk analysis and contingency)

## PHASE 2 (6-18 months)

- **Develop & implement training program**
  - Create training plan, schedule, evaluation
  - Finalize training modules
- **Develop technology roadmap**
  - Identify and evaluate technology solutions
  - Create technology implementation plan

# PERIODIC REGULATORY REVIEW

Jo Anne Maxwell, Director Governance and Legislative Affairs

October 20, 2020

# Periodic Regulatory Review—APA Requirement

- **The Administrative Process Act requires any agency that adopts regulations to periodically review those regulations, including consideration of:**
  - **1) the extent to which regulations remain supported by statutory authority/do not duplicate/overlap/conflict with state or federal law;**
  - **2) the nature of complaints/comments received from the public;**
  - **3) whether the regulations are necessary for the protection of public health, safety and welfare;**
  - **4) whether the regulations are clearly written and easily understandable;**
  - **5) whether the regulations' economic impacts on small businesses and families are minimized as much as possible; and**
  - **6)the length of time since the regulation has been evaluated.**

*See* § 2.2-4007.1 and § 2.2-4017 of the *Code of Virginia*

# Periodic Regulatory Review Process Authorities

- **The Governor's Executive Order 14:**
  - specifies the process for conducting the periodic review
  - requires that the review be performed on all regulations at least once every four years.

- **Chapter 444 of the 2018 Acts of Assembly**
  - requires the Department of Planning and Budget (DPB) to track and report to the General Assembly annually which agencies are complying with the periodic review requirements.

# Periodic Regulatory Review Process

- ❑ The agency posts a notice to the public on Virginia Town Hall that it is beginning a periodic review of one or more of its regulations

- ❑ The notice is published in the next edition of the Virginia Register of Regulations

- ❑ The agency collects public comment on the regulations

- ❑ Within 120 days of the end of the public comment period, the agency must report on its review, indicating one of the following:
  - That the regulation will be retained “as is”;
  - That the regulation will be amended; or
  - That the regulation will be repealed.

# Summary of Periodic Regulatory Review for CTB Regulations

- ❑ Thirty-three Chapters to be reviewed over three years, beginning 7/30/19:
- ❑ Review Schedule:
  - 7 Chapters due 7/30/19
  - 7 Chapters due 12/31/2019
  - 3 (previously 6) Chapters due 6/30/2020
  - 4 (previously 6) Chapters due 12/31/2020
  - 8 Chapters due 6/30/2021
  - 4 (previously 5) Chapters due 12/31/2021

- ❑ Process for each review period
  - Workshop presentation describing regulation and proposed action for each regulation (retain, repeal, or amend)
  - Resolution approving action and authorizing Commissioner to take all action necessary to implement approved action

# Periodic Regulatory Review
# Five CTB Regulations to be Reviewed by December 31, 2020

| Chapter Number | Title |
|---|---|
| 24 VAC 30-61 | Rules and Regulations Governing the Transportation of Hazardous Materials Through Bridge-Tunnel Facilities |
| 24 VAC 30-315 | Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways |
| 24 VAC 30-340 | Debarment or Suspension of Contractors |
| 24 VAC 30-390 | Virginia Scenic Highways and Byways |

# Periodic Regulatory Review
# Rules and Regulations Governing the Transportation of Hazardous Materials Through Bridge-Tunnel Facilities
# (24 VAC 30-61)

- ❑ The CTB has general authority to make regulations "for the protection of and covering traffic on and for the use of systems of state highways" in § 33.2-210.
- ❑ Federal law allows each state to designate routes over which vehicles transporting hazardous materials may travel and to impose restrictions and limitations on those vehicles.
- ❑ Regulation creates different restrictions for rural tunnels away from water and urban tunnels near water.

- Originally adopted by the CTB in 1995. Never substantively amended; last review was in 2010.
- Necessary for the protection of the public; written to be understandable; no negative impact on small businesses.
- No Public Comments received
- Recommendation: Retain As Is.

# Periodic Regulatory Review
# Standards for Use of Traffic Control Devices to Classify, Designate, Regulate, and Mark State Highways
# (24 VAC 30-315)

- ❑ Federal law requires states to adopt MUTCD. (23 CFR 655.603) Commissioner authorized to establish uniform standards for marking state highways. (46.2-830)

- ❑ Uniform standards for traffic control devices (signs, roadway markings, traffic signals, work zone devices, and highway/rail grade crossing devices) promote safe, orderly, and efficient use of the highways for all road users.

- Necessary for the protection of the public; written to be understandable; no negative impact on small businesses.
- Regulation was adopted in 2012; has not been amended.
- No Public Comments received
- Recommendation: Retain as is.

# Periodic Regulatory Review
# Debarment or Suspension of Contractors
# (24 VAC 30-340)

- ❑ State agencies may adopt procedures in writing for debarment of a contractor for the contractor's unsatisfactory performance. (46.2-4321)

- ❑ The CTB adopted a policy on debarment of contractors in 1983. The CTB policy was adopted as a regulation in 1995.

- Statutory authority does not require regulation, only written procedures. The regulation is duplicative of the CTB policy.

- Regulation was last amended in 1997.

- No Public Comments received

- Recommendation: Repeal regulation but retain Policy.

# Periodic Regulatory Review
# Virginia Scenic Highways and Byways
# (24 VAC 30-390)

- ❑ The CTB may, with the cooperation of the Department of Conservation and Recreation, designate a scenic highway or Virginia byway. (33.2-405)

- ❑ The CTB adopted a policy on designating scenic highways and byways in 1973, and entered into an MOA with DCR in 1995 to agree on the criteria for such designations. The CTB policy and MOA were amended in 2018.

- Statutory authority does not require regulation, only that the CTB cooperate with DCR. The regulation is duplicative of the CTB policy.
- No Public Comments received
- Recommendation: Repeal regulation but retain Policy.

# Periodic Regulatory Review—Next Steps

- ❑ CTB will be presented with a resolution in December to approve recommended actions for the four CTB regulations reviewed this review period.
- ❑ VDOT will post results on Town Hall
- ❑ Next Spring, VDOT will repeat the process for the next set of regulations to be reviewed by June 30, 2021: will present to CTB and seek approval for recommended actions and post results on Town Hall.
- ❑ In the ensuing months and years, CTB will be presented with results of scheduled reviews and requests to approve recommended actions.


VDOT
Virginia Department of Transportation

# I-66 COMMUTER CHOICE PROGRAM

## *Proposed Projects for FY2021-22 Funding*

Presentation to the Commonwealth Transportation Board | October 20, 2020




Ben Owen
Senior Program Manager
NORTHERN VIRGINIA TRANSPORTATION COMMISSION

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

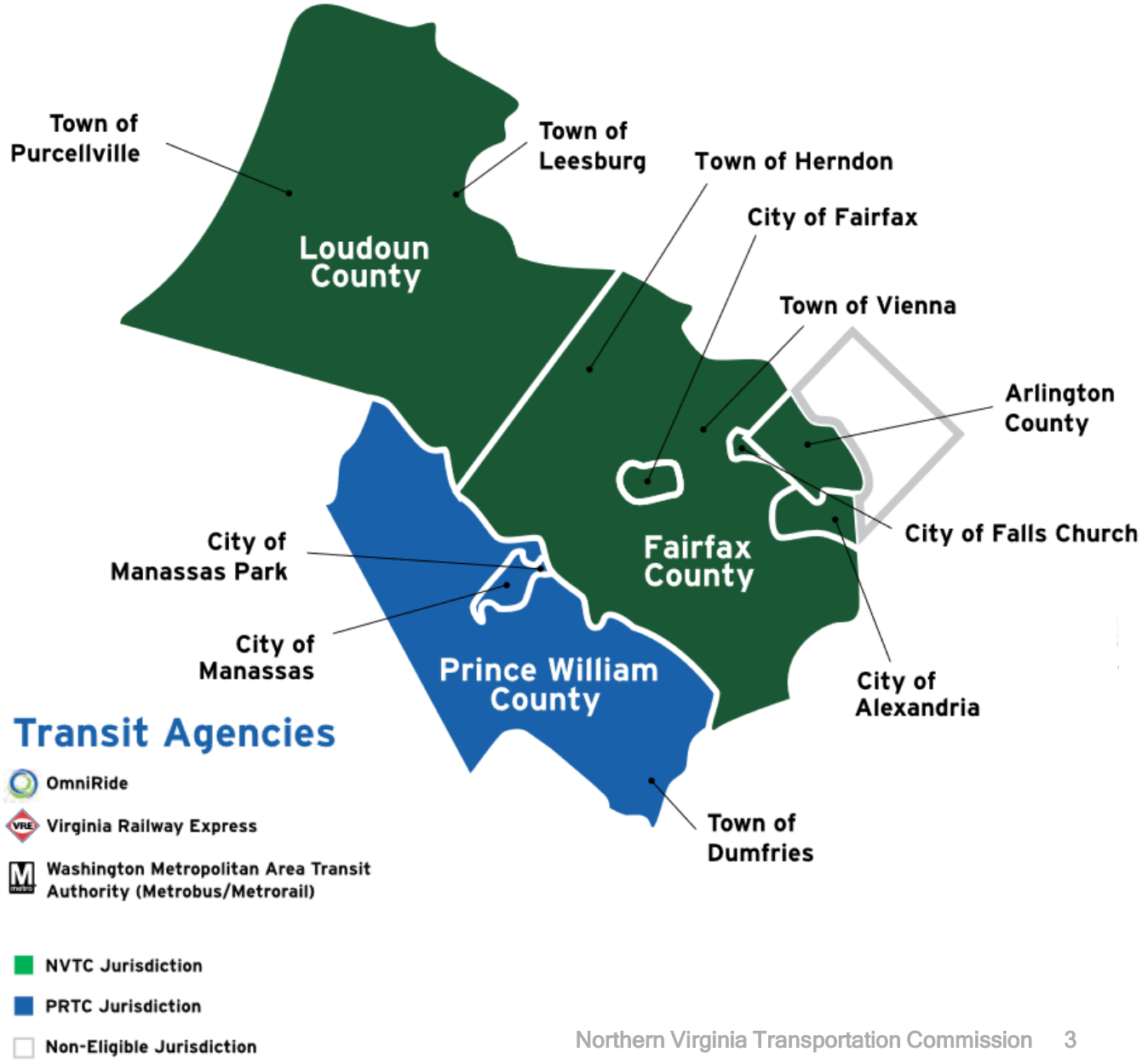
Support new, diverse travel choices

Enhance transportation safety and travel reliability

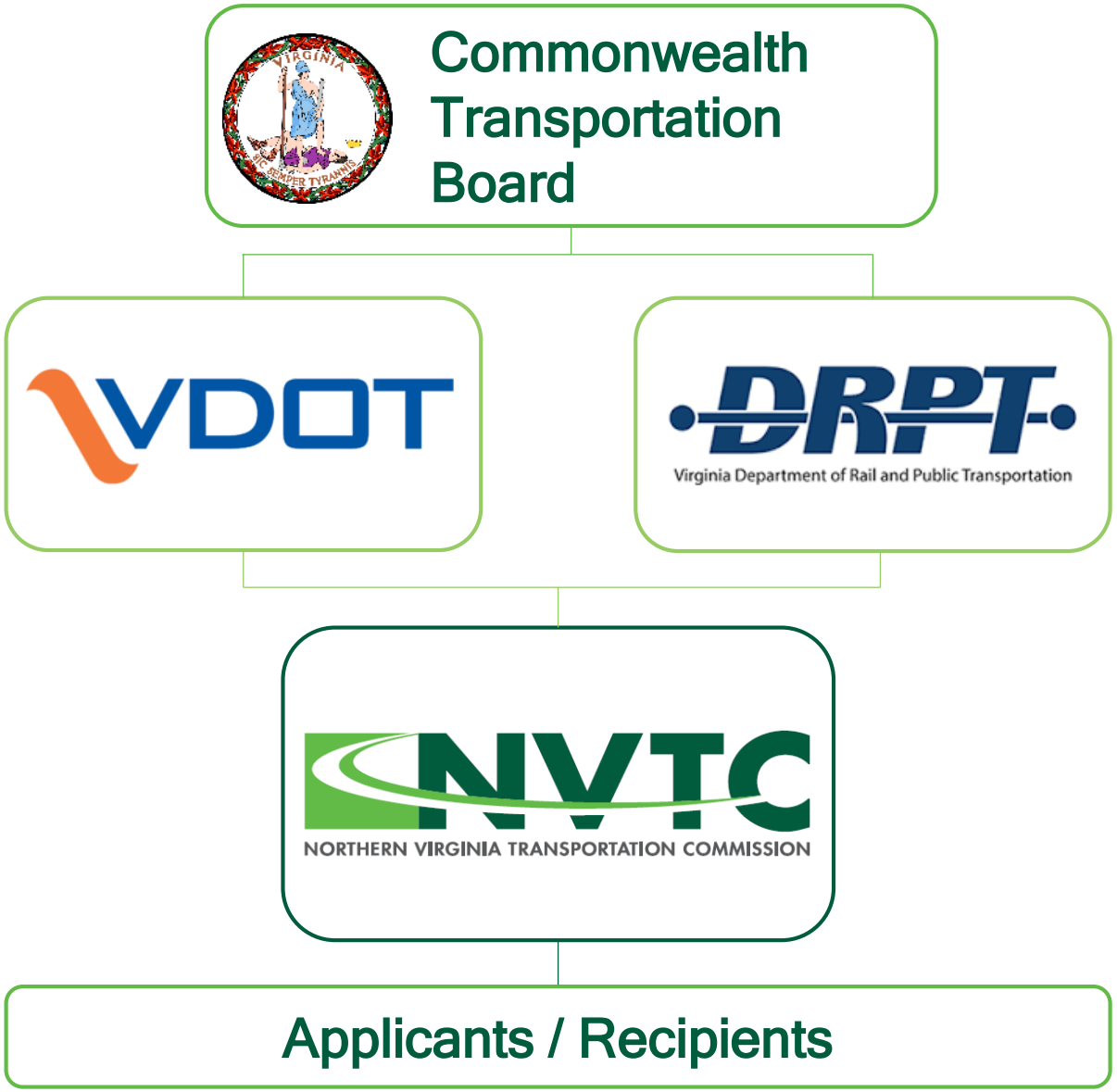
Each corridor has a multi-decade payout schedule and typically about $30 million in available funds per two-year program.

## Eligible Applicants

On the I-66 corridor, all jurisdictions and public transportation providers within Planning District 8 are eligible.



# Key Roles and Responsibilities



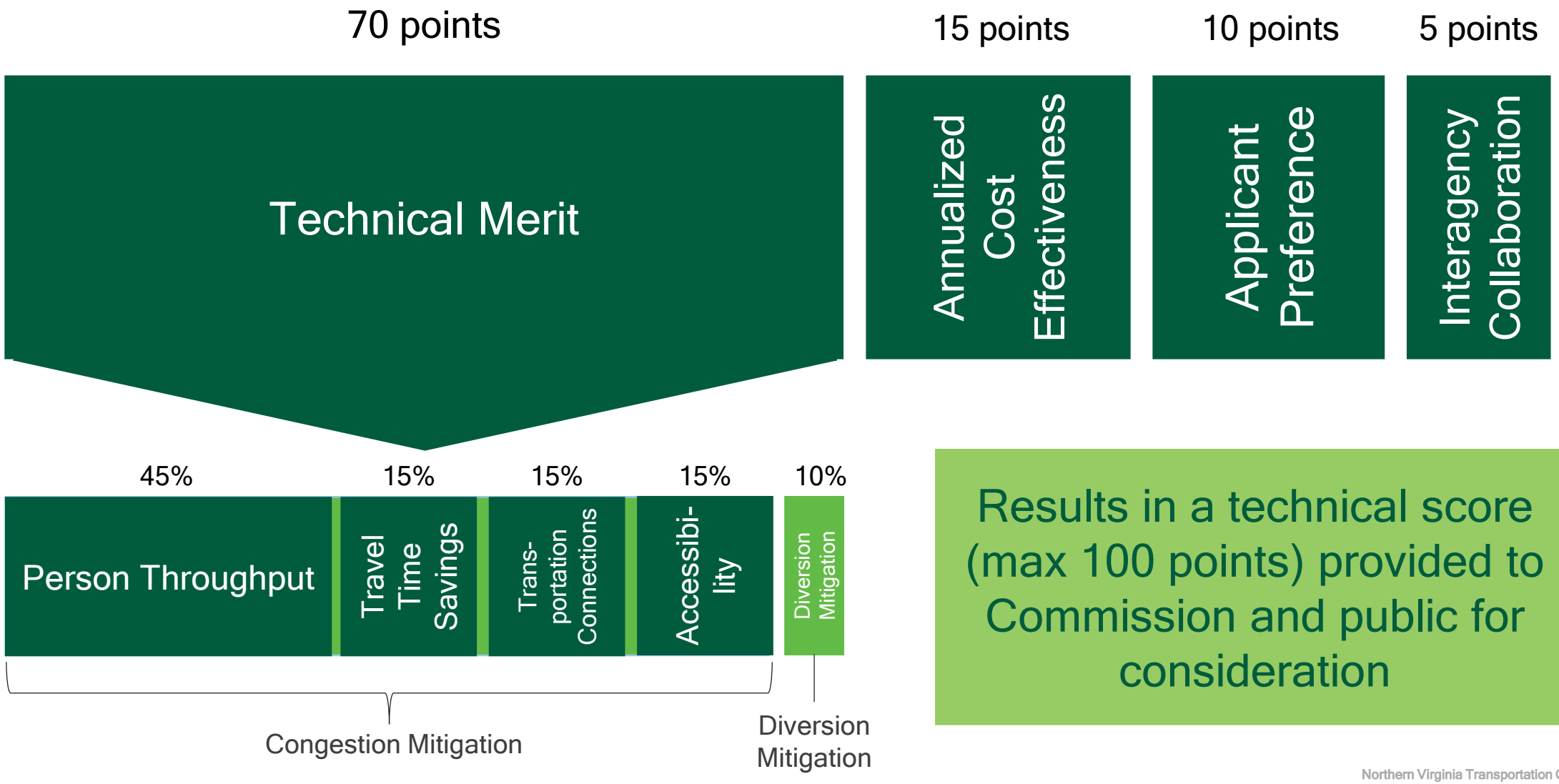

- Approves projects identified by NVTC via DRPT
- Receives annual Commuter Choice report

- VDOT manages I-66 Inside the Beltway tolling and provides quarterly payments to NVTC for selected projects
- DRPT 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

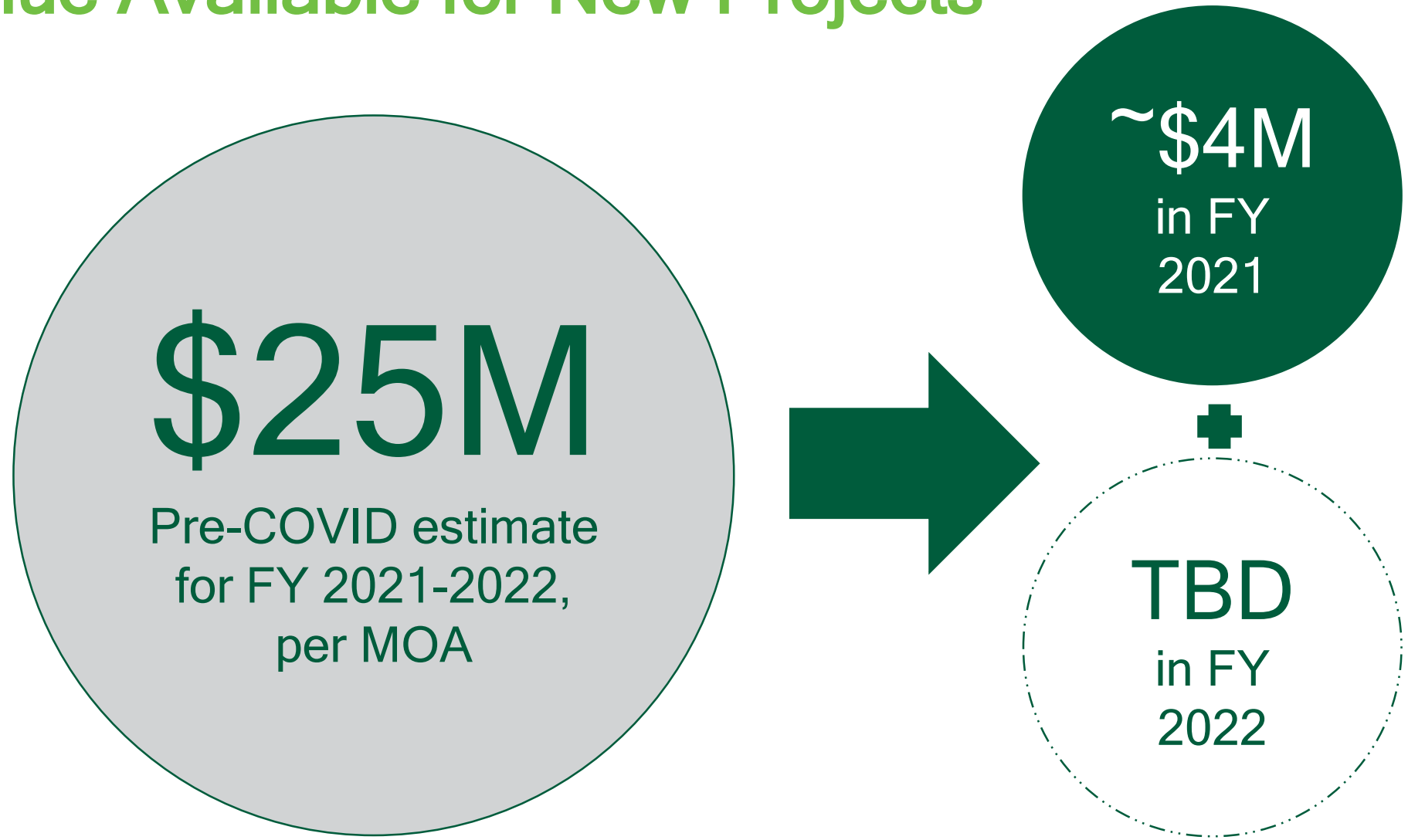
- Apply for and carry out projects

# I-66 Round Four (FY 2021-2022) Technical Evaluation Process




Results in a technical score (max 100 points) provided to Commission and public for consideration

# I-66 Round Four (FY 2021-2022) Revenue Available for New Projects



# I-66 Round Four (FY 2021-2022) Proposed Programming Approach

## Initial (FY 2021) Program

**Fall 2020**

- Prioritize renewals of existing services and small capital projects – up to $4M total
- Commission and CTB would approve just this program this fall

## Supplemental (FY 2022) Program

**Anticipated June 2021**

- Support new services, new incentives, larger capital – as funding allows
- Supplemental programming action by Commission and CTB

Note: NVTC's program administration/oversight activities for each of the two years would also be part of the respective programming actions.

# Applications Under Consideration for Funding

| Applicant | I-66 Round Four (FY 2021-2022) Application Title | Application Score (100 Points) | Funding Request |
|---|---|---|---|
| *Arlington County* | *Ballston-MU Metrorail Station West Entrance - **Deferred*** | *97* | *$10,000,000* |
| Fairfax County | McLean Metro Station North Entrance | 85 | $1,000,000 |
| *Loudoun County* | *Renewal of Metro Connection Route 88X Dulles South Extension - **Deferred*** | *81* | *$649,819* |
| OmniRide | Renewal of Bus Service from Gainesville to Pentagon/Navy Yard | 80 | $461,100 |
| City of Falls Church | Restoration of Peak-Period Metrobus Route 28X, Tysons Corner to Mark Center | 73 | $3,305,967 |
| OmniRide | Renewal of Bus Service from Haymarket to Rosslyn | 71 | $137,100 |
| *OmniRide* | *New Bus Service from Gainesville to NoMa - **Deferred*** | *63* | *$3,886,200* |
| OmniRide | TDM Strategy – I-66 Corridor Vanpool Parking Benefit | 62 | $85,000 |
| Fairfax County | New Bus Service from Reston South to Crystal City | 59 | $5,110,800 |
| City of Fairfax | City of Fairfax Bike Share Implementation | 59 | $460,000 |
| Arlington County | Lee Highway HOV and Bus-Only Lane in Rosslyn | 57 | $710,000 |
| Town of Vienna | New Park and Ride at Patrick Henry Library | 56 | $5,050,000 * |
| Loudoun County | Renewal of Purcellville Metro Connection Bus Service | 52 | $709,030 * |
| Fairfax County | TDM Strategy – Fare Buy Down on Bus Service from Reston North to Crystal City | 44 | $154,500 |

* Reduced relative to original funding request.

# Recommended Initial (FY 2021) Program

## As adopted by NVTC

| Applicant | I-66 Round Four (FY 2021-2022) Application Title | Application Score (100 Points) | Funding Request |
|---|---|---|---|
| Fairfax County | McLean Metro Station North Entrance | 85 | $1,000,000 |
| OmniRide | Renewal of Bus Service from Gainesville to Pentagon/Navy Yard | 80 | $461,100 |
| OmniRide | Renewal of Bus Service from Haymarket to Rosslyn | 71 | $137,100 |
| City of Fairfax | City of Fairfax Bike Share Implementation | 59 | $460,000 |
| Arlington County | Lee Highway HOV and Bus-Only Lane in Rosslyn | 57 | $710,000 |
| Loudoun County | Renewal of Purcellville Metro Connection Bus Service | 52 | $709,030 |
| *NVTC* | *Program Administration and Oversight for FY 2021* | | *$300,000* |
| | **TOTAL FUNDING REQUEST** | | **$3,777,230** |

# Projects for Supplemental (FY 2022) Programming

## NVTC's selection to be based upon each project's application score, subject to availability of funding and public comment

| Applicant | I-66 Round Four (FY 2021-2022) Application Title | Application Score (100 Points) | Funding Request |
|---|---|---|---|
| City of Falls Church | Restoration of Peak-Period Metrobus Route 28X, Tysons Corner to Mark Center | 73 | $3,305,967 |
| OmniRide | TDM Strategy – I-66 Corridor Vanpool Parking Benefit | 62 | $85,000 |
| Fairfax County | New Bus Service from Reston South to Crystal City | 59 | $5,110,800 |
| Town of Vienna | New Park and Ride at Patrick Henry Library | 56 | $5,050,000 |
| Fairfax County | TDM Strategy – Fare Buy Down on Bus Service from Reston North to Crystal City | 44 | $154,500 |
| **TOTAL FUNDING REQUEST FOR PROJECTS** | | | **$13,706,267** |
| *NVTC* | *Program Administration and Oversight for FY 2022* | | *TBD* |

# I-66 Round Four (FY 2021-2022) Anticipated Next Steps

**Dec. 2020**

- **CTB** approves an Initial (FY 2021) Program of Projects
- **NVTC and recipients** execute Standard Project Agreements for Initial (FY 2021) Program projects

**Spring 2021**

- **VDOT** provides NVTC with updated revenue figures for FY 2021 and 2022
- **NVTC** develops and adopts a Supplemental (FY 2022) Program of Projects with available revenue

**June 2021**

- **CTB** approves a Supplemental (FY 2022) Program of Projects
- **NVTC and recipients** execute Standard Project Agreements for Supplemental (FY 2022) Program projects

# Thank You.


## Ben Owen

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

benowen@novatransit.org

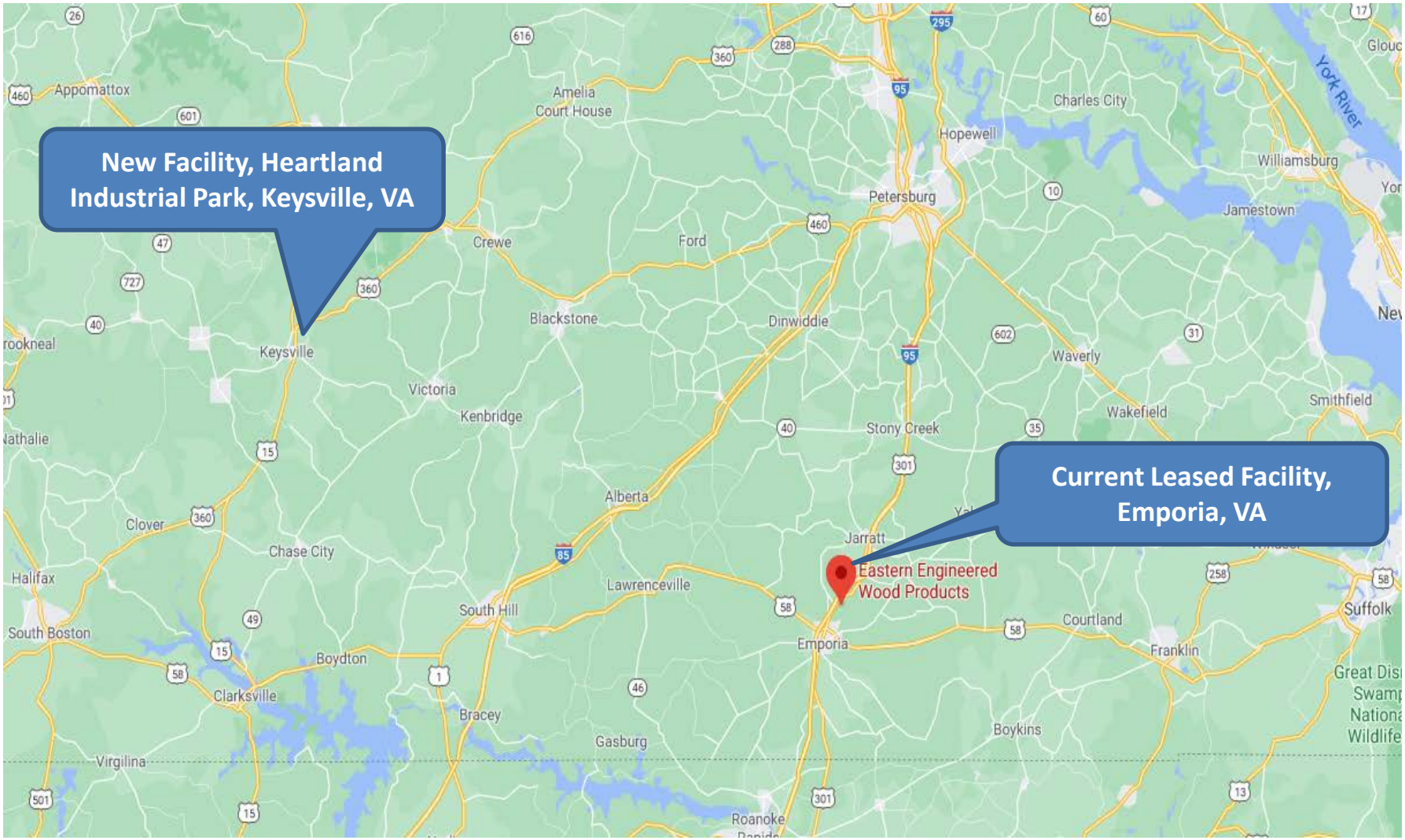
571.565.4407 direct | 703.524.3322 main

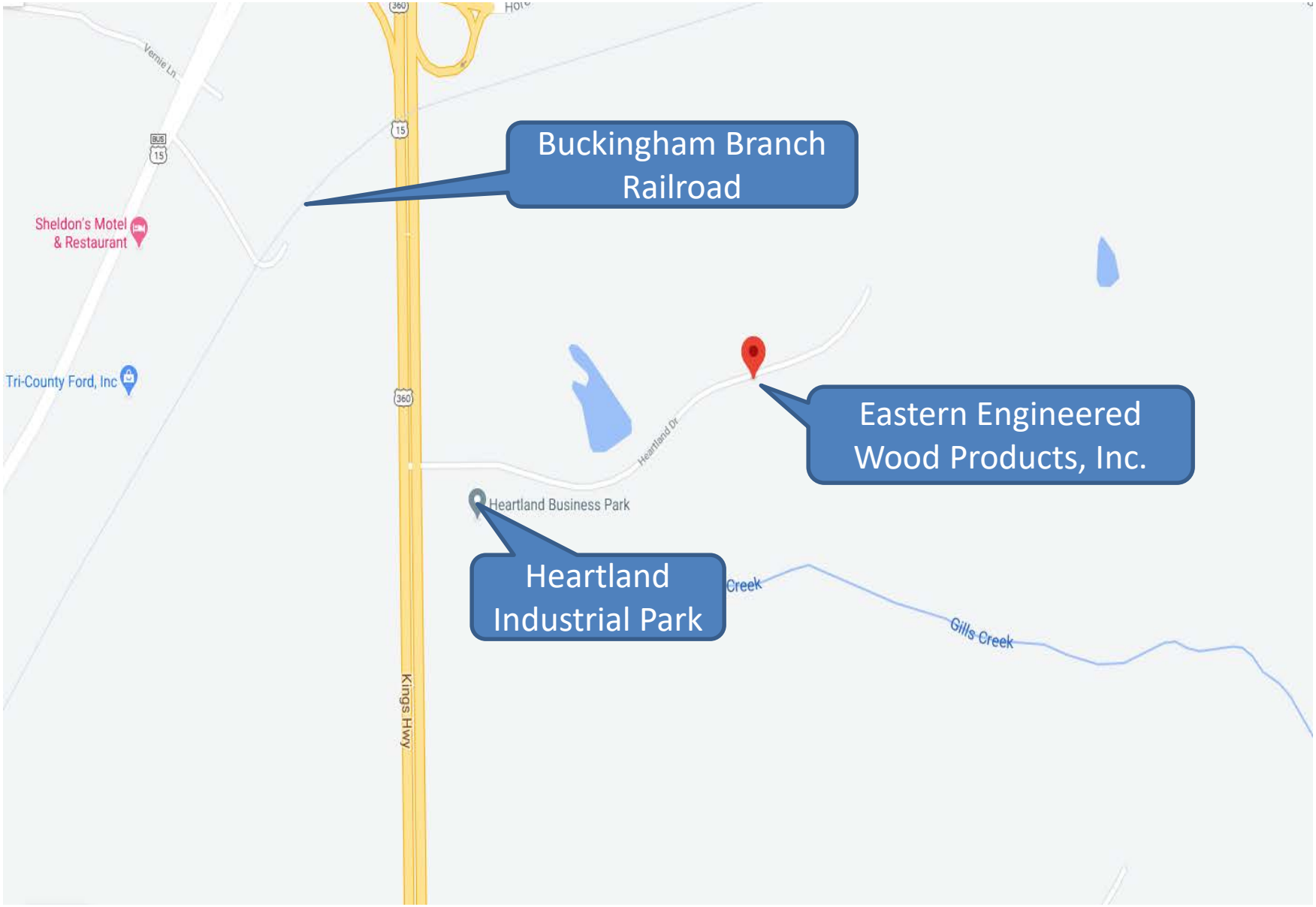
# Rail Industrial Access Program Application Briefing
# Eastern Engineered Wood Products, Inc.
# Charlotte County

**Commonwealth Transportation Board, October 20, 2020**

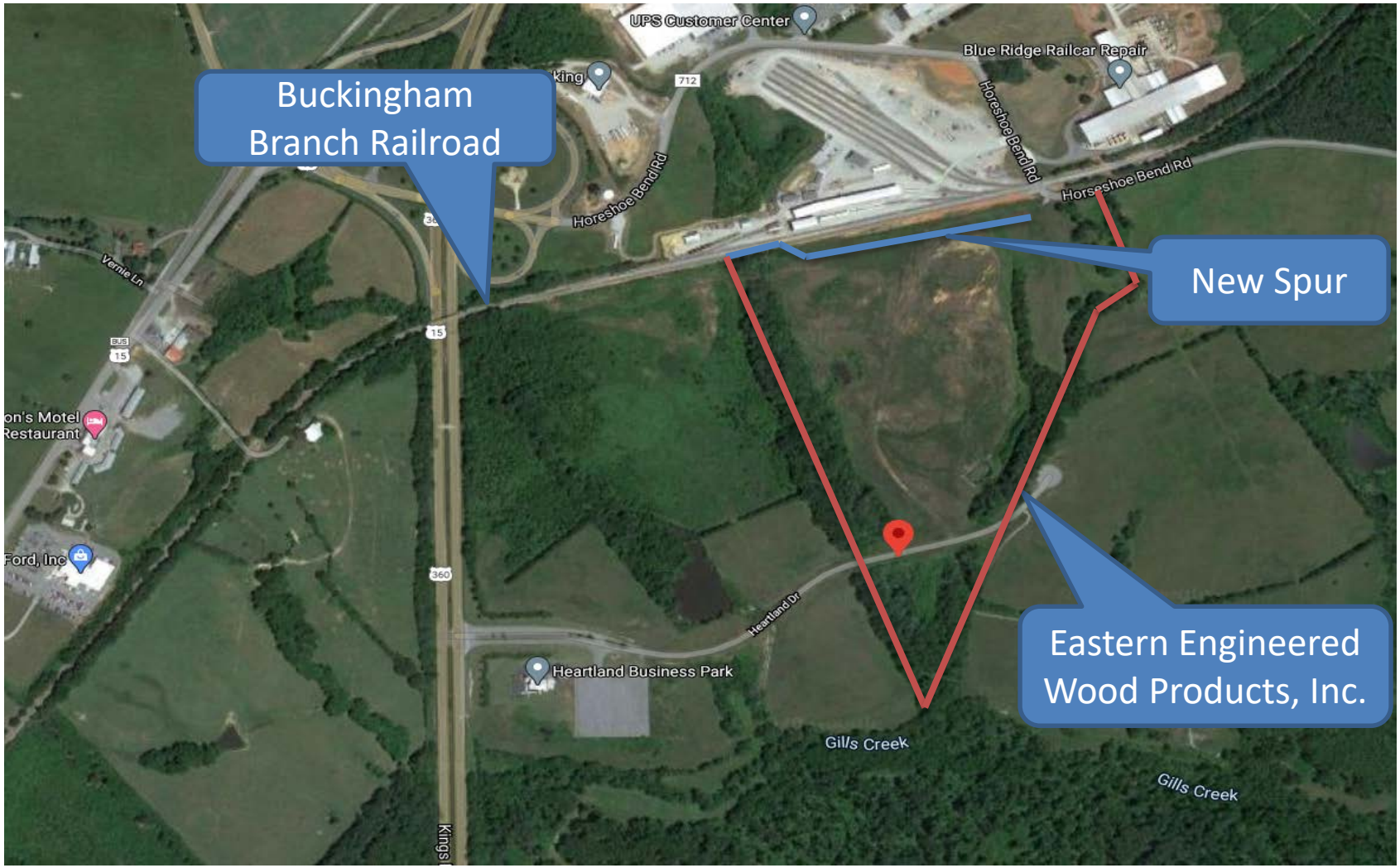
**Jeremy Latimer, Director of Rail Transportation Programs**
**Department of Rail and Public Transportation**

Virginia Department of Rail and Public Transportation


New Facility, Heartland Industrial Park, Keysville, VA
Current Leased Facility, Emporia, VA
Eastern Engineered Wood Products
Keysville
Emporia
Appomattox
Amelia Court House
Crewe
Ford
Blackstone
Dinwiddie
Petersburg
Hopewell
Charles City
Williamsburg
Jamestown
York River
Victoria
Kenbridge
Stony Creek
Waverly
Wakefield
Smithfield
Suffolk
Courtland
Franklin
Alberta
Jarratt
Lawrenceville
South Hill
Chase City
Clover
Halifax
South Boston
Boydton
Clarksville
Virgilina
Bracey
Gasburg
Boykins
Roanoke


Buckingham Branch Railroad
Eastern Engineered Wood Products, Inc.
Heartland Industrial Park
Sheldon's Motel & Restaurant
Tri-County Ford, Inc
Heartland Business Park
Heartland Dr
Kings Hwy
Gills Creek
Vernie Ln
15
360
BUS 15

# Project Location



# Project Overview

- Eastern Engineered Wood Products, Inc. is a wholesale distribution company selling engineered lumber (joists, trusses, beams, etc.) to the building supply industry.
  - Based in Bethlehem, Pennsylvania.
  - Current operations in Emporia, VA, which cannot get adequate rail service for the volume of cars shipped – unable to grow rail volumes needed for expansion.
  - Expansion Project required partnering with a shortline to accommodate rail service needs.
  - This project will benefit from rail service by accessing new markets of competitive suppliers. Shipping by rail from new suppliers allows Applicant to remain competitively priced in the Virginia and NC markets.
  - Facility will receive unrefined wood products and refine as outbound construction products for Virginia and North Carolina.
- The Applicant considered other locations, including sites in North Carolina for this expansion.
  - **The rail component in Keysville gave this site a competitive edge.**

# Project Overview

- Emporia location will remain open under Toll Brothers.
  - Eastern Engineering Wood Products will transfer their employees to the new facility and add employees as the operation grows.
- New facility will locate in the Heartland Industrial Park in Charlotte County.
  - Served by the Buckingham Branch Railroad on the Virginia Southern Division.
  - This project builds on DRPT partnership with Buckingham Branch Railroad.
- Coordinated with VEDP on this location remaining in Virginia.
  - Applicant will apply for Tobacco Commission incentives, and local incentives for employment and permitting costs.

# Application Summary

- Application for $385,000
  - $6.5M Total Estimated Capital Expenditure for new facility in Virginia
  - $550,000 Total Estimated Rail Cost
  - Applicant required to provide minimum 30% match

- Standard Program requirements:
  - All capital expenditures above grant amount will be paid for by applicant
  - Cost overruns responsibility of applicant

# Public Benefits

- Application scores 58 of 100 points
  - Minimum 50 points needed to be recommended to CTB

- Public Benefits
  - 101 railcars annual commitment
  - Minimum threshold to achieve 50 points is 10 new carloads
  - 7 new jobs associated with new facility
  - Retaining current 7 jobs which will move from Emporia
  - 34% of shipping will be by rail

# Questions?

Jeremy Latimer

jeremy.latimer@drpt.Virginia.gov

www.drpt.Virginia.gov

804-786-4440

# HAMPTON ROADS EXPRESS LANE NETWORK

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

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

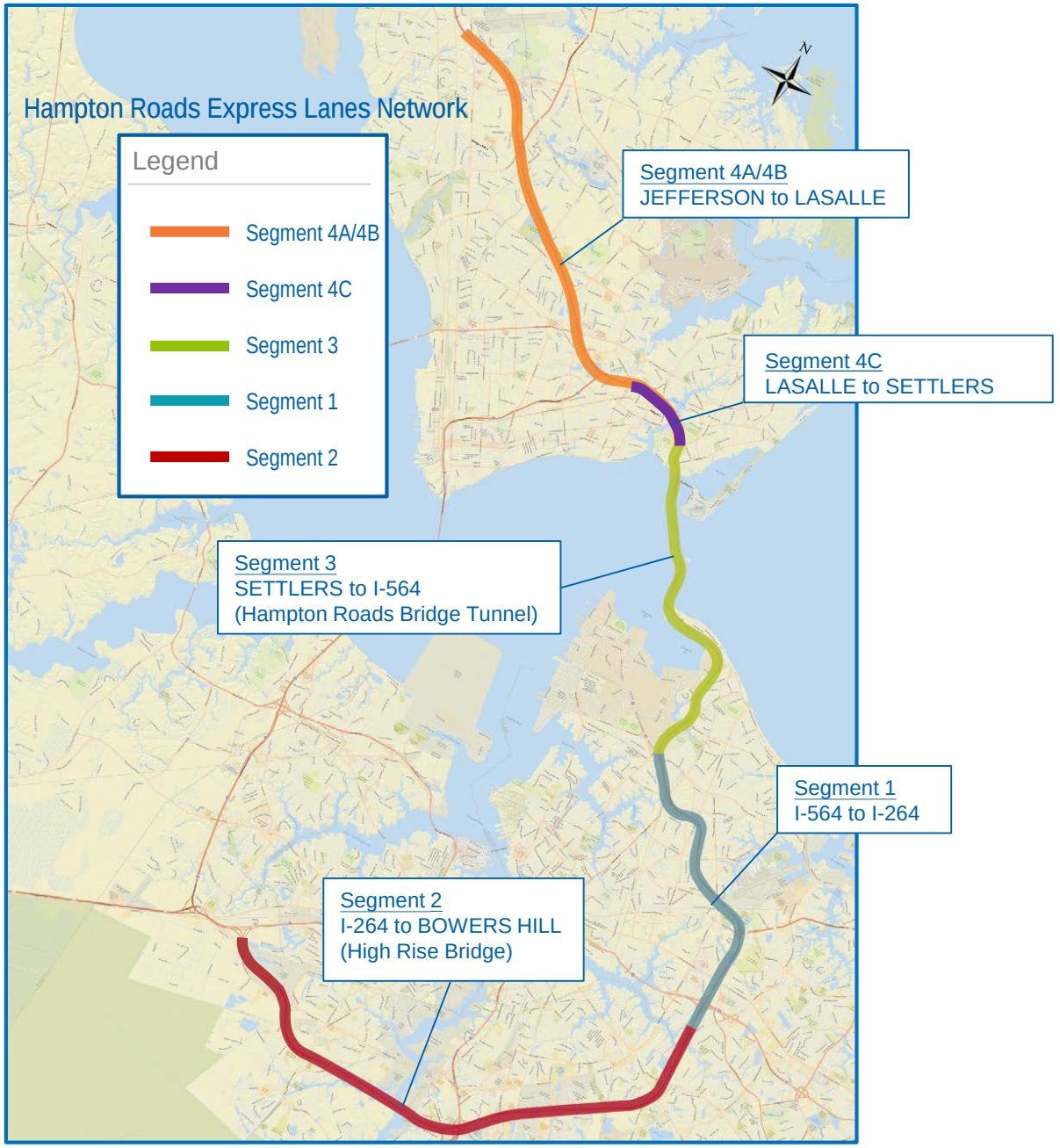
**October 20, 2020**

# Background

- **The HRTPO endorsed the Regional Express Lanes Network, recommending the HRTAC pursue funding, development, and implementation for the network in May 2020**
- **The HRTAC approved the FY2021-FY2026 Plan of Finance and the HRTAC Debt Management Plan to fund the HREL Network in June 2020**
- **The CTB and HRTAC approved the *Master Agreement for Development and Tolling of Hampton Roads Express Lanes Network* (MTA) in August 2020**

# HREL Projects

## Location Map



# HREL Standard Project Agreements

- **Pursuant to the MTA, VDOT and HRTAC are to enter into a Standard Project Agreement (SPA) for Funding and Administration to commence design and construction of any element of the HREL Network**
- **Preliminary Engineering work for the following segments of the HREL is ready to commence and will be addressed by three individual SPAs:**
  - **Segment 1: Interstate 64 at the Interstate 564 Interchange in Norfolk to the Interstate 264 Interchange in Norfolk.**
  - **Segment 4A/4B: Interstate 64 at the Jefferson Avenue Interchange in Newport News to the LaSalle Interchange in Hampton.**
  - **Segment 4C: Interstate 64 at the LaSalle Interchange in Hampton to the Settlers Landing Interchange in Hampton**

# Hampton Roads Express Lanes Network Segment 1

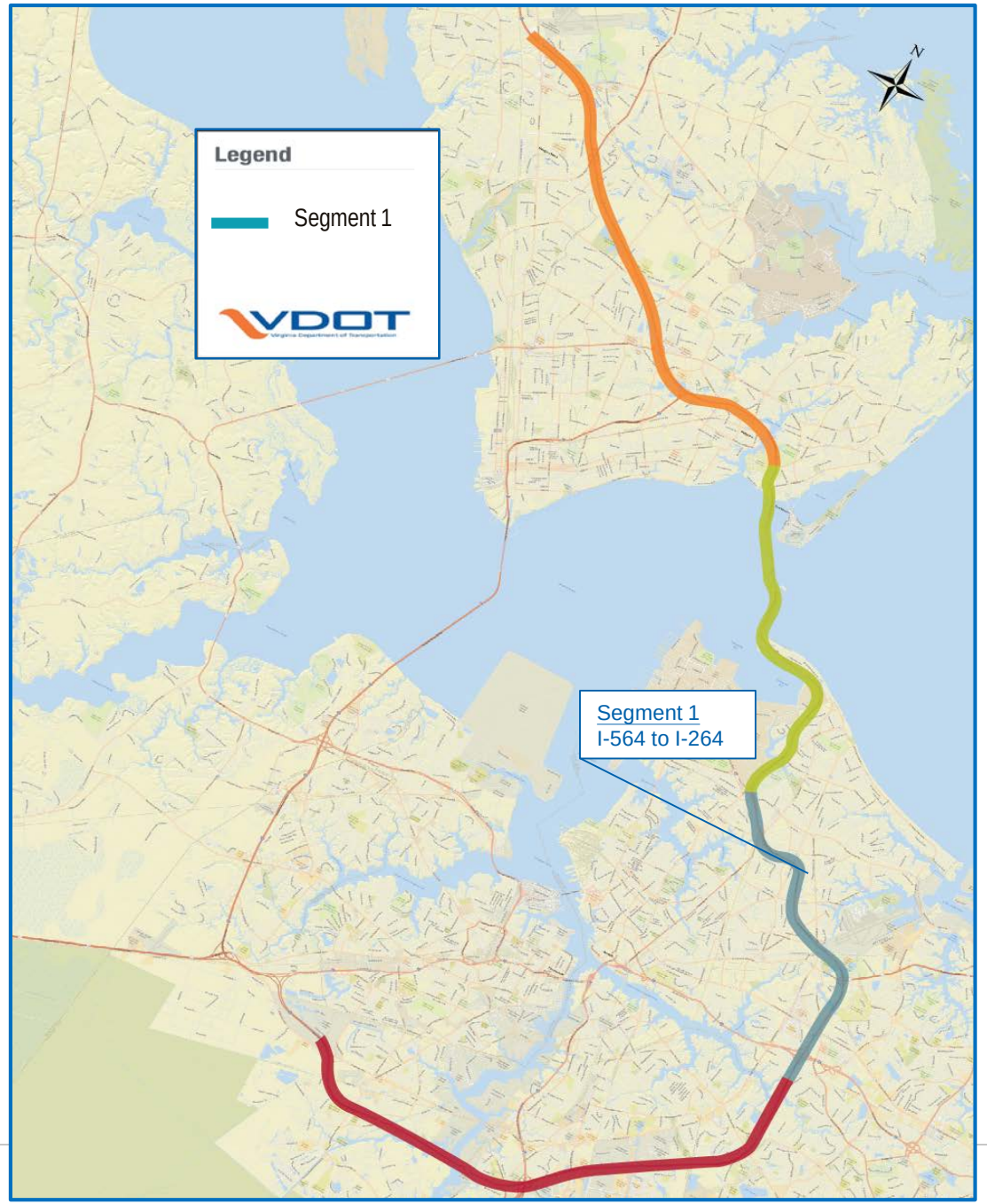
***PRELIMINARY ENGINEERING (Phase 1 PE):***

**Phase 1 PE Schedule:**

- Authorize PE – July 1, 2020
- Scoping/PFI – November 20, 2020
- Risk Assessment:
  - Meeting – October 7, 2020
  - Matrix – November 6, 2020
- RFQ Conceptual Plans – March 14, 2021
- LRTP Inclusion – June 18, 2021
- TIP & STIP Inclusion/Verification – July/ August, 2021
- RFP Conceptual Plans – September 17, 2021
- RFQ Advertisement – September 21, 2021

**Phase 1 PE Estimate:**

- $5,621,500



# Hampton Roads Express Lanes Network
# Segment 4A/4B

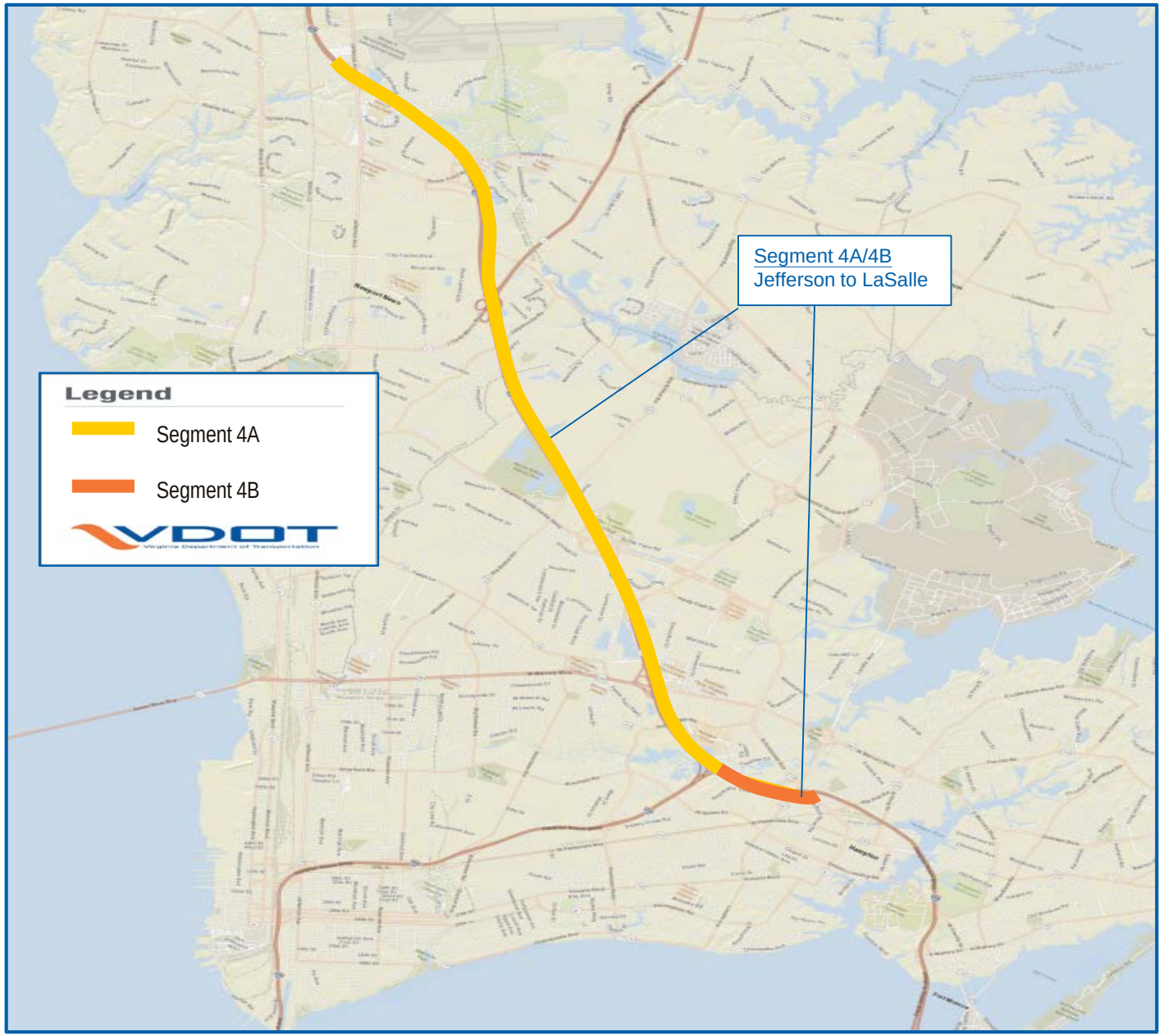
***PRELIMINARY ENGINEERING (Phase 1 PE):***

**Phase 1 PE Schedule:**

- Authorize PE – July 1, 2020
- Scoping/PFI – December 10, 2020
- Draft Document or CE – August 3, 2021
- Value Engineering – April 28, 2021
- LRTP Inclusion – June 18, 2021
- TIP & STIP Inclusion/ Verification – July/August, 2021
- Public Hearing – October 1, 2021

**Phase 1 PE Estimate:**

- $5,916,425



# Hampton Roads Express Lanes Network
# Segment 4C

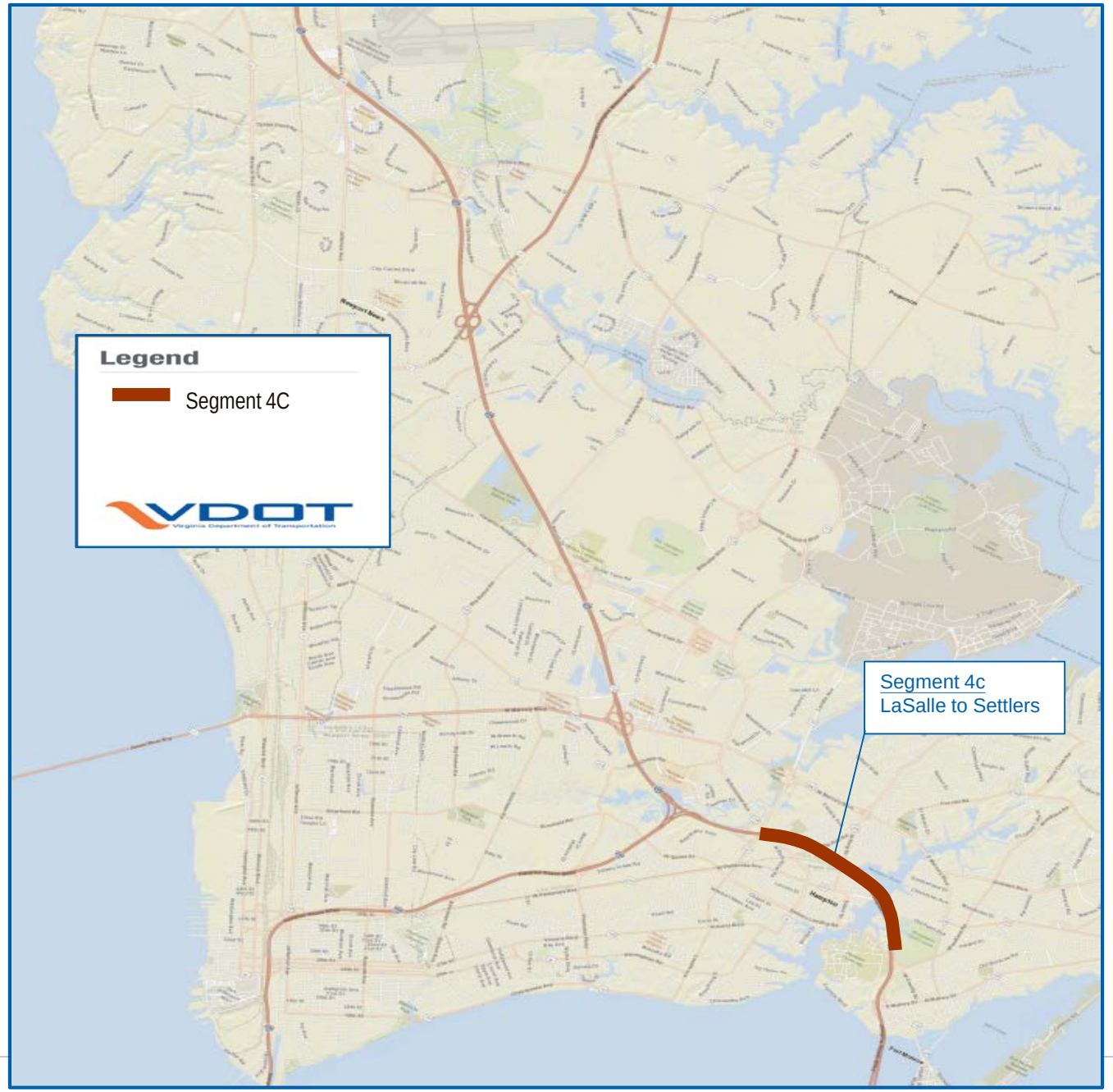
***PRELIMINARY ENGINEERING (Phase 1 PE):***

**Phase 1 PE Schedule:**

- Authorize PE – July 1, 2020
- Scoping/PFI – July 23, 2020
- Risk Assessment – September 2, 2020
- RFQ Conceptual Plans – February 11, 2021
- RFQ Advertisement – April 9, 2021
- LRTP Inclusion – June 18, 2021
- TIP & STIP Inclusion/Verification – July/August, 2021
- RFP Conceptual Plans – August 2, 2021
- NEPA Document – August 19, 2021
- Public Hearing – September 23, 2021

**Phase 1 PE Estimate:**

- $15,421,200



# Anticipated CTB Action

- **VDOT will be requesting that the Board authorize the Commissioner to enter into separate SPAs with HRTAC for preliminary engineering tasks for Segments 1, 4A/B and 4C of the HREL**
- **The SPAs will be brought back to the Board at their next meeting for approval**

# HAMPTON ROADS EXPRESS LANE NETWORK

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

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

**October 20, 2020**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# Preliminary Commonwealth Transportation Fund (CTF) Financial Plan Assumptions

*Note this is a draft and will be updated prior to the meeting.

# FY 2021 Draft VDOT Budget

# FY 2021-2026 SYIP COVID-19 Update Plan

Laura Farmer, Chief Financial Officer
Kimberly Pryor, Director, Infrastructure Investment Division

October 20, 2020

# Commonwealth Transportation Fund (CTF) Preliminary Financial Plan Overview

**The Financial Plan reflects the impacts of recent transportation legislation:**

- ❑ **Governor's Omnibus Bill (HB1414/SB 890)**
- ❑ **Central Virginia Transportation Authority (HB 1541)**
- ❑ **Hampton Roads Regional Transit Program (HB 1726/SB 1038)**
- ❑ **Interim state revenue update from August**

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

# Commonwealth Transportation Fund
# Preliminary Financial Plan - Estimated Revenues (in millions)

| | 2021 | 2022 |
|---|---|---|
| State Transportation Revenues | | |
| Commonwealth Transportation Fund | $ 3,560.6 | $ 3,869.3 |
| Prior year funding | 303.7 | 191.4 |
| Local & Regional Project Participation/Revenue | 1,643.6 | 1,075.7 |
| Other Revenue | 612.5 | 608.9 |
| **Total** | **5,816.7** | **5,553.8** |
| **Federal Revenues** | **1,153.3** | **1,154.5** |
| **Total Revenues** | **6,970.0** | **6,708.3** |
| Other Financing Sources | | |
| GARVEE Bonds | 98.0 | - |
| Capital Improvement Bonds | 50.0 | - |
| Route 58 | - | 218.4 |
| **Total** | **148.0** | **218.4** |
| **Total Operating Revenues and Other Financing Sources** | **$ 7,118.0** | **$ 6,926.7** |
| Pass Through Revenues | | |
| **Regional Transportation Funds** | **610.8** | **677.8** |
| **WMATA Capital Fund Revenue** | **116.8** | **116.8** |
| **Grand Total** | **$ 7,845.6** | **$ 7,721.3** |

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

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

# Commonwealth Transportation Fund
# Preliminary Financial Plan - Estimated Allocations (in millions)

| | FY 2021 | FY 2022 |
|---|---|---|
| Debt Service | $ 405.4 | $ 412.2 |
| Other Agencies & Transfers | 50.3 | 50.6 |
| Maintenance & Operations | 2,210.3 | 2,230.7 |
| Administration & Other Programs | 529.0 | 523.3 |
| Toll Programs | 90.1 | 93.6 |
| Special Structures | - | 5.0 |
| Rail and Public Transportation | 637.4 | 652.8 |
| Port Trust Fund | 43.3 | 45.3 |
| Airport Trust Fund | 24.7 | 25.9 |
| Commonwealth Space Flight Fund | 16.8 | 15.8 |
| Department of Motor Vehicles | 13.9 | 13.9 |
| Construction (1) | 3,018.8 | 2,777.5 |
| **Total Operating Programs** | **$ 7,040.1** | **$ 6,846.8** |
| Pass Through Programs | | |
| WMATA Capital Fund | 161.2 | 157.8 |
| Central Virginia Transportation Fund | 136.9 | 206.1 |
| Northern Virginia Transportation Authority Fund | 299.3 | 290.1 |
| Hampton Roads Regional Transit Fund | 26.1 | 32.5 |
| Hampton Roads Transportation Fund | 181.9 | 188.0 |
| **Subtotal** | **805.4** | **874.5** |
| **Total** | **$ 7,845.6** | **$ 7,721.3** |

*Allocations reflect flexibility granted in biennial budget*

(1) *Allocations do not reflect 2021-2026 SYIP assumptions for funding for highways that was programmed for rail and public transportation.* Distribution to Public Transportation, Rail Assistance, Other Programs and Administration to be determined with final recommended budget and SYIP updates.

# Implementation of Omnibus Legislation with COVID-19 Impact

- With proposed flexibility granted under the state budget, allocations were sized to meet expectations from the previous financial plan (FY 2020 – 2025).
- Directed allocations in FYs 2021 – 2023 to phase in commitments anticipated from omnibus legislation

| | FY 2021 | FY 2022 |
|---|---|---|
| Special Structures | $ - | $ 5.0 |
| Virginia Highway Safety Improvement Program | 3.0 | 7.5 |
| PRIIA Match | - | 50.0 |
| Operating | - | 5.0 |
| WMATA | - | 3.0 |
| Ridership Incentive | - | 3.6 |
| Rail | - | 7.7 |

# Preliminary VDOT FY 2021 Budget

| | (in millions) | | |
|---|---|---|---|
| | FY 2020 | Preliminary FY 2021 | Increase (Decrease) |
| **VDOT Programs** | | | |
| Environmental Monitoring and Evaluation (514) | $ 23.5 | $ 40.9 | $ 17.4 |
| Ground Transportation Planning and Research (602) | 77.7 | 79.1 | 1.4 |
| Highway Construction Programs (603) | 2,686.8 | 3,041.5 | 354.8 |
| Highway System Maintenance (604) | 1,728.1 | 1,741.9 | 13.8 |
| Commonwealth Toll Facilities (606) | 85.5 | 93.3 | 7.8 |
| Financial Assistance to Localities (607) | | | |
| VDOT Programs | 473.8 | 484.3 | 10.6 |
| Regional Programs | 485.1 | 644.2 | 159.1 |
| Non-Toll Supported Transportation Debt Service (612) | 402.4 | 407.9 | 5.5 |
| Administrative and Support Services (699) | 297.6 | 300.4 | 2.8 |
| VDOT Capital Outlay (998) | 30.0 | 64.3 | 34.3 |
| **Total VDOT Programs** | **$ 6,290.4** | **$ 6,897.9** | **$ 607.5** |
| Support to Other State Agencies | 75.0 | 50.3 | (24.7) |
| Support to DRPT Programs & Virginia Passenger Rail Authority | 65.0 | 112.6 | 47.6 |
| **TOTAL** | **$ 6,430.4** | **$ 7,060.8** | **$ 630.4** |
| **TOTAL OPERATING BUDGET (Net Regional Programs)** | **$ 5,945.3** | **$ 6,416.6** | **$ 471.3** |

# Assumptions for Highway Construction Programs

## Revenue Sharing Program updates

### *Reallocation of previously provided Revenue Sharing funding*

| Funds made available for CTF Distribution | |
|---|---|
| Previously allocated Revenue Sharing Funding | $445.1 |
| Balance Entry/Deallocated Revenue Sharing | 49.9 |
| Total | $495.0 |

| | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|---|
| Updated Revenue Sharing Allocation | $99.6 | $110.1 | $127.3 | $108.1 | $100.0 | $100.0 |
| | Scheduled allocation for previously allocated Revenue Sharing Projects ($445.1 million) | | | | Allocation for pending allocation | |

# Next Steps

- **Draft FY 2021 Budgets for the Commonwealth Transportation Fund and VDOT will be provided for review for adopting in December**

- **Official revenue estimate update available in December 2020 for update for FY 2022 – 2027.**

# FY 2021-2026 SYIP COVID-19 UPDATE PLAN

Kimberly Pryor, Infrastructure Investment Director

October 20, 2020

# Background

- **O.1 and 2 of Chapter 1289 of the 2020 Acts of Assembly**
  1. **The FY2020-2025 SYIP adopted June 19, 2019, and as amended shall remain in effect through June 30, 2021, or until a new SYIP is adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 Pandemic**
  2. **Assistance provided for fiscal year 2021 may be maintained up to the levels allocated in the FY2020-2025 SYIP until a new SYIP is adopted**

# Background

- ***Proposed P.1-3, Item 430, Budget Bill considered in Special Session***
  - ***CTB may use previously allocated funds not currently needed to support project delivery to mitigate impacts from revenue reductions resulting from the COVID-19 pandemic and replace those allocations in the year needed to support current project schedules***
- ***Proposed P.6, Item 430, Budget Bill considered in Special Session***
  - ***The Secretary shall report to the Governor and Chairs of the House Appropriations and Senate Finance and Appropriations Committees on the funding actions planned to be taken under this authority, including a listing of the programs and projects impacted as well as any deviation from the proposed plan***

# FY2021-2026 SYIP COVID-19 Update Plan

- **Recommendation**
  1. **Build upon actions approved to date to amend and modify the FY2020-2025 SYIP**
  2. **Execute a targeted approach focused on updating specific funding programs**
  3. **Do NOT engage all processes and procedures of a typical SYIP update**

# FY2021-2026 SYIP COVID-19 Update Plan

1. **Build upon actions approved to date to amend and modify the FY2020-2025 SYIP based on funding levels in the FY2020-2025 SYIP**
   - ✓ **RSTBG/CMAQ**
     - 5/6 MPO projects added/updated
   - ✓ **ITTF**
     - All projects and programs added/updated
   - ✓ **HSIP/Legacy programs**
     - Adjustments have been made to support the Department's federal obligation plan and reflect updated project schedules and estimates
   - ✓ **TAP**
     - Additions/updates will be complete with October CTB Action
   - ✓ **SGR: Local and VDOT Paving**
     - Additions/updates will be complete with October CTB Action

# FY2021-2026 SYIP COVID-19 Update Plan

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

- **SGR Local and VDOT Bridges**
  - Add new FY2021 selected Local and VDOT bridges, leaving FY2026 un-programmed
  - CTB Action planned for December 2020
- **Revenue Sharing**
  - Implement an allocation restructuring strategy utilizing previously allocated funds not currently needed to support project delivery to mitigate impacts from revenue reductions resulting from the COVID-19 pandemic and replace those allocations in FY2021-2024 as necessary to support current project schedules
  - No funding commitments will be reduced and no projects will be delayed due to the proposed allocation restructuring strategy
  - Add new FY21 selected projects using FY2025-2026 allocations
  - CTB Action planned for December 2020
  - Biennial solicitation cycle will continue with awards in the last two years of the SYIP

# FY2021-2026 SYIP COVID-19 Update Plan

## 3. Do NOT engage all processes and procedures of a typical SYIP update

- **Hold updates to the SGR funding distribution percentages until FY2022-2027 SYIP Update**
  - Unprogrammed FY2026 will be used to make adjustments to allocations due to updated factors, as necessary
- **Retain the existing structure of the FY2020-2025 SYIP and reflect adjustments to the new transportation funding formula in the FY2022-2027 SYIP Update**
  - Show certain new funding streams for illustrative purposes on balance entries (Regional District Grant Program, Special Structures Program, Virginia Highway Safety Improvement Program, etc.)
- **Defer adjustments to the I-81 program to reflect adjustments to the revised tax structure and bonding until the FY2022-2027 Update**
  - Existing project schedules will not be impacted by this delay
- **Hold a single virtual public hearing in November, in conjunction with the CTB meeting**

# Targeted SYIP Update

## Revenue Sharing – Allocation Restructuring Strategy

| | Number of Projects | State Match in Previous to be Provided by FY24 |
|---|---|---|
| Bristol | 6 | $8.2 |
| Culpeper | 18 | $16.9 |
| Fredericksburg | 12 | $27.2 |
| Hampton Roads | 55 | $144.9 |
| Lynchburg | 14 | $10.3 |
| Northern Virginia | 65 | $142.5 |
| Richmond | 55 | $51.8 |
| Salem | 36 | $18.9 |
| Staunton | 29 | $24.3 |
| Deallocations | | $49.9 |
| **Grand Total** | **290** | **$495.0** |

- No project schedules will be delayed
- No funding commitments will be reduced
- Adjustments to preliminary analysis are likely to be necessary based on project activity since March 2020

# Next Steps

## CTB Actions

- October 2020
  - Approval of FY2021 recommended SGR Local and VDOT Paving projects
  - Approval of FY2021 recommended TAP projects
- December 2020
  - Approval of FY2021 recommended SGR Local and VDOT Bridge projects
  - Approval of FY2021 recommended Revenue Sharing projects using FY2025-2026 allocations
  - Adoption of the FY2021-2026 SYIP COVID-19 Update
  - Report changes to the preliminary plan to adjust Revenue Sharing allocations
- Early 2021
  - Begin development of a full FY2022-2027 SYIP Update

COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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

# COMMONWEALTH TRANSPORTATION BOARD
# WORKSHOP AGENDA

October 20, 2020
9:00 a.m.

9. Financial Plan and Six-Year Improvement Program
*Steve Pittard, Virginia Department of Rail and Public Transportation*

This presentation is currently unavailable.

# # #

COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

# Interstate 64/664 Corridor Improvement Plan

**Commonwealth Transportation Board Meeting**

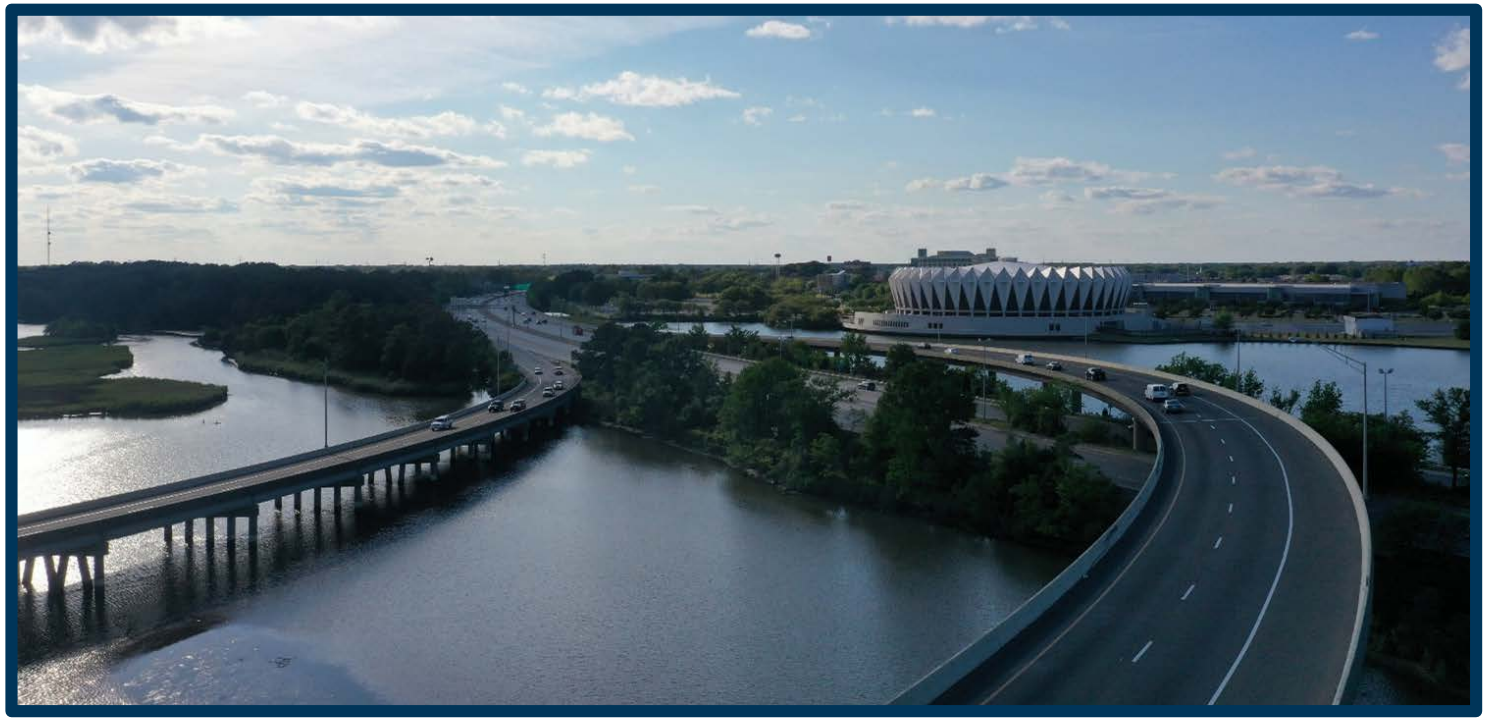
**October 20, 2020**

# Agenda

## Review of feedback from public involvement

## Discussion of proposed improvements

## Project schedule update



# I-64 Corridor Significance

## Critical East-West Corridor

## Multimodal Corridor

- Highway
- Vanpools
- Carpools
- Park and Ride Lots
- Commuter/Express Bus
- Intercity Rail

## 7.2 Million

**Trucks Per Year**

## > 925 Incidents Per Year

**(With Average Clearance Times About 1.5 Hours)**

## ~ 21,500

**Crashes Over 5 Years**

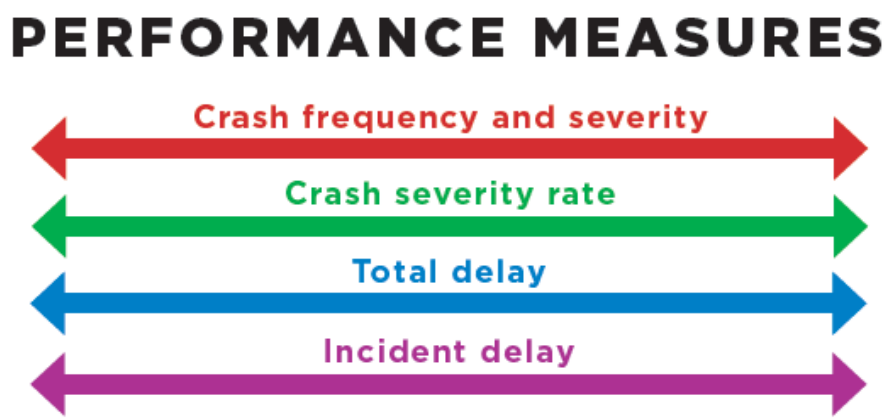
## $135 Billion

**in Goods Moved Per Year**

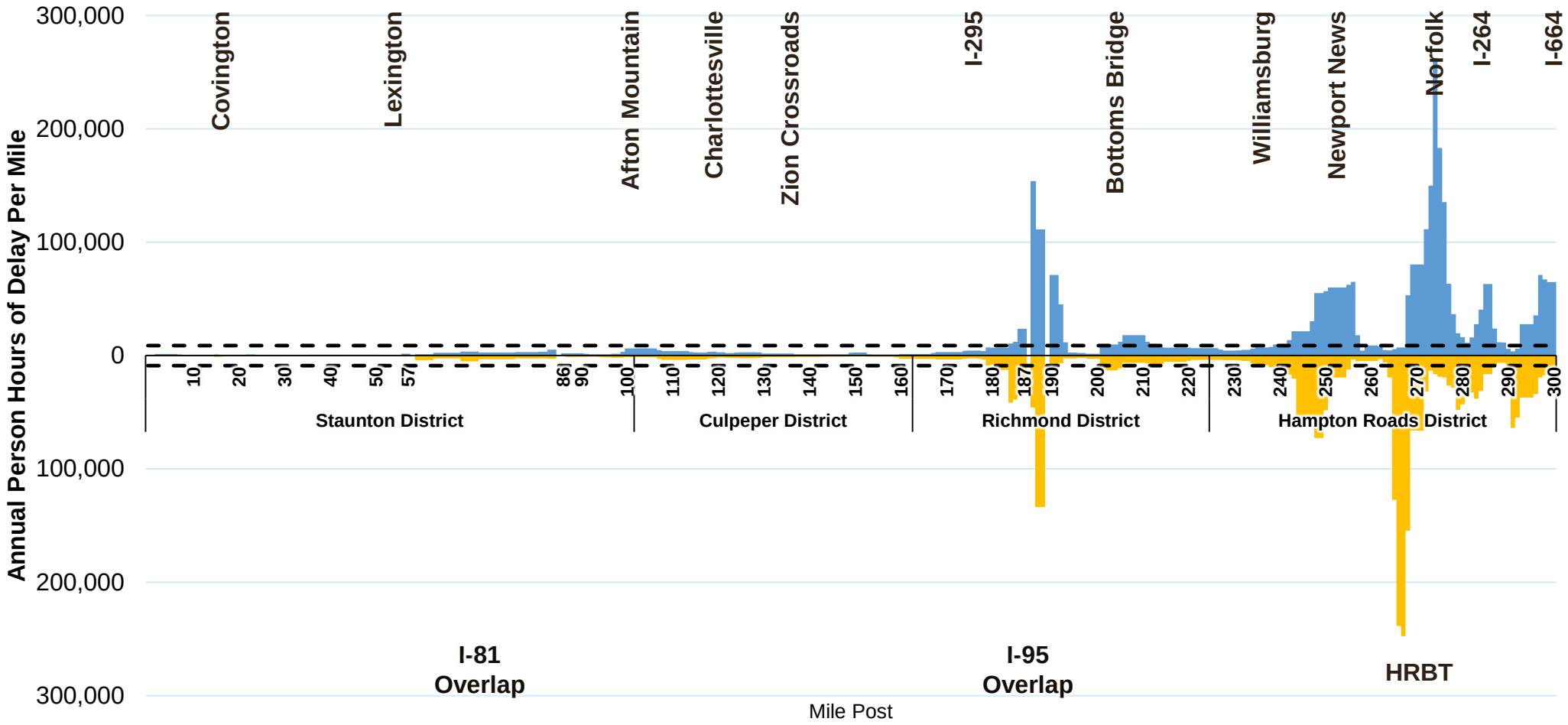
# July Public Meetings
## Problem Identification

**Reviewed entire I-64 and I-664 corridors to identify areas for improvement based on identified problems**

- Safety: crash frequency and severity
- Congestion: person-hours of delay
- Resiliency: incidents or crashes causing lane closures greater than one hour

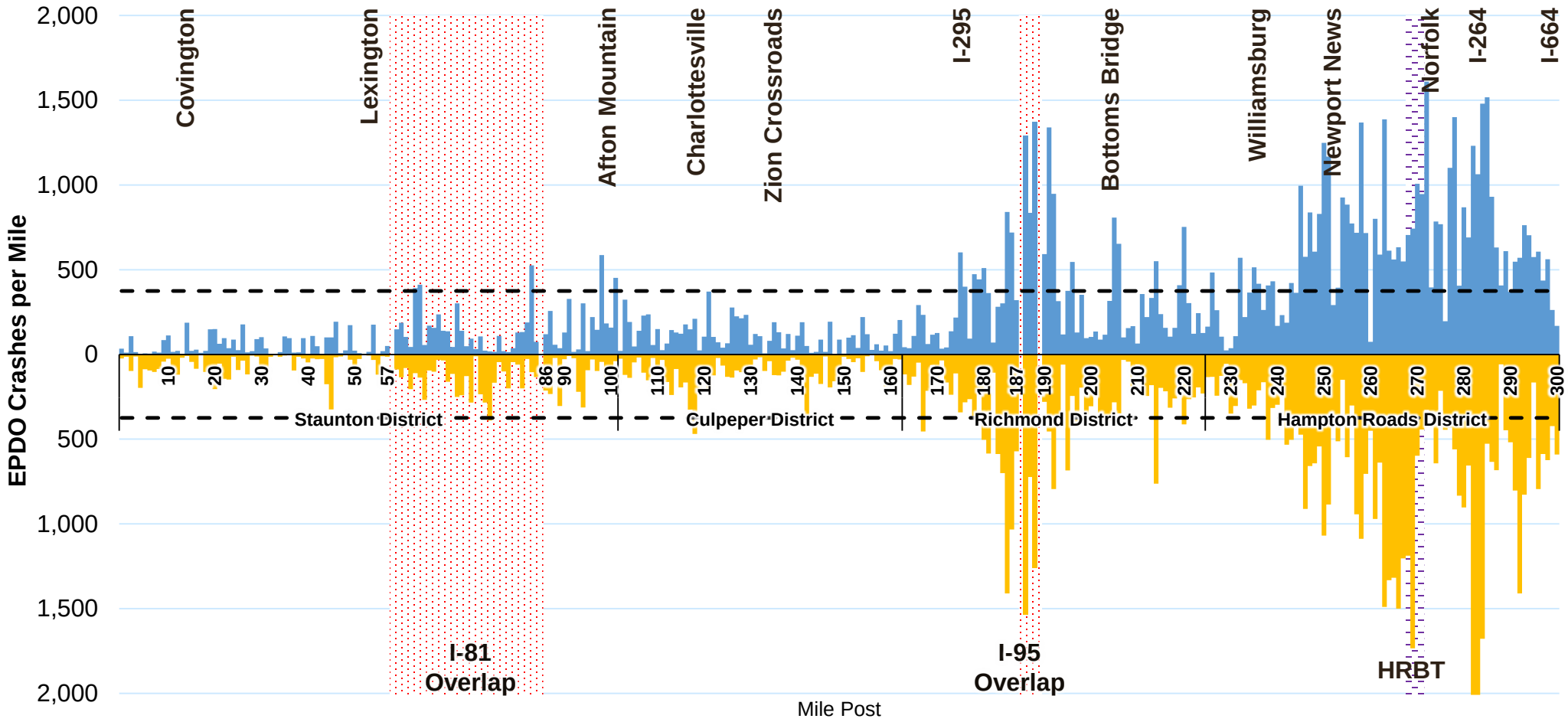



# I-64 Annual Person Hours of Delay Per Mile




**2014-2018 Data**

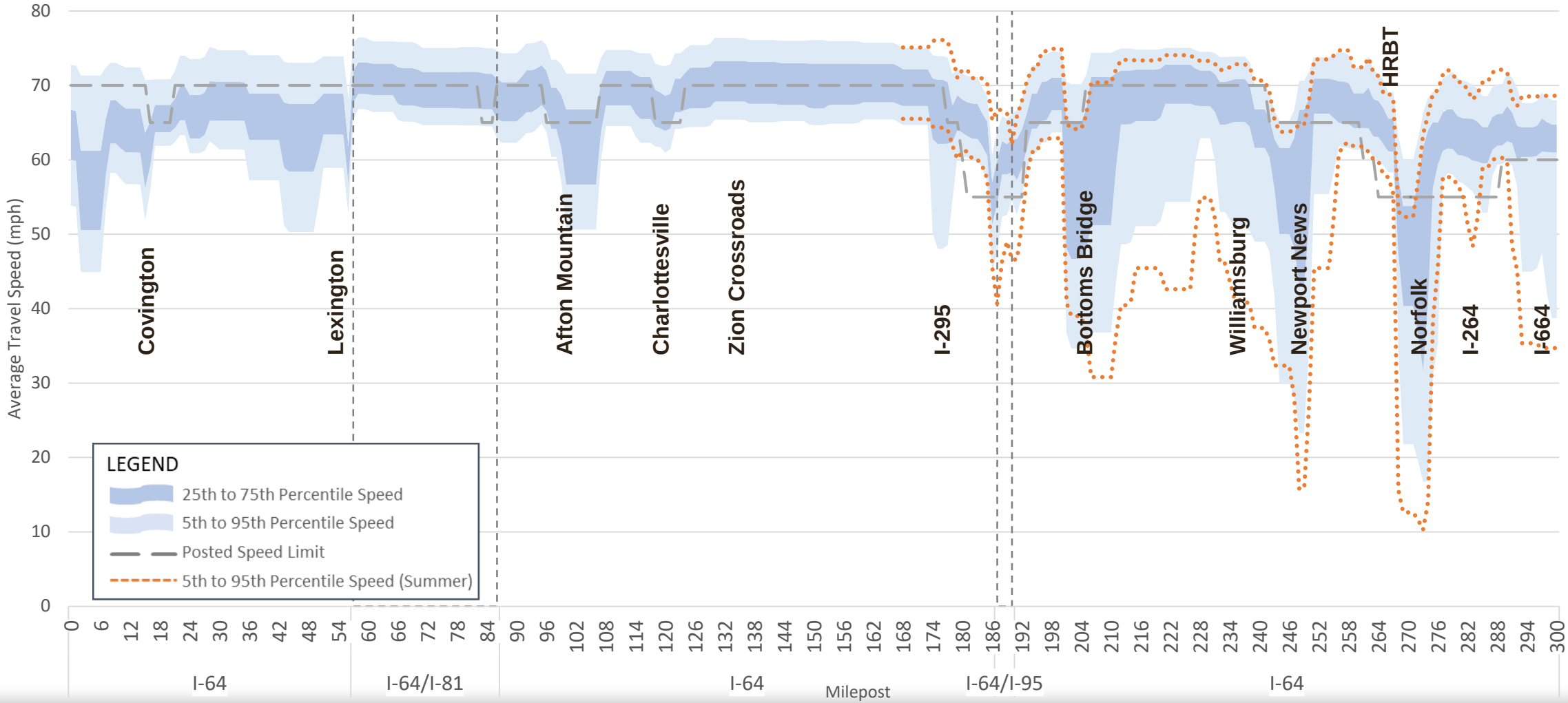
# I-64 Equivalent Property Damage Only (EPDO) Crashes Per Mile




**2014-2018 Data**

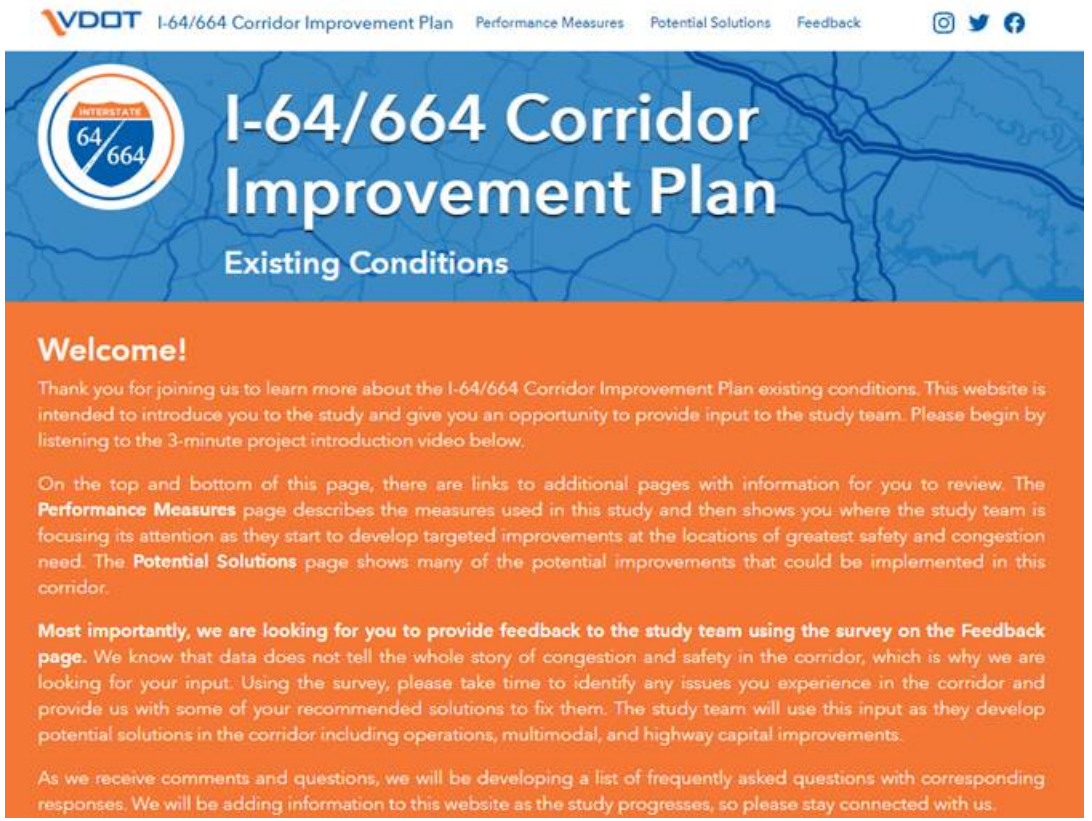
HRBT | I-81 and I-95 Overlaps | Westbound | Eastbound | Top 25%

# Reliability of Westbound I-64
## Sunday (9:00 AM - 6:00 PM), 2018



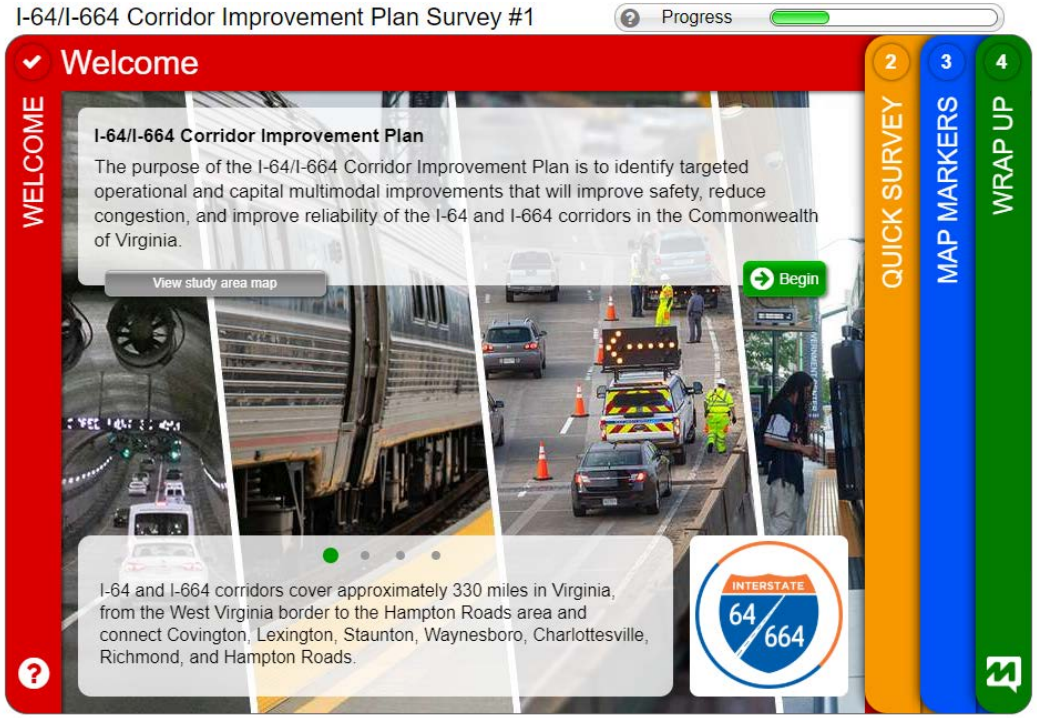
# July Public Involvement
## Enhanced Project Website

- GIS-based website
- Included two-minute introductory video
- Embedded July CTB presentation
- Replicated materials typically displayed at in-person meetings
- Updated FAQs as public feedback was received
- Directed users to MetroQuest survey
- Over 600 website views



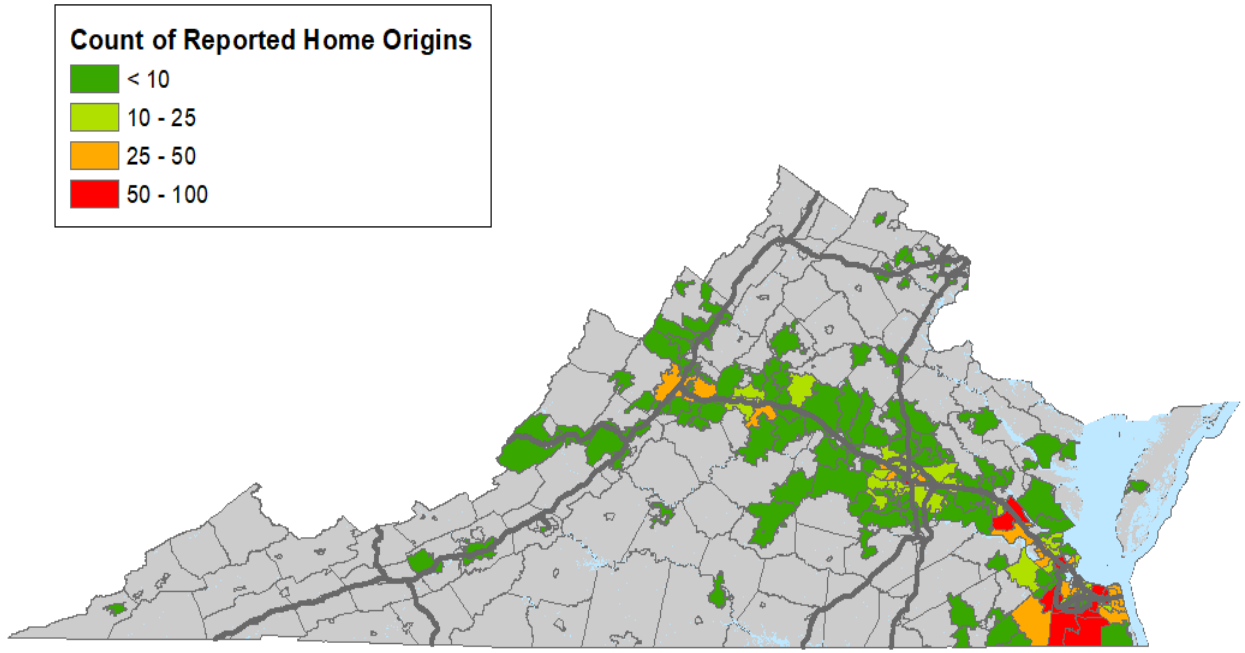
# I-64/664 Corridor Improvement Plan Survey

- MetroQuest survey platform
- Survey dates: July 13 – August 15
- Included survey questions and map markers
- 4,570 participants
- Participants placed 7,452 map markers
- Received 21 emails
- Outreach through social media, print media, and local groups



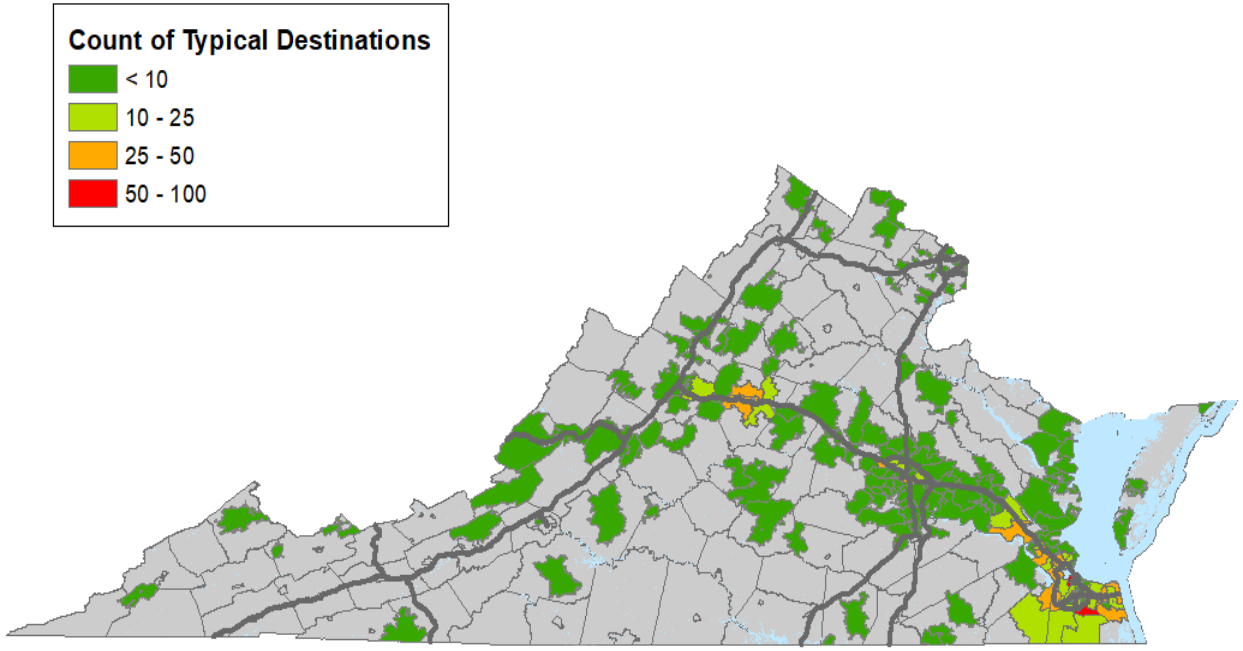
# Origins of Participants

- Most responses were from residents along the I-64 and I-664 corridors
- Highest concentration of responses were from residents in Hampton Roads
- 8 responses were from zip codes outside of Virginia



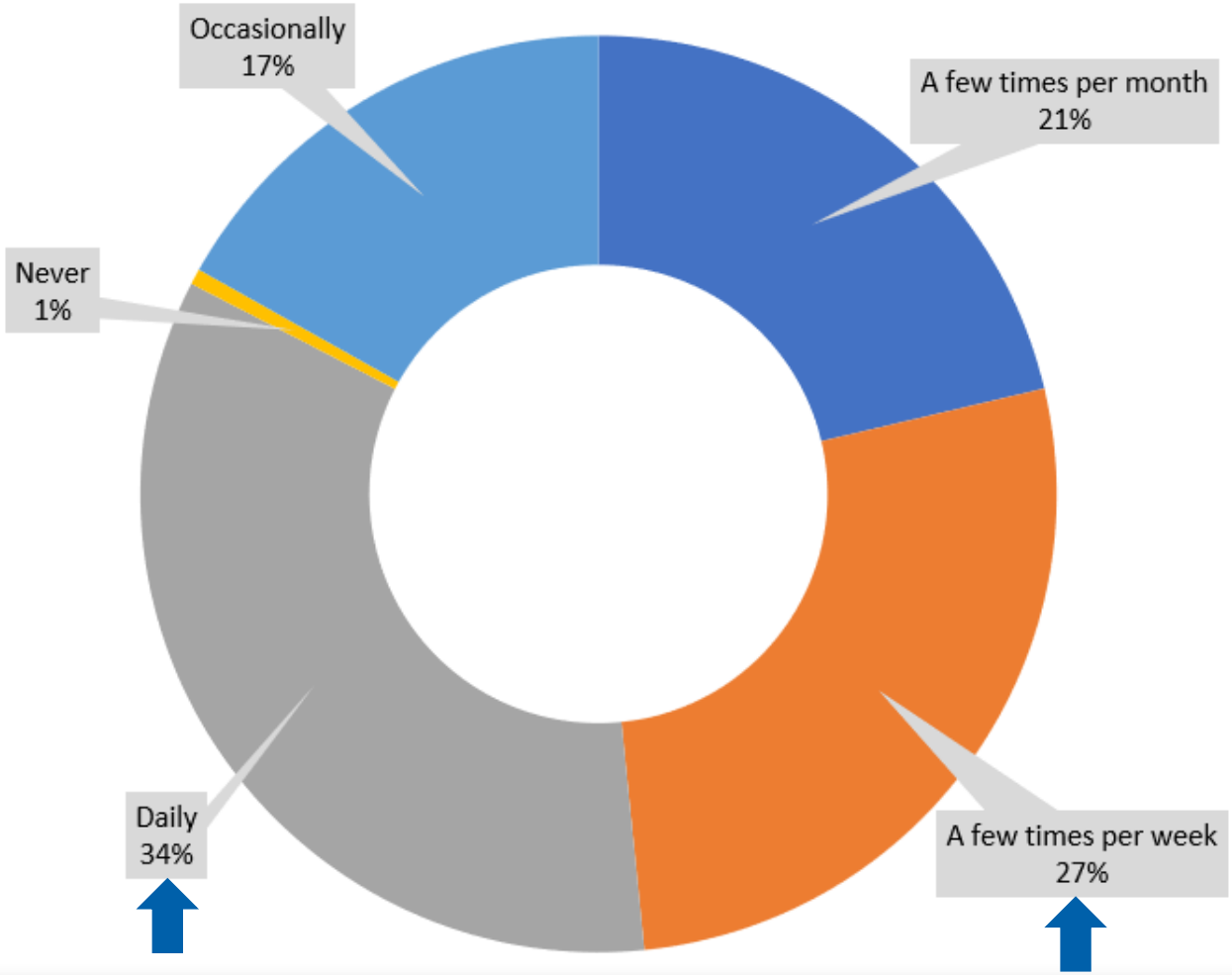
# Typical Destinations of Participants

- Most destinations were in the I-64 and I-664 corridors, though more diverse than the origins
- Highest concentration of destination responses were in Hampton Roads
- Out of 1,856 destination responses, only 53 reported a destination outside of Virginia



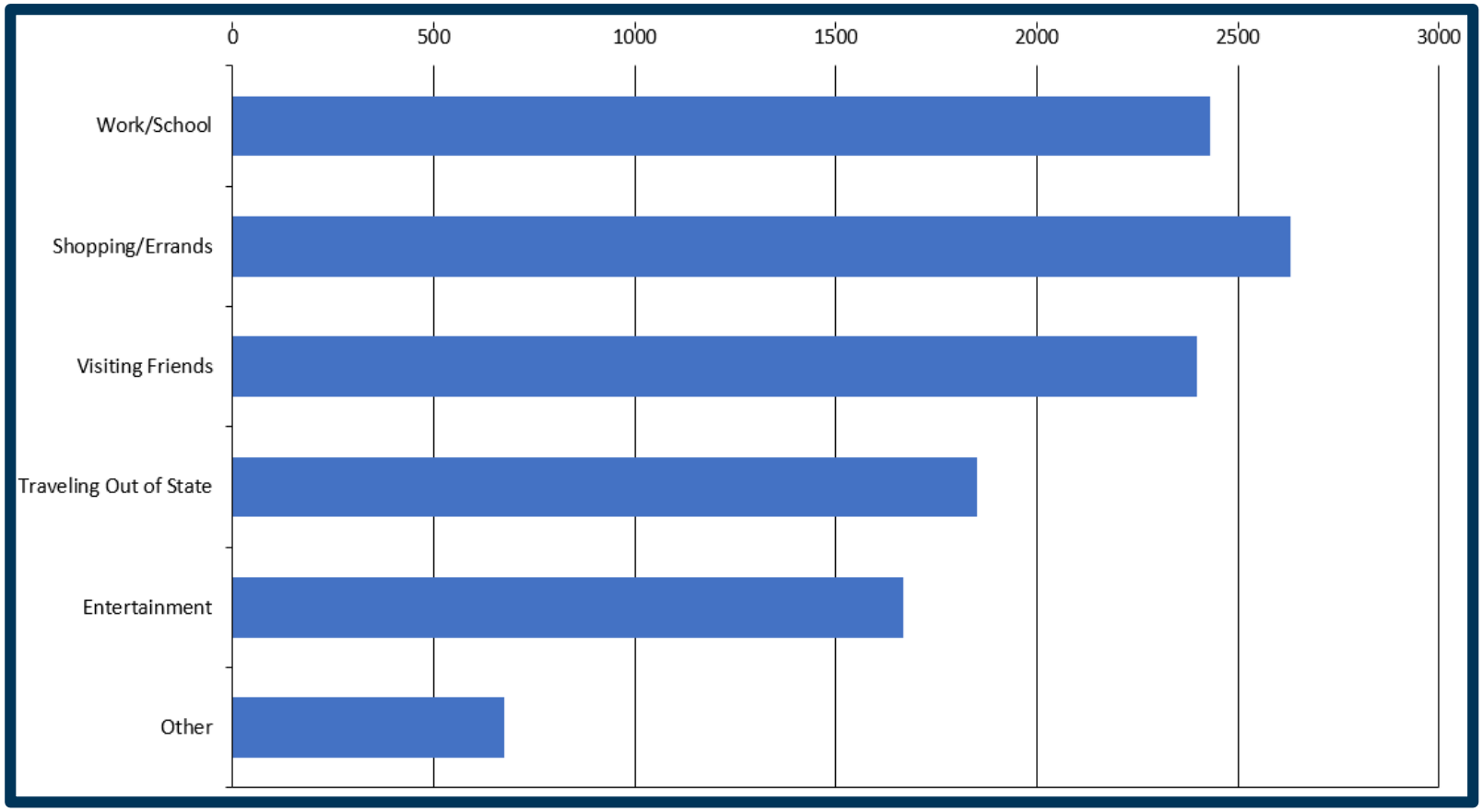
# Frequency and Purpose

Most respondents (61%) travel in the I-64 and I-664 corridors at least a few times per week



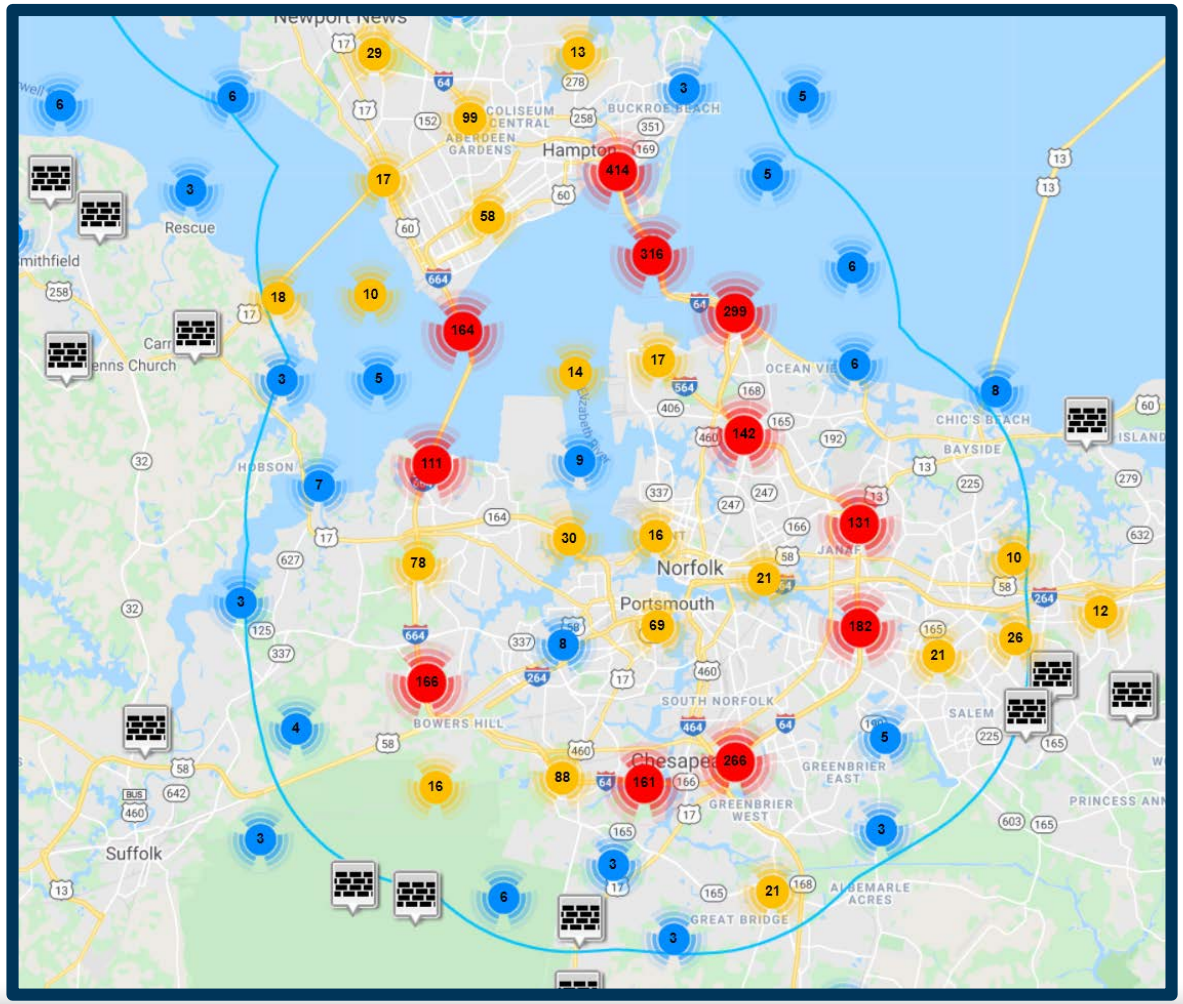
# Frequency and Purpose

About 25% of the respondents use I-64 and I-664 for work or school (considered “regular” commuters)



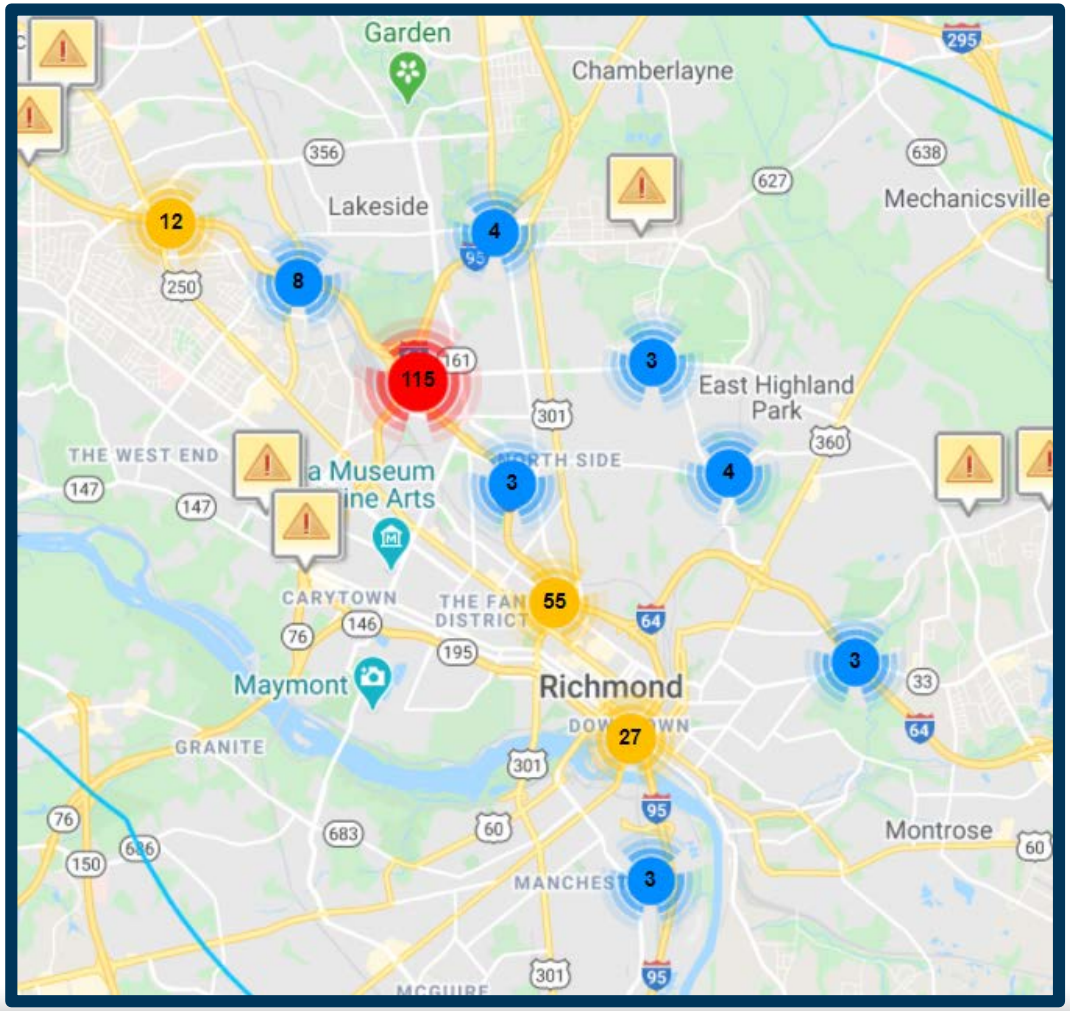
# Congestion Map Markers

- Hampton Roads largest clusters
  - Tunnels
  - Interchanges (I-264, I-464, I-564)
- Richmond largest clusters
  - I-95/I-64 overlap
  - Interchanges (I-64/I-95/I-195, US 250 in Short Pump (Exit 178))
- West of Richmond largest clusters
  - US 29 interchange (Exit 118) in Charlottesville



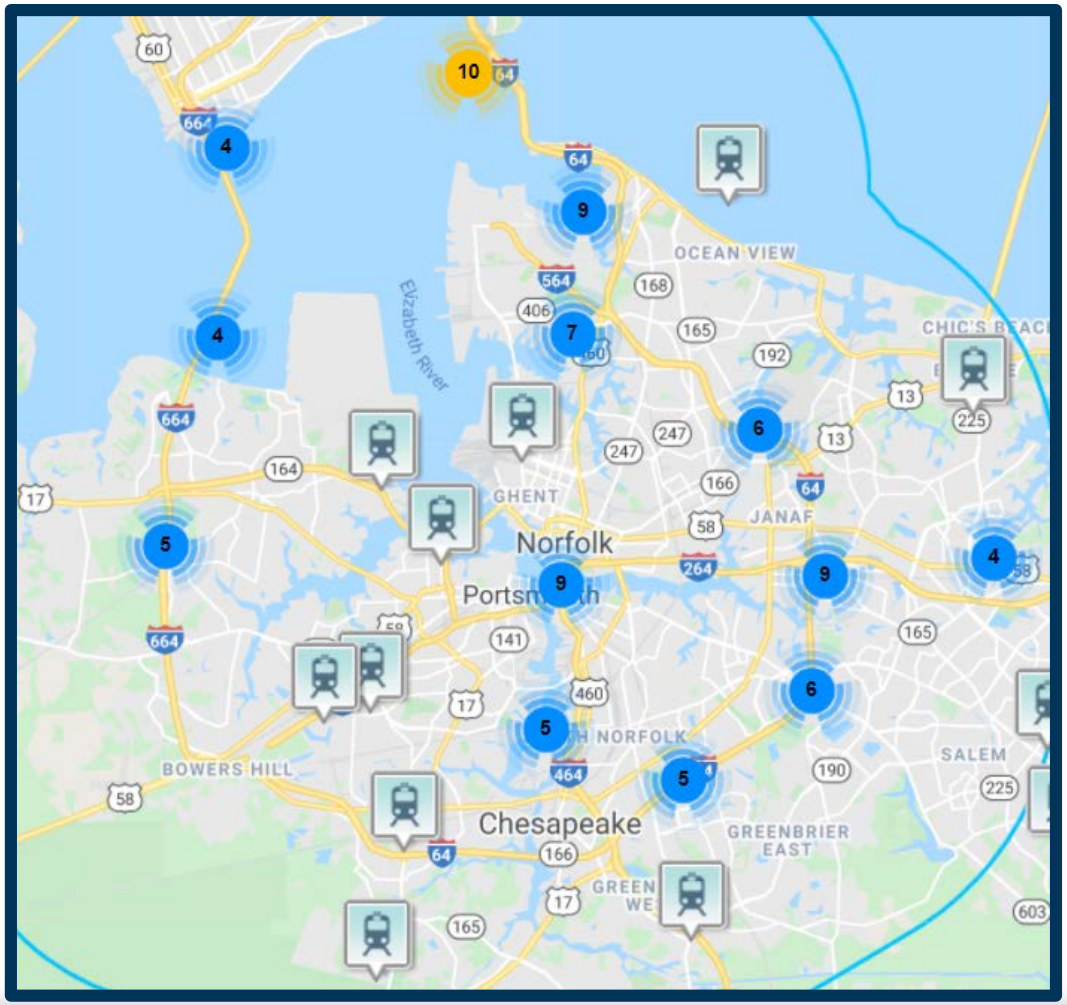
# Safety Map Markers

- Hampton Roads largest clusters
  - Both I-264 interchanges
- Richmond largest cluster
  - I-64/I-95/I-195 (Bryan Park interchange)
- West of Richmond largest cluster
  - US 29 interchange (Exit 118) in Charlottesville



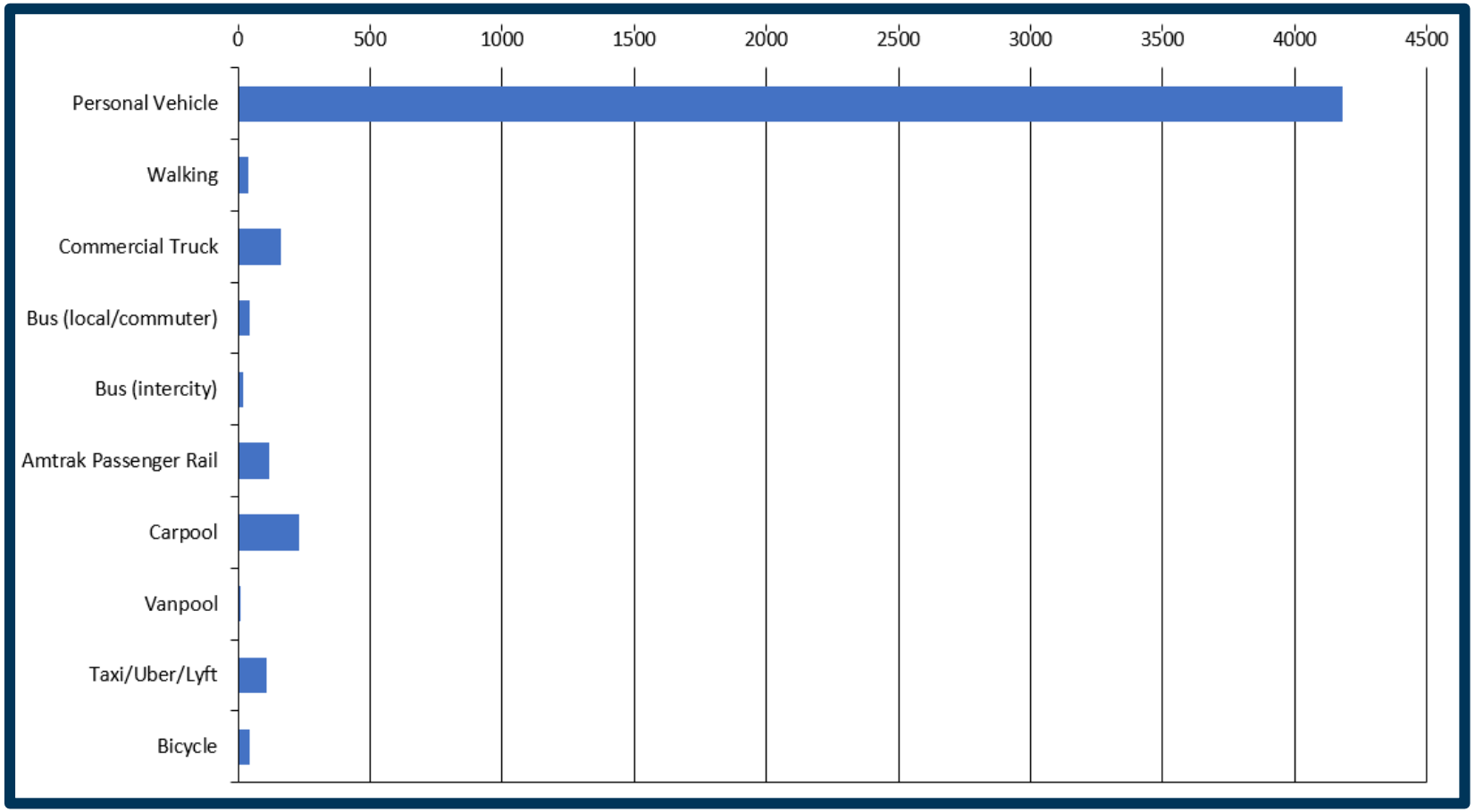
# Multimodal Map Markers

- Map markers for multimodal needs were more evenly distributed
- Out of 309 markers, 181 (59%) specifically indicated a need for improved rail service
- 27% of markers had no specific need indicated, only noting a need for a non-SOV improvement



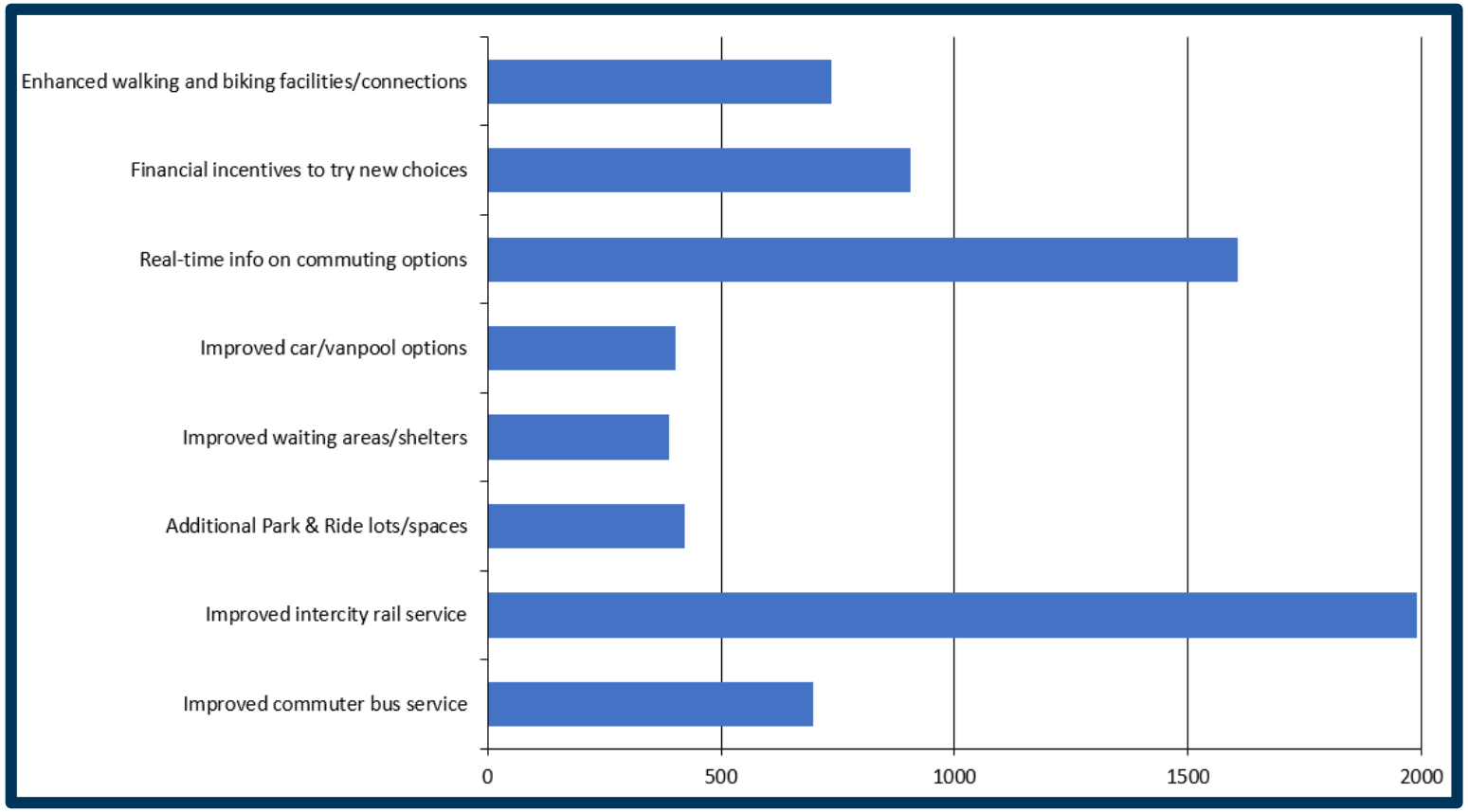
# Multimodal Trips

- Respondents were able to select multiple modes used for typical trips
- Personal vehicles were selected more often than all other modes combined



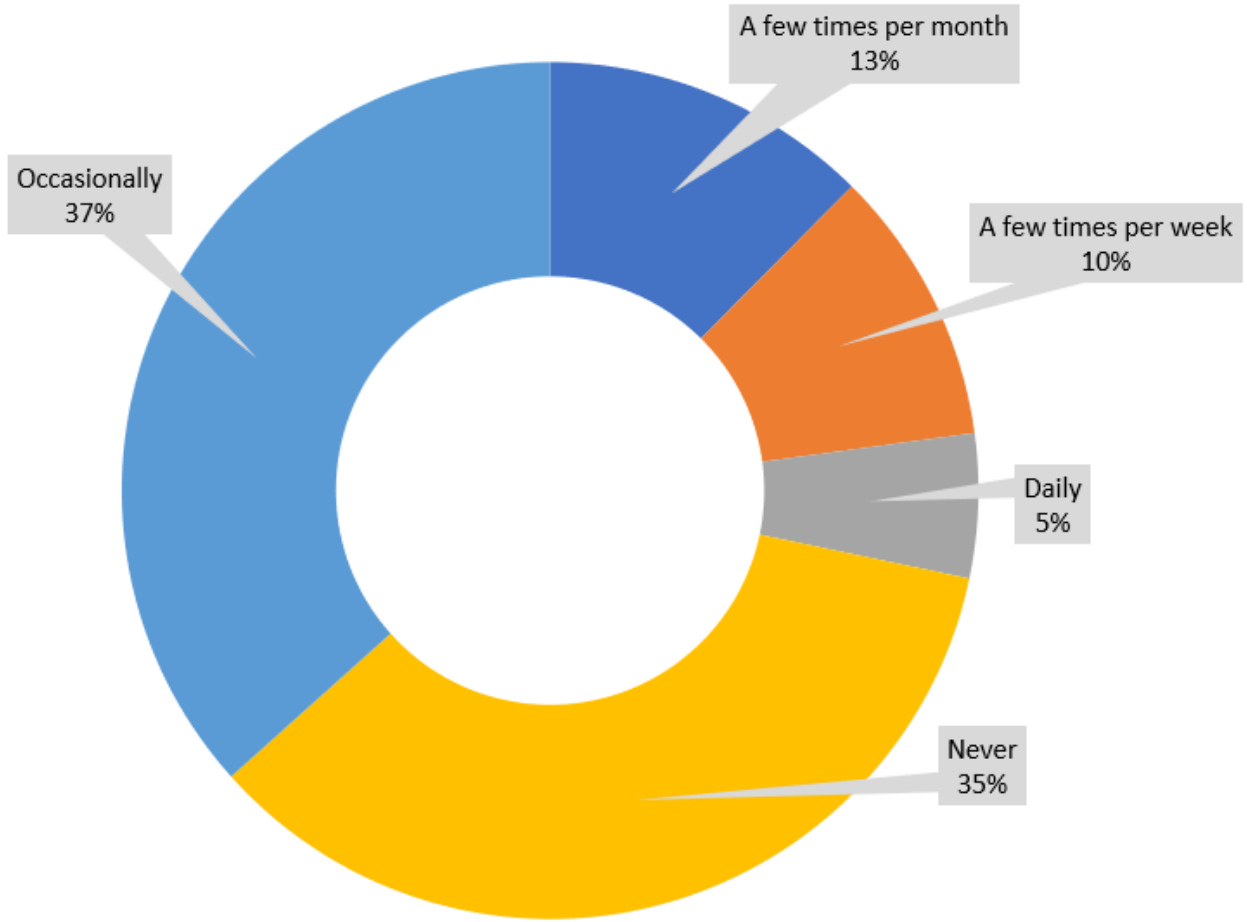
# Opportunities for More Multimodal Trips

- Respondents appear to be most open to trying improved rail services in the corridor for intercity trips
- Real-time info and financial incentives may be useful for mode shifts in commuter and local travel
- Less interest for carpool/vanpool and Park & Ride lot options



# Express Lanes

- Only 15% of respondents reported using the Express Lanes more than once per week
- 36% of participants reported having an E-Zpass and 6% have an E-ZPass Flex



# Suite of Improvements

## Focus Areas

- **OPERATIONS ON I-64/664**
- **PARALLEL FACILITIES**
- **CAPITAL PROJECTS**
- **MULTIMODAL PROJECTS**

**Data-driven approach incorporating performance measures**

**GOALS**

To provide faster, safer, and more reliable travel along the I-64/664 corridor

# Current Investment and Anticipated Benefits

## Three major capacity improvement projects in Hampton Roads District open by 2025: investment of over $5B for these three projects

**Legend**

Increase <25%
(time period)

Increase 25-50%
(time period)

Increase >50%
(time period)

| Project Description | Projected Change in Travel Speed (PM Peak) | |
|---|---|---|
| | Eastbound | Westbound |
| Hampton Roads Bridge Tunnel (Underway) |  |  |
| Hampton Roads Express Lanes (Financial Plan Under Development) |  |  |
| High-Rise Bridge (Underway) |  |  |

# Partial List of Operational Improvements

## CCTV Cameras

Detect incidents and provide situational awareness of incidents

## Changeable Message Signs

Informs drivers of conditions ahead

## Safety Service Patrols

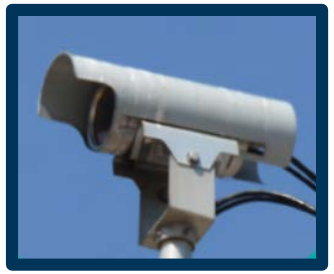
Provide incident scene support and help stranded motorists

## Quick Clearance Towing Programs

Activate contract towing services as incidents are detected

## Enhanced Reference Location Signs

2/10$^{th}$ mile marker signs for incident location

# Operations Return on Investment Analysis
## *Sample Strategy Benefits*

- CCTV Cameras
  - General: Cameras are used primarily for freeway incident management
  - Safety: Reduces secondary crashes by 40% *(FHWA: TIM Brochure)*
  - Mobility: Reduces incident delay by 5% *(RITA benefits database)*
  - Energy and Environment: Emissions benefits through reduced fuel consumption

# Return on Investment Analysis
## *Sample Methodology – CCTV Cameras*

- Safety
  - Secondary crash reductions
  - Fatalities, injury, and PDO
- Mobility
  - Incident delay reduction
  - Travel time savings
- Energy & Environment
  - Fuel consumption and cost reduction
  - Emissions benefits

### CCTV Cameras

**Safety**

| | Culpeper I-64 MM 100 and 148 | |
|---|---|---|
| Average percent of crashes that are secondary crashes (0-8) = | 20% | |
| Average percent reduction of secondary crashes (0-8) = | 40% | |
| Total number of PDO crashes (5 years) = | 60 | PDO crashes |
| Number of people in injury crashes (5 years) = | 14 | people in injury crashes |
| Number of people in fatality crashes (5 years) = | - | people in fatality crashes |
| Average property damage only crash(0-1) = | $ 9,000 | per crash |
| Average cost of a injury collision per person(0-1) = | $ 142,667 | per person |
| Average cost of a fatal collision per person (0-1) = | $ 5,000,000 | per person |
| Annual Safety Benefit = | $ 40,597 | |

**Mobility**

| | Culpeper | |
|---|---|---|
| Yearly Person hours of incident delay (average 2014-2018) = | 6,501 | |
| Average percent reduction in incident delay (1-1 )= | 5% | percent |
| Person-hours of travel time savings per year (average 2014-2018) = | 325 | hours |
| Passenger hourly value of delay time (0-3) = | $ 17.91 | / person / hour |
| Commercial hourly value of delay time (0-3) = | $ 100.49 | / person / hour |
| Annual Mobility Benefit (Passenger + Commercial) = | $ 8,506 | |

**Energy and Environment**

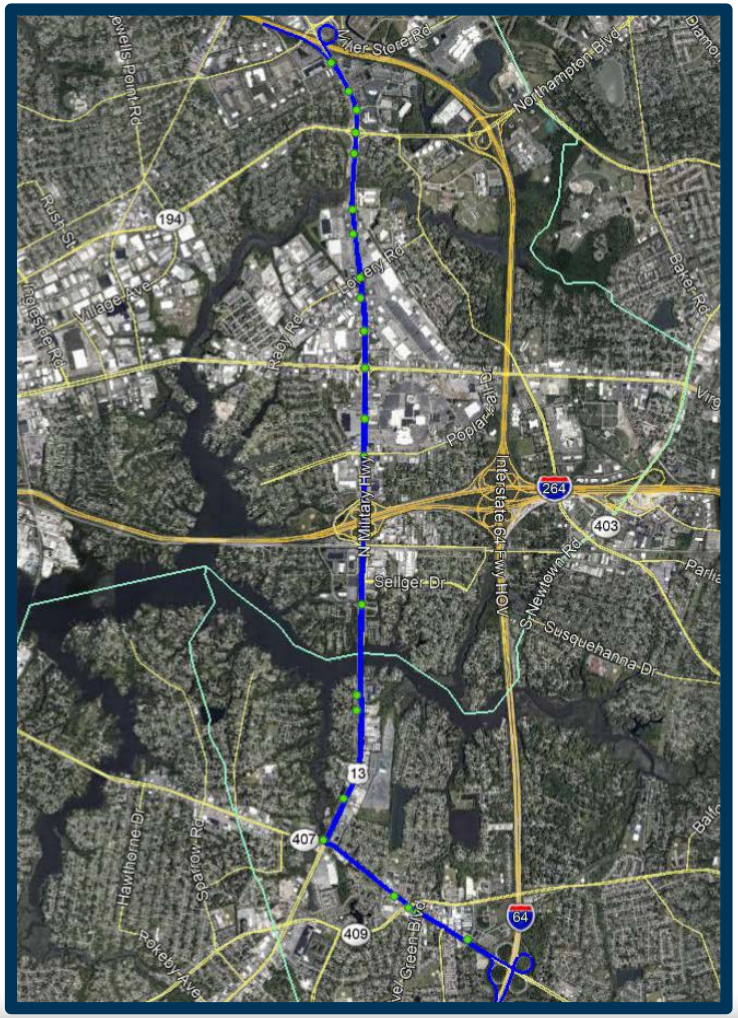
| | Culpeper | |
|---|---|---|
| Person-hours of travel time savings per year (average 2014-2018) = | 325 | veh-hours |
| Average vehicle occupancy (0-2)= | 1.67 | persons / vehicle |
| Average fuel consumption per hour of idle time (0-4)** = | 0.16 | gal / hr |
| Average fuel consumption reduction per year = | 31 | gallons |
| Average cost of fuel in Virginia (0-5) = | $ 2.31 | $ / gallon |
| Annual Fuel Reduction Benefit = | $ 100 | |
| Average CO2 emitted per gallon of gasoline burned (0-6) = | 0.00889 | metric tons / gal |
| Average CO2 emission reduction due to travel time savings = | 0 | metric tons |
| Average cost per metric ton of CO2 (0-7) = | $ 20.00 | $ / metric ton |
| Annual CO2 Benefit = | $ 10 | |

# Return on Investment Analysis
## *Freeway Operations*

| Proposed Operational Improvement | Implementation Cost | O&M Cost (10 Years) | Benefit (10 Years) | ROI (10 Years) |
|---|---|---|---|---|
| CCTV Cameras | $2.6M - $2.9M | $720,000 | $6,700,000 | **2.0** |
| Changeable Message Signs | $1.5M - $1.7M | $729,000 | $22,600,000 | **10.3** |
| Safety Service Patrol | $3.8M - $4.2M | $17,772,000 | $95,100,000 | **4.4** |
| Towing Program | $280K - $308K | $2,600,000 | $25,600,000 | **8.8** |
| Advanced Work Zone Technology | $855K - $941K | $3,900,000 | $30,500,000 | **6.4** |
| Intermediate Reference Location Signs | $455K - $501K | $700,000 | $12,900,000 | **5.8** |
| SSP Automated Hazard Alerts | $75K - $83K | | | |
| Public Safety Answer Point Integrations | $800K - $880K | | | |
| Program Evaluation | $200K - $220K | | | |
| **TOTAL** | **$10.7M - $12.1M** | **$20.6M** | | |

# Parallel Facilities

- Priority Route Identification
  - Top 25% performance measures on I-64/664
  - Adjacent detour routes
  - More performance measures = higher priority score
- Traffic Signal Suite of Improvements
  - Communications
  - Automated Traffic Signal Performance Measures (ATSPM)
  - Traffic signal controller and cabinet upgrades
  - CCTV monitoring
  - Traffic signal retiming
- Development of Cooperative Agreements



# Return on Investment Analysis
## *Parallel Arterial Operations*

| Proposed Operational Improvement | Implementation Cost | O&M Cost (10 Years) | Benefit (10 Years) | ROI (10 Years) |
|---|---|---|---|---|
| Traffic Signal Upgrades | $8.0M - $9.5M | $1.3M | $266.0M | **27.2** |
| *ATSPM* | *$2.4M - $2.8M* | *$300,000* | | |
| *Communications* | *$1.3M - $1.5M* | *$825,000* | | |
| *ATC Controller Upgrade* | *$3.8M - $4.2M* | *$100,000* | | |
| *Traffic Signal Timing* | *$0.5M - $1.0M* | *$50,000* | | |
| CCTV Cameras – *Arterials* | $0.3M - $0.5M | $1.0M | $4.2M | **9.6** |
| **Total** | **$8.3M - $10.0M** | **$2.3M** | | |

# Multimodal Improvements

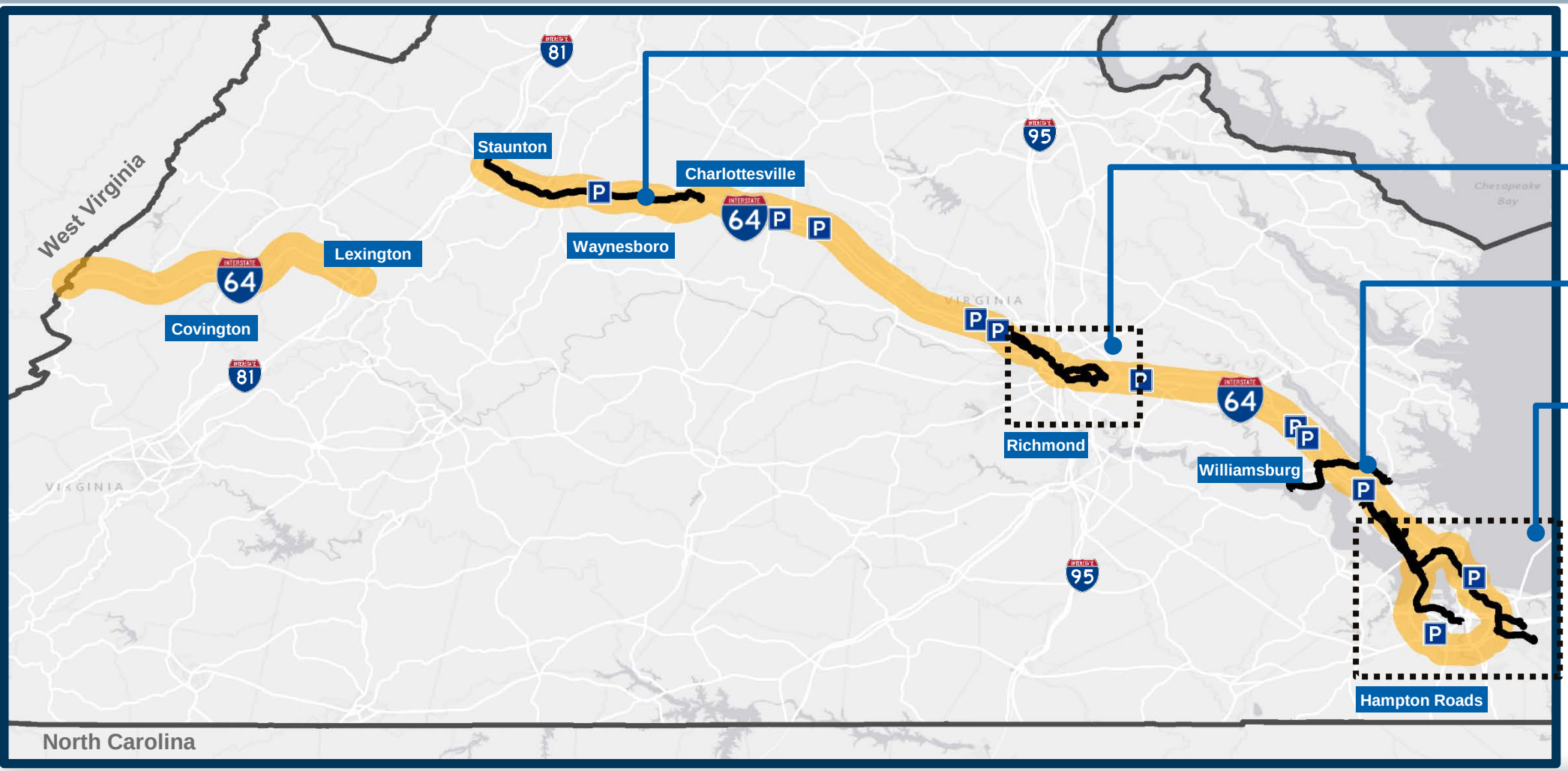
## Improvements Considered

- Intercity passenger rail
- Commuter bus
- Local bus
- Park and ride lots
- Commuter assistance programs
  - *Carpool*
  - *Vanpool*
  - *Commute!VA / Telework!VA*
  - *Outreach and support to large employers*


Commute!VA

# Multimodal Improvements

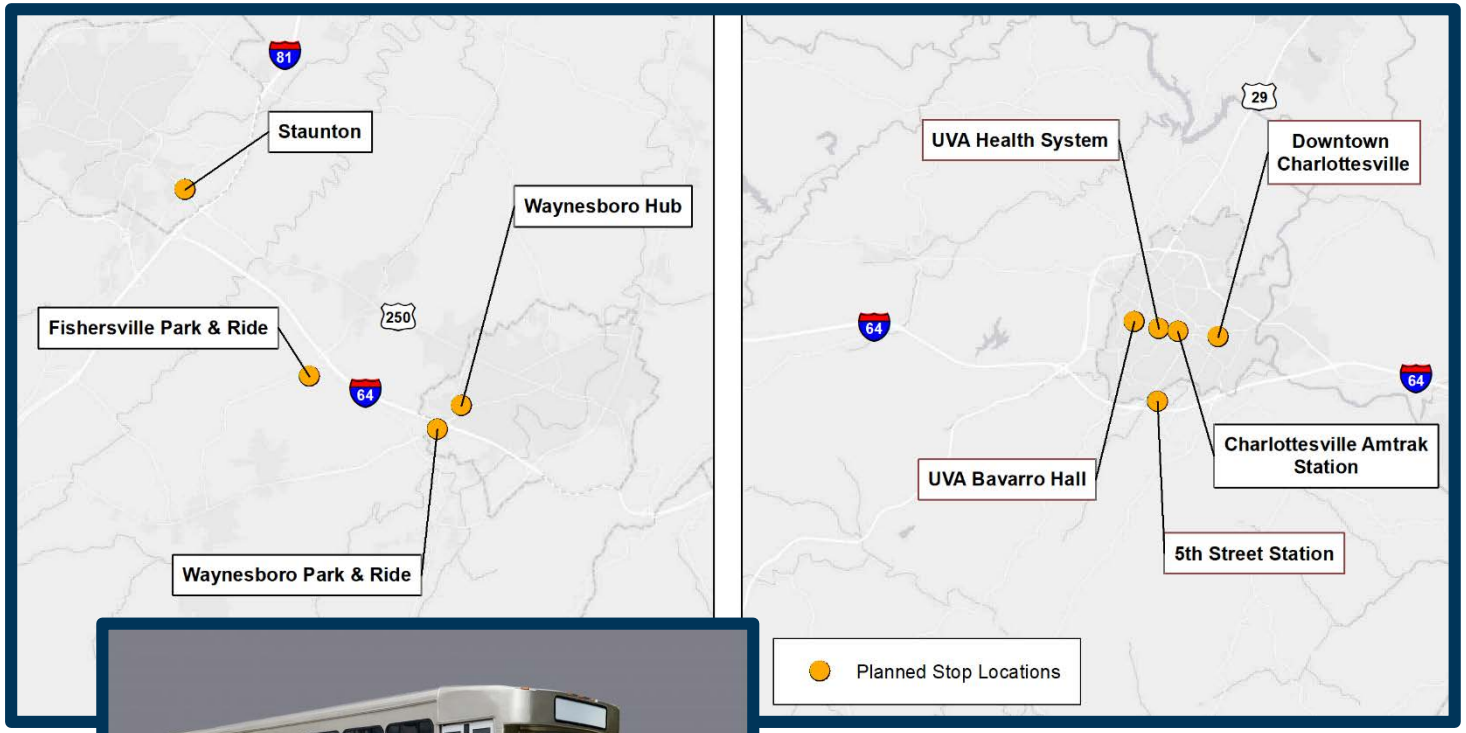
## *Corridor Overview*



# Multimodal Improvements

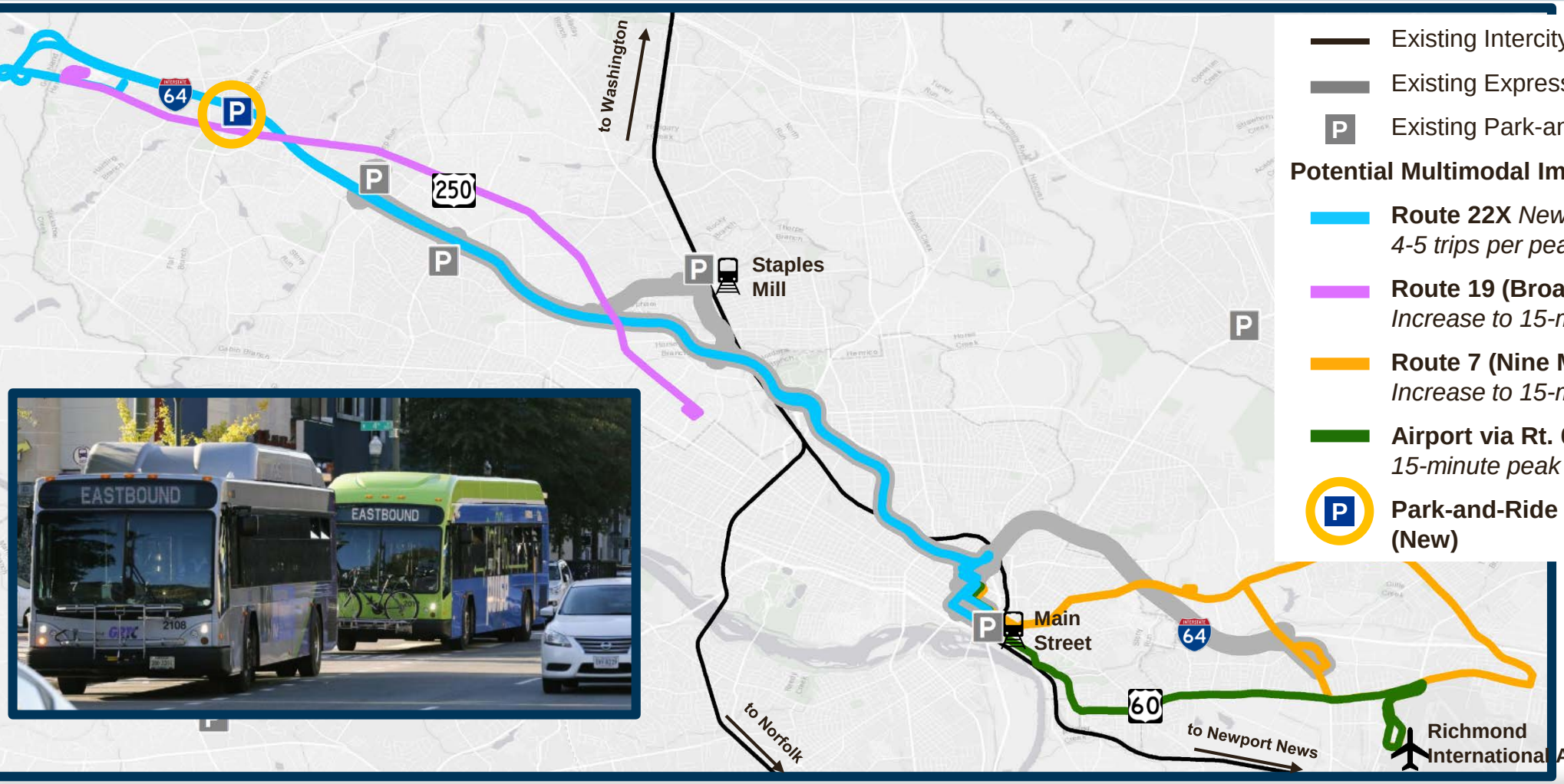
## Afton Express: Example potential multimodal improvement

- Intercity bus service connecting Staunton, Waynesboro, and Charlottesville via I-64
- Serves existing and planned park and ride lot locations and major employment destinations
- Provides a transit option in an area experiencing congestion and safety issues (Afton Mountain)
- Partnerships across Commonwealth, regional, and local levels




# Multimodal Improvements

## *Richmond Area | Potential*







Existing Intercity Passenger Rail

Existing Express/Commuter Bus (on I-64)

P Existing Park-and-Ride

**Potential Multimodal Improvements**

**Route 22X** *New route*
*4-5 trips per peak period*

**Route 19 (Broad St-Short Pump)** *Existing route*
*Increase to 15-minute peak frequency*

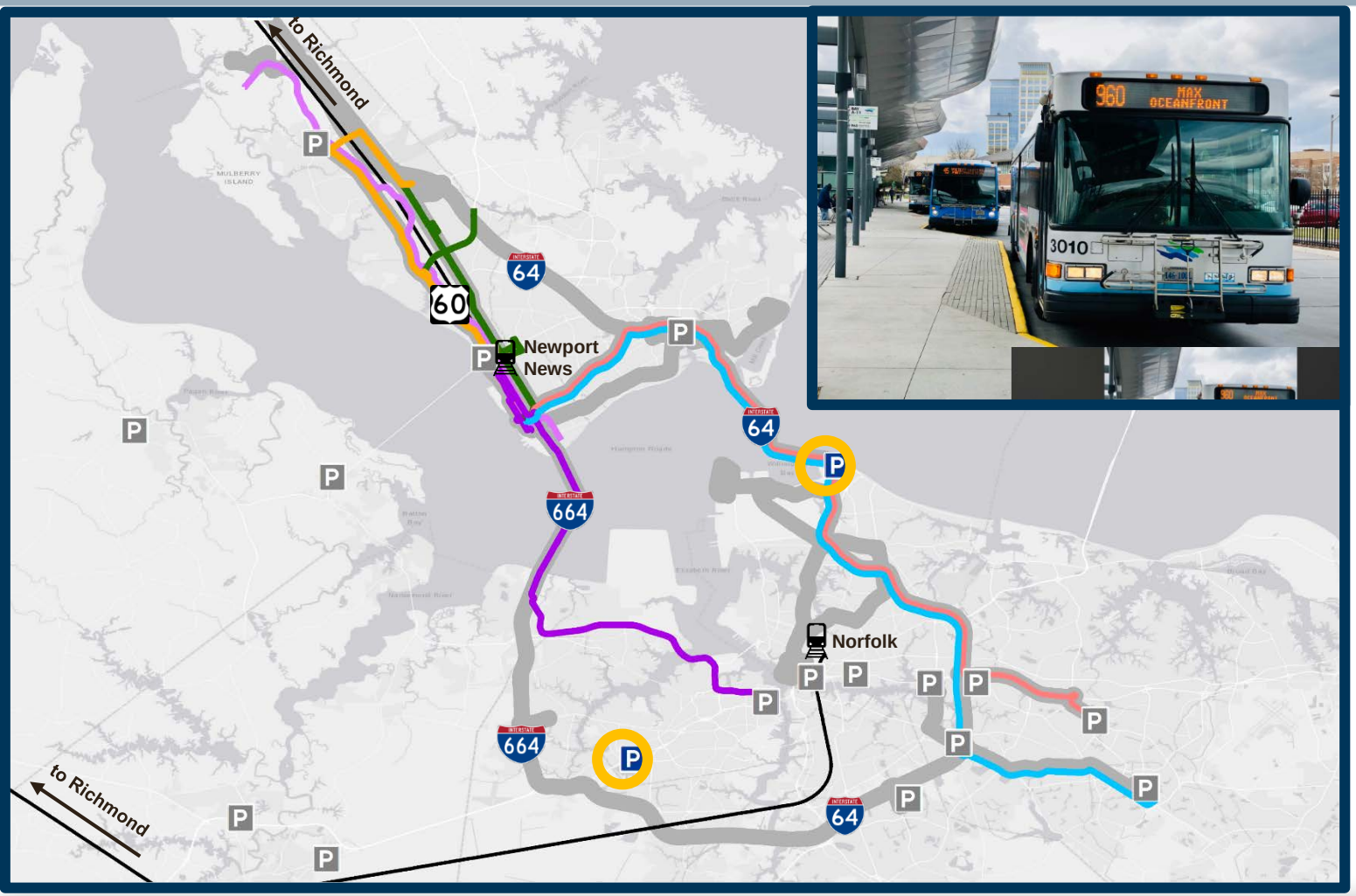
**Route 7 (Nine Mile Rd)** *Existing route*
*Increase to 15-minute peak frequency*

**Airport via Rt. 60** *New route*
*15-minute peak frequency*

P **Park-and-Ride (New)**

# Multimodal Improvements

## *Hampton Roads Area | Potential*







Existing Intercity Passenger Rail

Existing Express/Commuter Bus (on/parallel to I-64)

P Existing Park-and-Ride

**Potential Multimodal Improvements**

**Route 106** *Existing route*
*Increase to 30-minute peak frequency*

**Route 107** *Existing route*
*Increase to 30-minute peak frequency*

**Route 112** *Existing route*
*Increase to 15-minute peak frequency*

**Route 966** *Existing route*
*Increase to 3 trips per peak period*

**Route 970** *New route*
*4 trips per peak period*

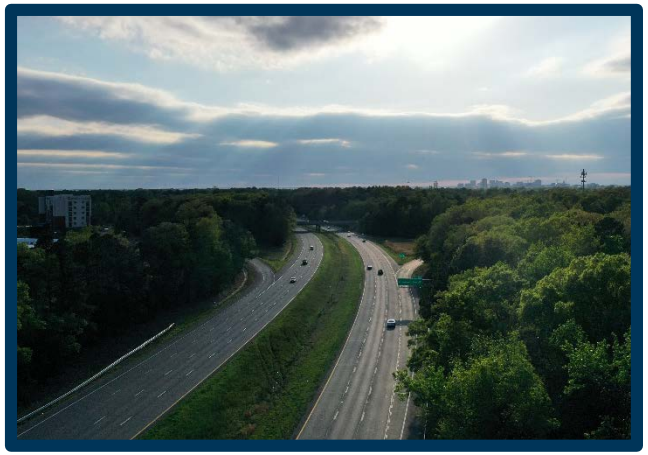
**Route 972** *Existing route*
*Increase to 2 trips per peak period*

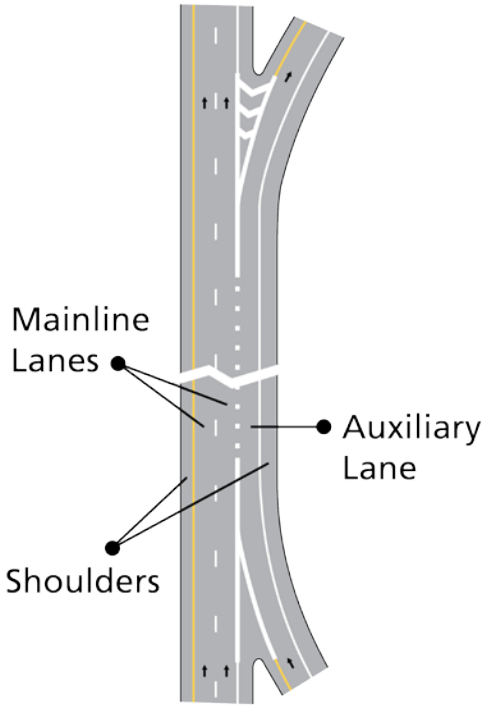
P **Park-and-Ride (New)**

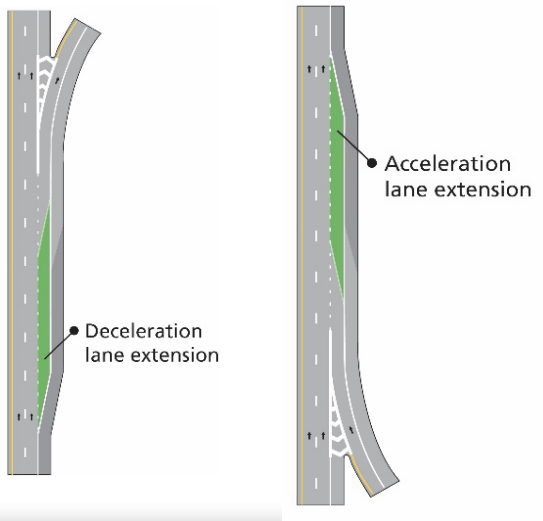
# Capital Highway Improvements

## Improvements Considered

- Interchange modification and/or reconfiguration
- Acceleration/deceleration lane extensions
- Hard shoulder running lanes
- Auxiliary lanes
- Additional general purpose lanes
- Express lanes
- Ramp widening
- Shoulder widening
- Curve improvements
- Drainage improvements



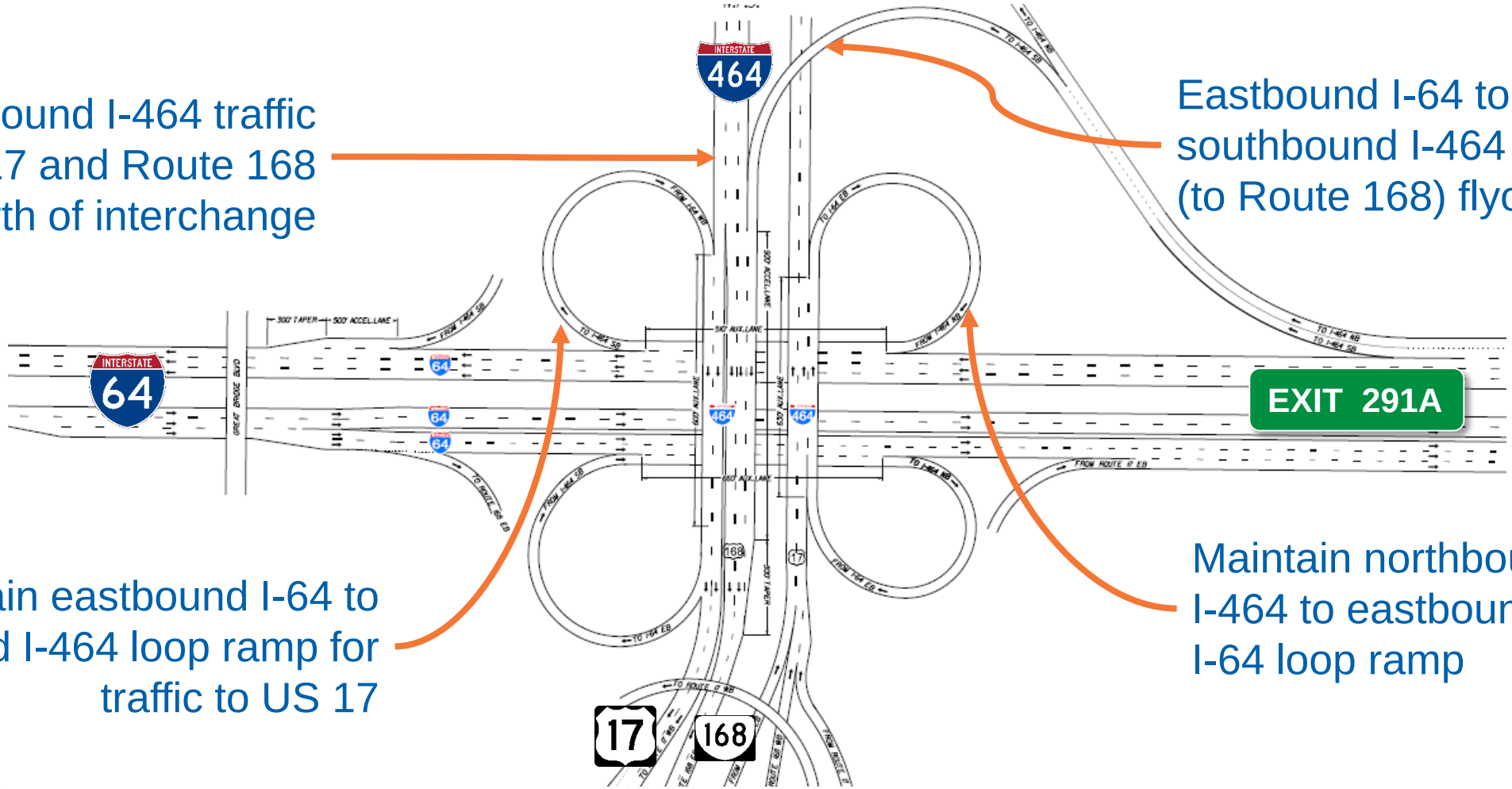


# Improvement Highlights – Hampton Roads District

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



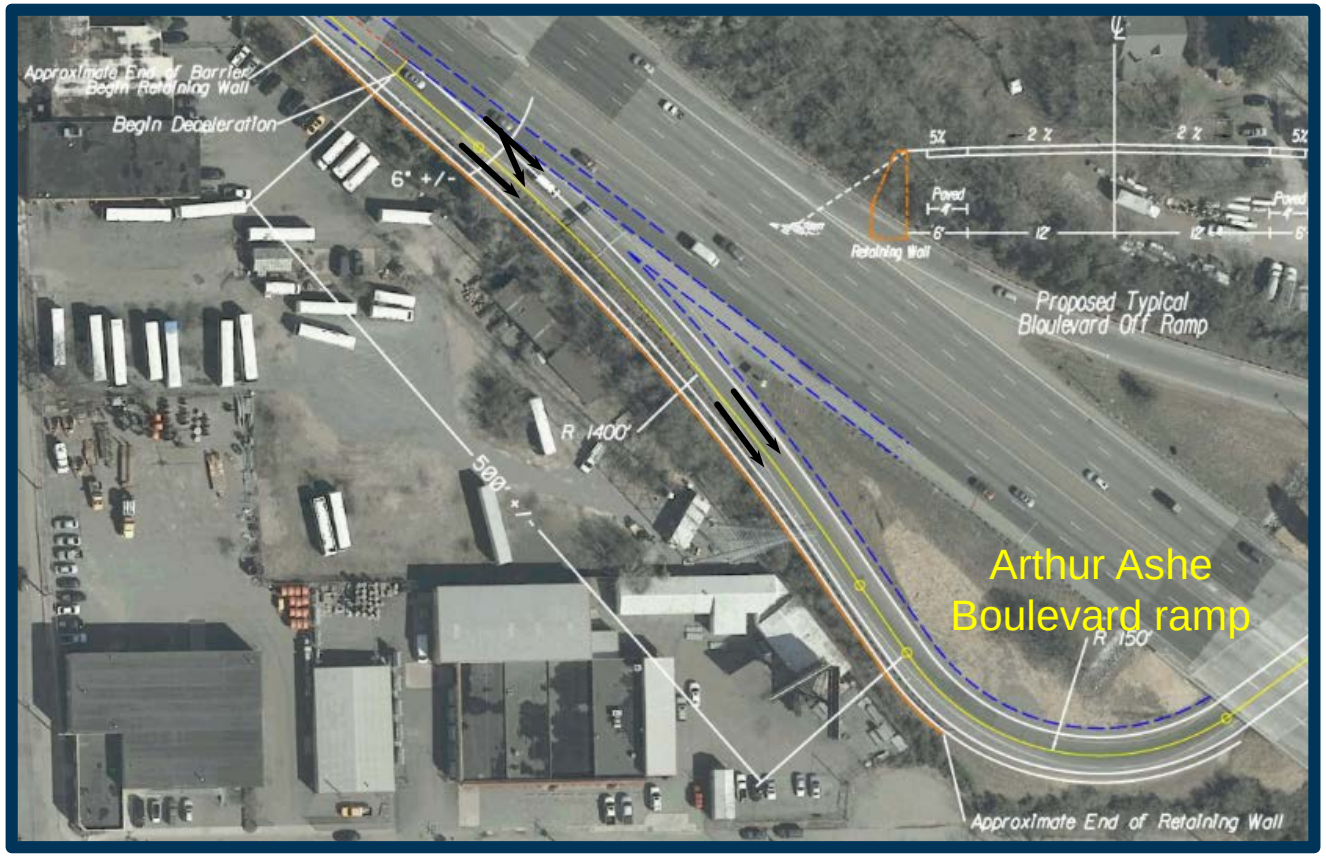

Maintain eastbound I-64 to southbound I-464 loop ramp for traffic to US 17

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

# Improvement Highlights – Richmond District
## US Route 250 (Exit 179B) Interchange

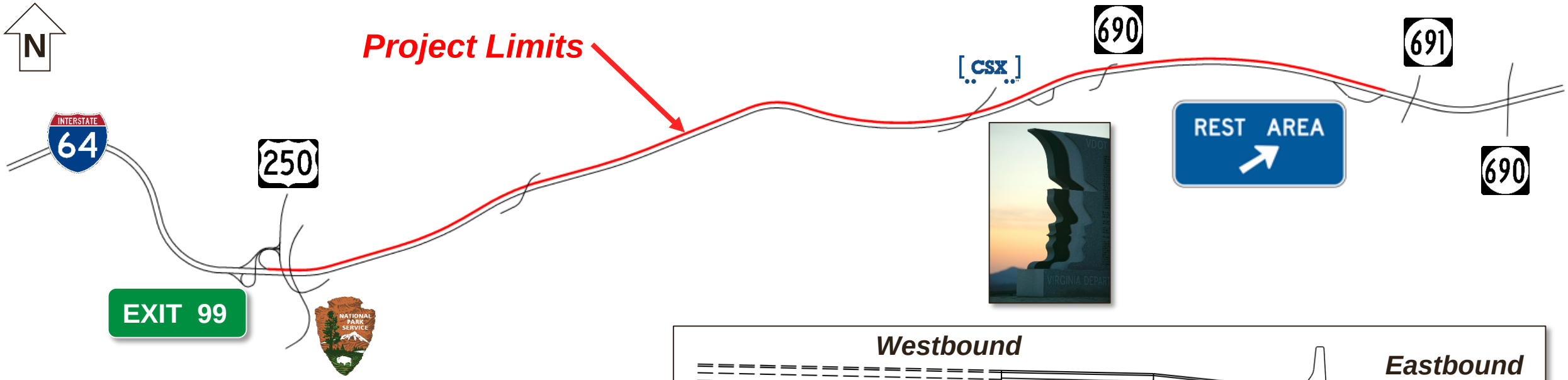
- Widen US Route 250 to eastbound I-64 ramp to two lanes
- Ramp lanes merge to create an auxiliary lane to Gaskins Road exit
- Replace Cox Road bridge overpass

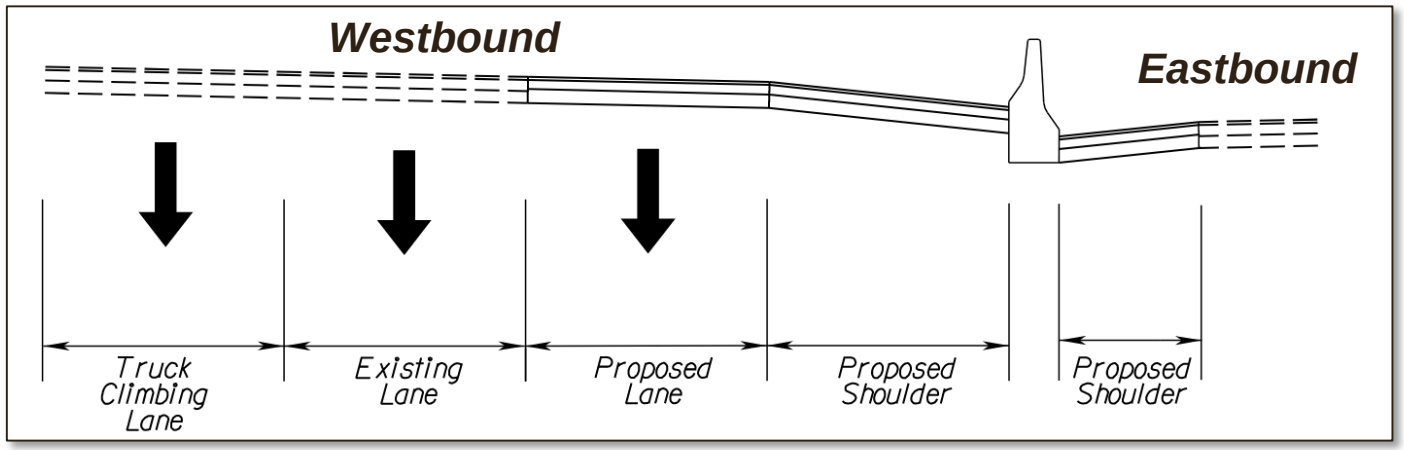
# Improvement Highlights – Richmond District
## I-95/I-64 Overlap




- Dual-lane exit from southbound I-95 onto Arthur Ashe Boulevard ramp (Exit 78)
- Southbound I-95 reduced from 3 to 2 lanes between Exit 79 and I-64/I-195 on-ramp
- Expected to decrease rear-end crashes

# Improvement Highlights – Culpeper District

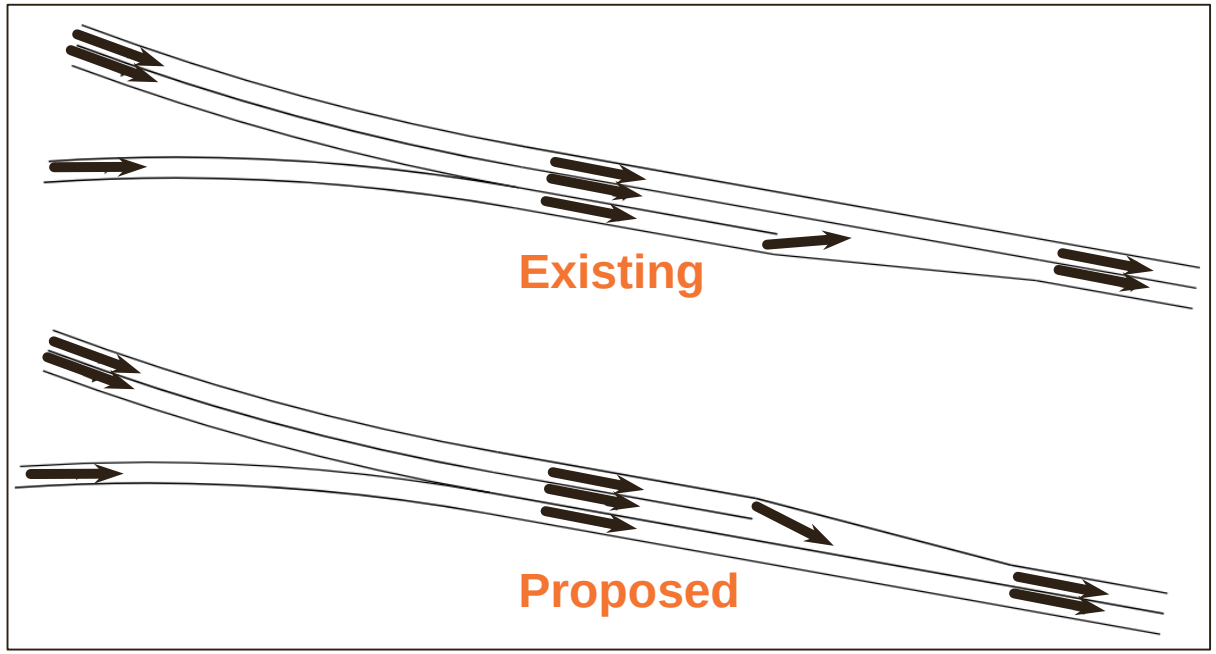


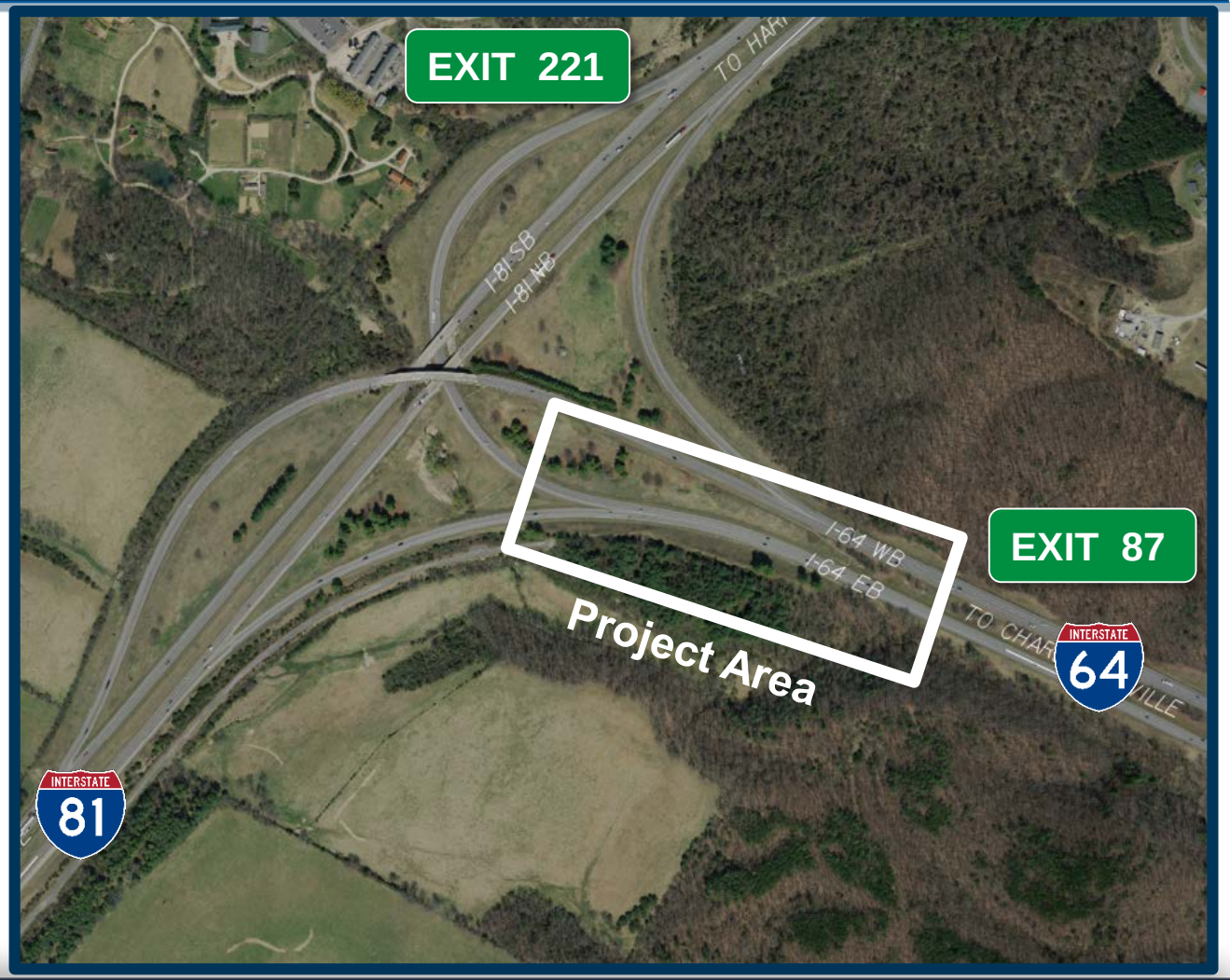

***Construct a third westbound lane in the median over Afton Mountain***

# Improvement Highlights – Staunton District

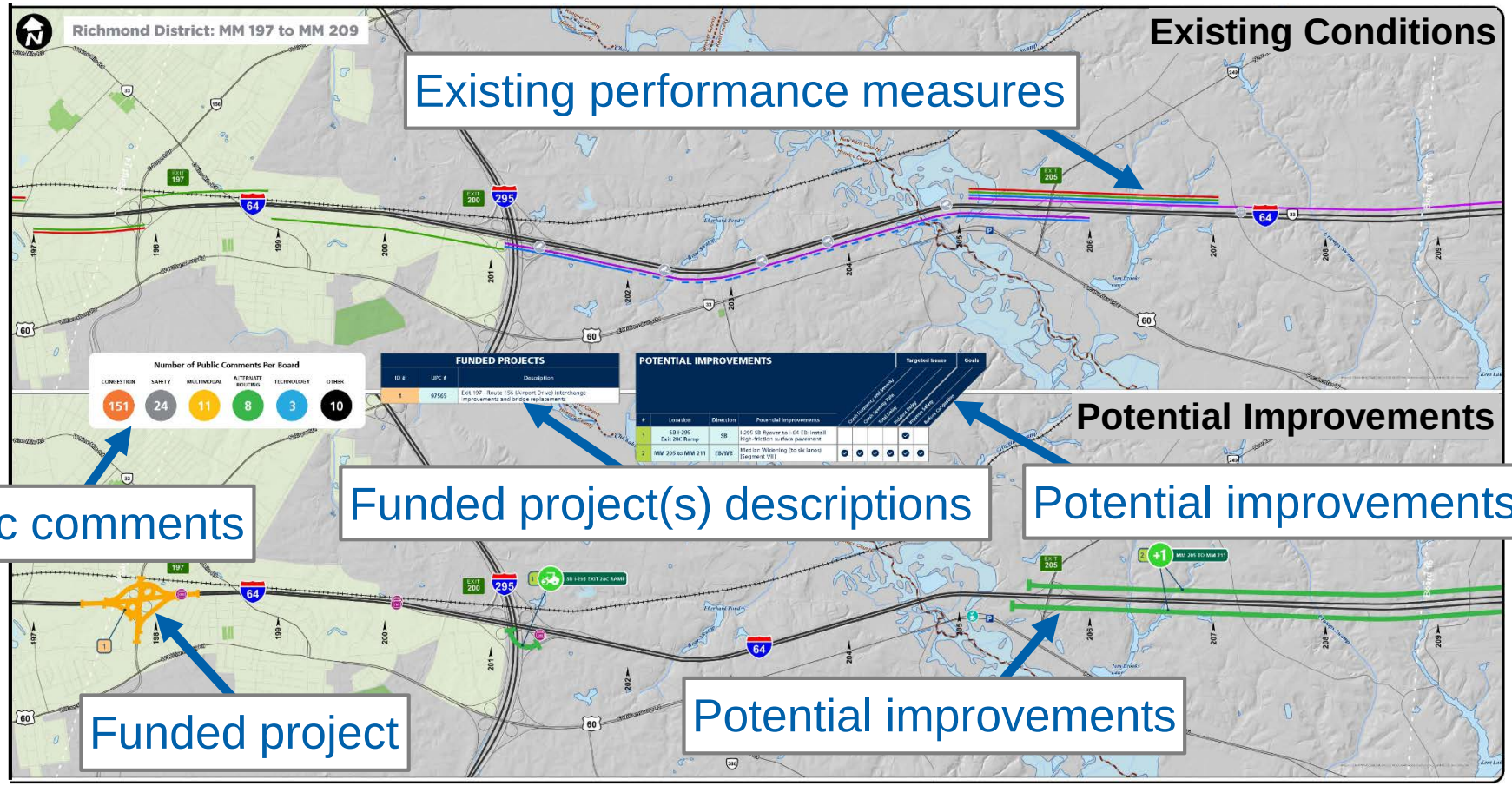
***Fix merging issues at I-81 and eastbound I-64 near Staunton***




***One through lane in each direction***



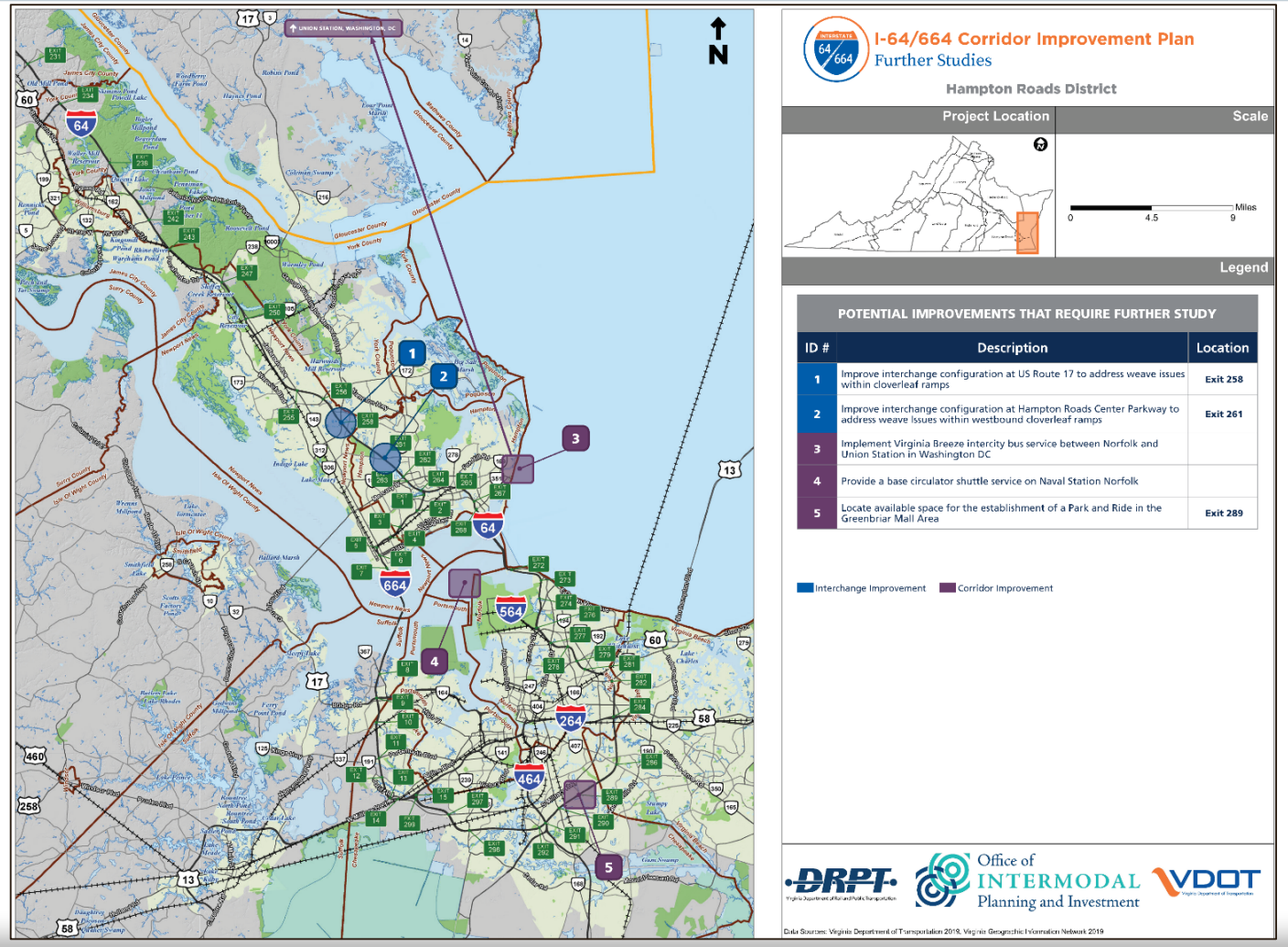
# Potential Improvements Boards



# Potential Improvements that Require Further Study

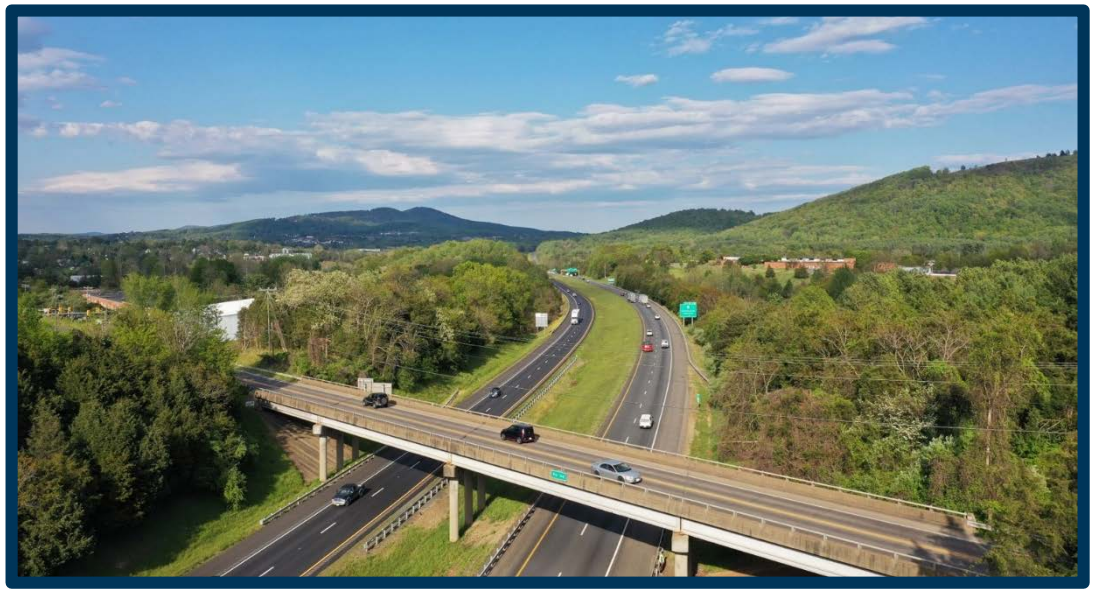
## Project types

- Interchange improvements without sufficient operational and safety analyses
- Park and ride lots requiring a location study



# Other Major Improvement Recommendations Requiring Further Study

- I-64/I-95 at Belvidere Street Interchange {Exit 76} – study underway
- I-64 at Route 20 (Scottsville Road) {Exit 121}

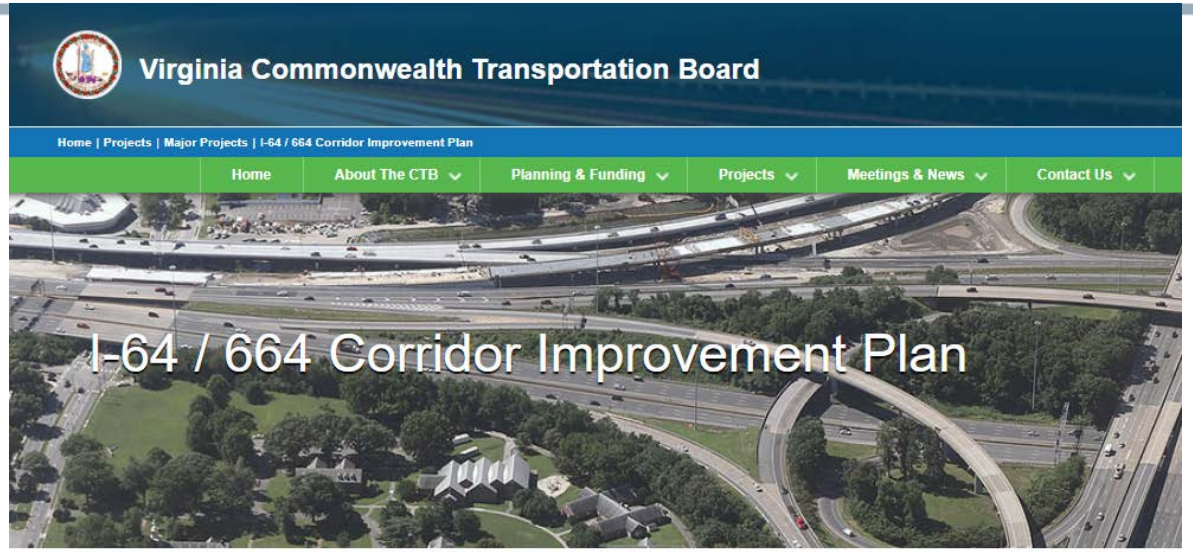


# Next Steps

- October 2020
  - CTB briefing
  - Virtual public meeting (review potential improvements)
- January 2021
  - CTB briefing
- March 2021
  - CTB briefing
  - Virtual public meeting (draft plan recommendations)
- April 2021
  - CTB briefing
  - Complete final corridor improvement plan document

# Study Website

## VA64Corridor.org




### What's Happening

The Commonwealth Transportation Board (CTB), supported by the Office of Intermodal Planning and Investment (OIPI), the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation (DRPT), will study Interstate 64 and I-664 from the West Virginia state line to the Hampton Roads Region to initiate a data-driven analysis for the development of the 64 / 664 Corridor Improvement Plan, which will:

- Identify key problem areas along the corridor, and
- Identify potential solutions and areas for additional review and study

As directed by the CTB, the study team will identify targeted improvements and incident management strategies for the corridor.

### Public Briefings

The CTB will receive briefings throughout the study.

**Study Duration:** February-November, 2020

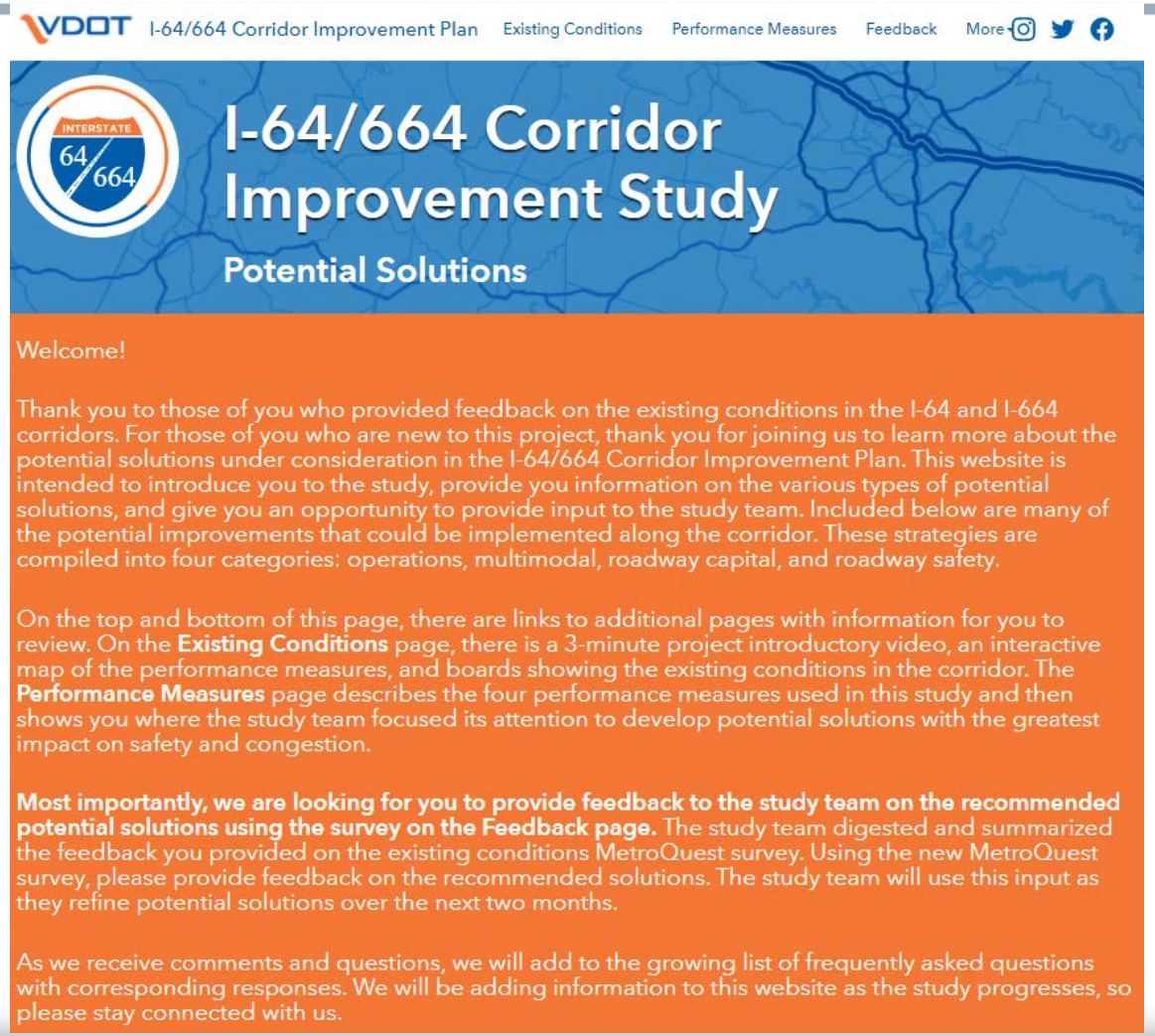
**Localities:** Counties of Alleghany, Rockbridge, Augusta, Albemarle, Fluvanna, Louisa, Goochland, Henrico, New Kent and James City, and cities of Covington, Staunton, Waynesboro, Charlottesville, Richmond, Williamsburg, Newport News, Hampton, Norfolk, Virginia Beach and Chesapeake

**Districts:** Staunton, Culpeper, Richmond, Hampton Roads

**Contact: Ben Mannell**, project manager

# Public Meetings Website

## I-64-664PublicInfo.com



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:**

Virginia Freedom of Information Advisory Council
General Assembly Building, Second Floor
201 North 9th Street, Richmond, Virginia 23219
foiacouncil@dls.virginia.gov/Fax: 804-371-8705/Tele: 866-448-4100