



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818

COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

VDOT Central Office Auditorium
1221 East Broad Street
Richmond, Virginia 23219
December 4, 2024
9:00 a.m.

1. I-495 Southside Express Lanes study
Scott Smizik, Virginia Department of Transportation
2. Hurricane Helene Update
John Scrivani, Virginia Department of Transportation
3. National Bridge Inspection Standards Update
Cross Border Bridges
Greg Henion, Virginia Department of Transportation
4. Project Pipeline
Chad Tucker, Office of Intermodal Planning and Investment
5. SMART SCALE Proposed PROJECT CANCELLATION
5th Street SW and Ridge (UPC 124409)
Culpeper District
Kimberly Pryor, Virginia Department of Transportation
6. SMART SCALE Proposed PROJECT CANCELLATION
Route 179 Market Street Road Diet (UPC 119283)
Hampton Roads District
Kimberly Pryor, Virginia Department of Transportation
7. Rail Industrial Access Application: SIMS Metals
Mike Todd, Virginia Department of Rail and Public Transportation
8. Memorandum of Agreement
DRPT and North Carolina Department of Transportation
Emily Stock, Virginia Department of Rail and Public Transportation

Agenda
Meeting of the Commonwealth Transportation Board
Workshop Session
December 4, 2024
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9. Director's Items
Tiffany Robinson, Virginia Department of Rail and Public Transportation
10. Commissioner's Items
Stephen Brich, Virginia Department of Transportation
11. Secretary's Items
Shep Miller, Secretary of Transportation

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Southside ExpressLanes



I-495 SOUTHSIDE EXPRESS LANES STUDY

Environmental Assessment (EA) - Range of Alternatives

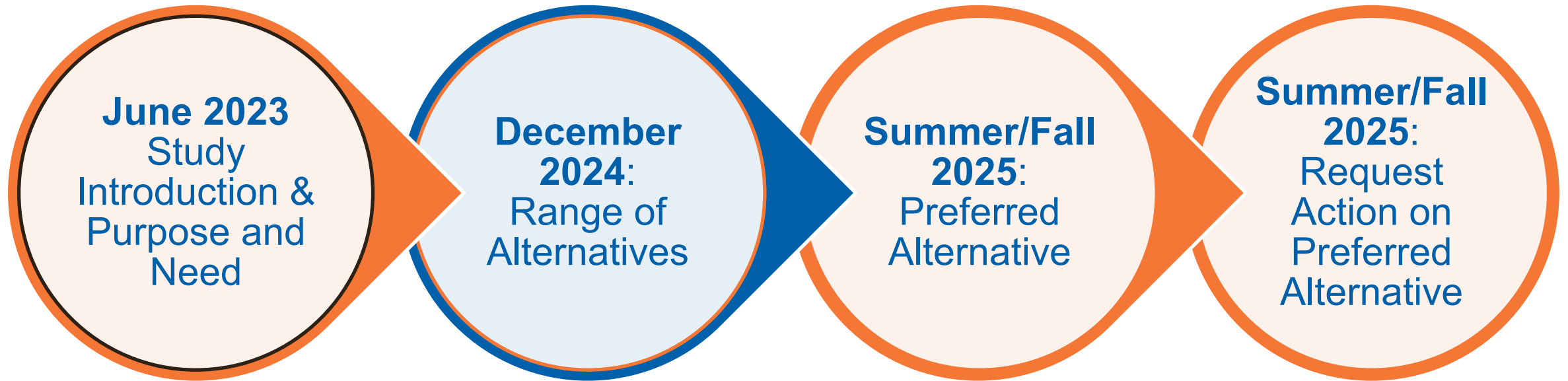
Scott Smizik

Assistant Environmental Division Director

December 4, 2024



Presentations to CTB on I-495 Southside Express Lanes



Per § 33.2-208
Location of Routes

Northern Virginia Regional Express Lanes Network



- **94-Mile Network of Connected Express Lanes**
 - I-95, I-395 (reversible lanes)
 - I-495 (2 lanes each direction)
 - I-66 Outside the Beltway (2 lanes each direction)
 - I-66 Inside the Beltway (2 lanes, weekdays peak travel time, peak commute direction)
 - I-95 Express Lanes/Opitz Boulevard Ramp
- **3 Miles Under Construction**
 - I-495 Northern Extension (2 lanes each direction opening late 2025)
- **Under Study**
 - I-495 Southside Express Lanes
 - I-95 Bi-Directional Express Lanes

Study Area

- 11 miles of the southern section of I-95/I-495 (Capital Beltway)
- From Springfield interchange (I-95/I-395/I-495) in Fairfax County, VA to the MD 210 interchange in Prince George's County, Maryland
- The study area encompasses the last section of I-495 in Virginia where Express Lanes have not been implemented



Purpose and Need

Purpose:

The purpose of the I-495 Southside Study is to evaluate transportation improvements that would extend and provide continuity of the Express Lanes system on the I-495 Capital Beltway from the I-95 / I-395 / I-495 Springfield Interchange in Fairfax County, VA to the I-495 / MD 210 Interchange in Prince George's County, Maryland.

Needs:

Viable alternatives are those that substantially contribute to meeting these needs:

- Provide express lane system continuity
- Provide additional travel choices
- Reduce congestion and improve travel reliability
- Improve safety
- Provide consistency with local and regional plans

Public Involvement to Date

Public Information Meetings (PIM) (May 2022)

- Study introduction, initial introduction of goals, and potential improvements
- Three in-person meetings and one virtual meeting

PIM (September 2023)

- Study status update, initial evaluation of preliminary alternative concepts
- Three in-person meetings, one virtual meeting

Community Town Hall meeting (October 2023)

- Study status update, initial evaluation of preliminary alternative concepts

Addressing individual questions from elected officials, community groups, and property owners (ongoing)

Agency Involvement to Date

Monthly Environmental Agency Meetings hosted by VDOT

- Review and discuss materials related to Purpose and Need and Alternatives
- Paused in mid-2024 while VDOT conducted more detailed analyses

Monthly Maryland Interagency Review Meetings

- Participating in MDOT's agency coordination process
- Presenting at key milestones in the NEPA process

Stakeholder Technical Advisory Group Meetings

- Met in April 2022, July 2022, and September 2023 with local and regional planning organizations to review alternatives development

Weekly meetings with Maryland State Highway Administration staff

Ongoing coordination with Metropolitan Washington Council of Governments (MWCOCG), WMATA, DRPT, and localities

Initial Consideration of Alternatives



Consideration of Alternatives

Alternative Concept	Description/Potential Solutions	Meets the Purpose and Need as a Standalone Alternative
Transportation System Management/ Transportation Demand Management (TSM/TDM)	Extension of acceleration/ deceleration lanes	No ¹
Transit TSM/TDM	New bus routes, adjacent park and ride lots	No ²
Bicycle/Pedestrian Improvements	Bicycle/pedestrian trail improvements	No ²
Standalone Transit	New dedicated transit alignment	No
+1 General Purpose Lane	Add one general purpose lane in each direction on I-495	No
+2 General Purpose Lanes	Add two general purpose lanes in each direction on I-495	No
+1 Express Lane	Add one Express lane in each direction on I-495	Yes
+ 2 Express Lanes	Add two Express lanes in each direction on I-495	Yes
+2 Reversible Express Lanes	Add two barrier-separated reversible express lanes in median of I-495	No

1 = Not precluded from future consideration 2 = Being considered for incorporation in the Build Alternatives

Existing Woodrow Wilson Bridge



Standalone Alternatives Retained for Analysis in the EA

No Build Alternative

- Required as a baseline/comparison to other alternatives

+1 Express Lane in each direction

- Construct one Express Lane in each direction
- Leave space for future rail transit across Woodrow Wilson Bridge
- Construct bicycle/pedestrian improvements along the project corridor
- New bus service from Central-West Prince George's County to Tysons

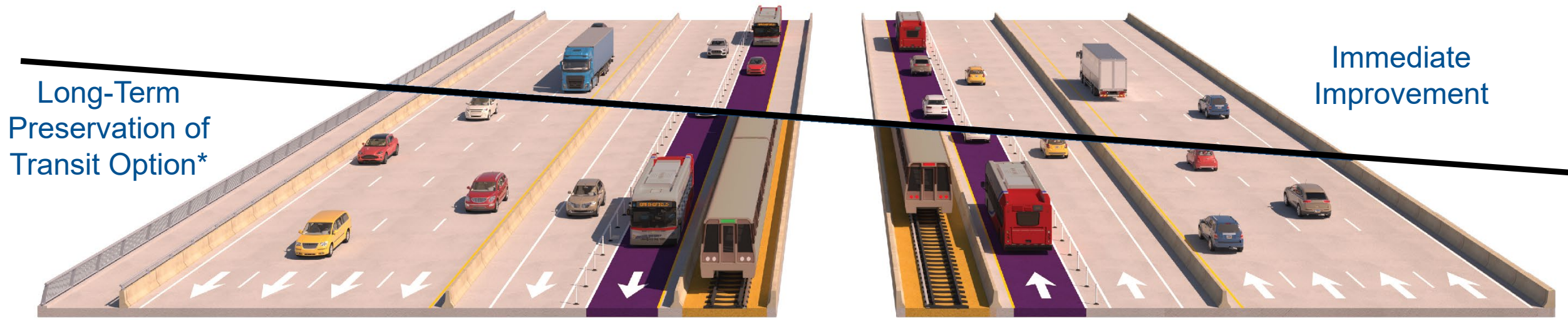
+2 Express Lanes in each direction

- Construct two Express Lanes in each direction
- Commit to convert one Express Lane to rail transit across Woodrow Wilson Bridge*
- Construct bicycle/pedestrian improvements near project
- New bus service from Central-West Prince George's County to Tysons Corner

* *Should future rail be provided by others*

+1 Express Lane

Long-term preservation of future rail transit



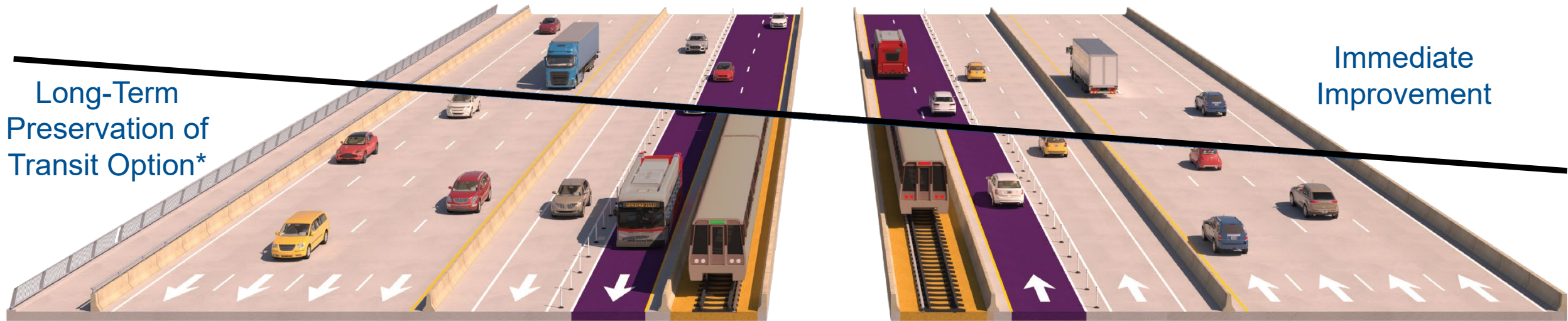
I-495: Woodrow Wilson Memorial Bridge

* Should Future Transit (i.e. rail) be Provided by Others

Representative typical sections for illustrative purposes only.

+2 Express Lanes

Long-term preservation of future rail transit



I-495: Woodrow Wilson Memorial Bridge

* Should Future Transit (i.e. rail) be Provided by Others

Representative typical sections for illustrative purposes only.

New Bike-Pedestrian Facilities and Access

- Bicycle and pedestrian facilities are being considered with the Build Alternatives as part of the 495 Southside Express Lanes Study
- Based on input from Fairfax County, City of Alexandria, Prince George's County and Maryland State Highway Administration

Examples of Virginia delivering bicycle and pedestrian facilities and access through express lanes:



18 miles of new trail built as part of Transform 66 project including 11 miles of shared-use path along I-66, and sidewalks on new and existing bridges over I-66

Anticipated Study Schedule

Activity	Timeframe
Public Involvement Meetings	First quarter 2025
CTB Location Decision on Preferred Alternative	Summer/Fall 2025
EA Issued for Public Review/Public Hearing	Summer/Fall 2025
FHWA NEPA Decision	Early 2026*

*FHWA can only issue a NEPA decision if/when the preferred alternative is documented in MWCOCG's long-range transportation plan and transportation improvement program (TIP), as well as in the statewide transportation improvement program (STIP)



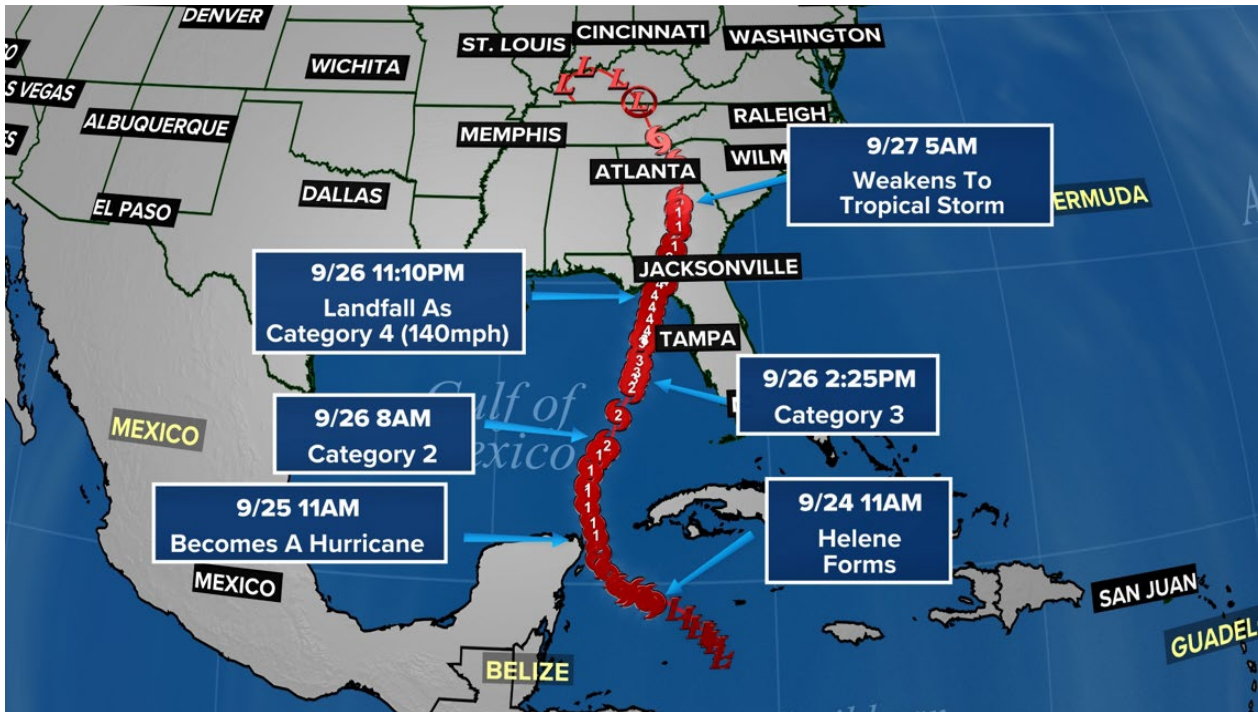
HURRICANE HELENE

Preparedness, Response, and Recovery

| John Scrivani, CEM

December 4, 2024

Overview of Hurricane Helene



<https://www.wtsp.com/article/weather/hurricane/helene/hurricane-helene-storm-path-track-map/67-0dcefd0d-5e64-43cc-8366-2766ae103256>

- Hurricane Helene, a Category 4 storm, made landfall near Perry, Florida, on September 26, 2024, with maximum sustained winds of 140 mph. The storm's path and impact over the following days were as follows:
- **September 27, 2024:** The storm moved northward through Georgia, causing widespread flooding and wind damage. *Now a Tropical Storm*
- **September 28, 2024:** Helene continued its path through the Carolinas, leading to severe flooding in South West Virginia and North Carolina
- **September 29, 2024:** The storm weakened as it stalled over SW Virginia and Tennessee but continued to create significant rainfall and flooding.
- **September 30, 2024:** Helene dissipated, but the aftermath left many areas dealing with flooding and power outages.

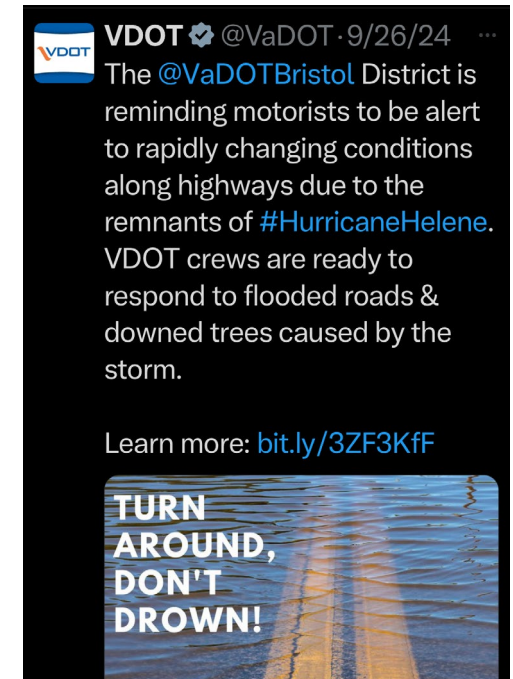
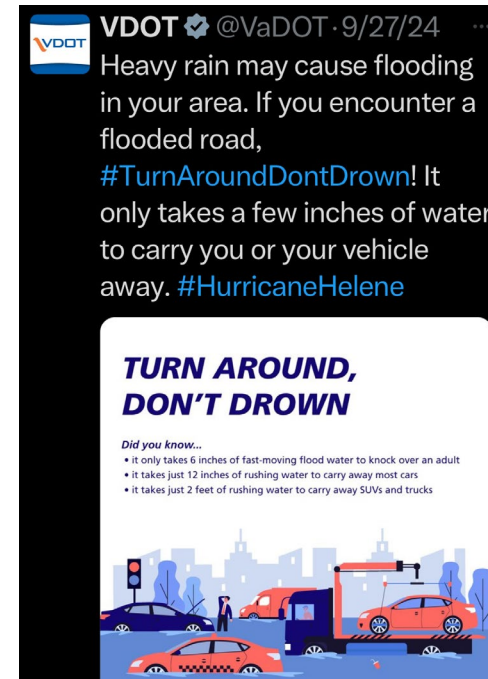
Overview of Hurricane Helene

- **Hurricane Helene reached its maximum size with tropical storm-force winds extending out to 275 miles from its center.**
- **This expansive reach resulted in a storm diameter of approximately 550 miles, making Helene one of the largest hurricanes to make landfall in the continental United States.**



Preparedness

- **Governor's Declaration of Emergency**
 - Coordination with North Carolina
- **Early preparation and mobilization by Virginia state agencies**
- **Agencies leaned forward to support local communities**
- **Public messaging ahead of impacts**
 - Press Releases
 - Social Media
 - Television Interviews



Preparedness

- **Monday 9/23:**
 - VDOT Watch Center begins tracking the storm and issuing daily Situation Reports and Weather Updates.
- **Tuesday 9/24:**
 - VDOT participates in VDEM Helene Size-up Call and Regional Call.
- **Wednesday 9/25:**
 - Emergency declarations are issued at the Districts and Central Office. OSSEM establishes staffing plans for the Virginia Emergency Operations Center and VDOT Situation Room.
 - Districts begin to respond to clear downed trees, unblock flooded pipes, and detour traffic on impact roadways
 - Response equipment (e.g. trucks, saws, generators) is checked.

Preparedness

- **Thursday 9/26**

- VDOT Conducts Statewide Weather Call; Districts establish mobilization plans.
- Districts put VDOT and Contract crews on Notice.
- Drainage infrastructure is checked and cleared along flood-prone roads.
- Districts pre-stage equipment for overnight response operations (e.g., wreckers along interstates, traffic barricades for flood-prone areas, cut-and-toss crews, etc.).
- VDOT Highway Emergency Response Teams (HERT) rostered and prepared to mobilize and respond as needed.
- Commissioner issues Emergency Transportation Waiver.
- VDOT begins issuing situation reports twice a day.

Response



Response

- **Peak closures - 414 roads and 99 structures**
- **Estimated 511,000cy of debris**
 - **VDOT Collected over 110,000 cy**
 - **Contractors collected 6,000 cy (ongoing)**
- **173,176 Hours of Labor**
- **\$20M spent as of November 20th**
- **Approximately 2,500 VDOT staff engaged in the initial response operations**
 - **9 HERT Teams consisting of 150 staff members deployed for 30 Days**
 - **Teams from Fredericksburg, NoVa, Richmond, Hampton Roads and Staunton**
- **7 locality requests for assistance fulfilled**

District	Primary Closures by District		Secondary Closures by District	
	Peak	Current	Peak	Current
Bristol	23	1	175	3
Culpeper	0	0	26	3
Lynchburg	3	0	35	0
Richmond	1	0	11	0
Salem	3	0	84	0
Staunton	0	0	53	1
Total	30	1	384	6

Total Roadways Closed At Peak	Current Roadway Closures
414	7

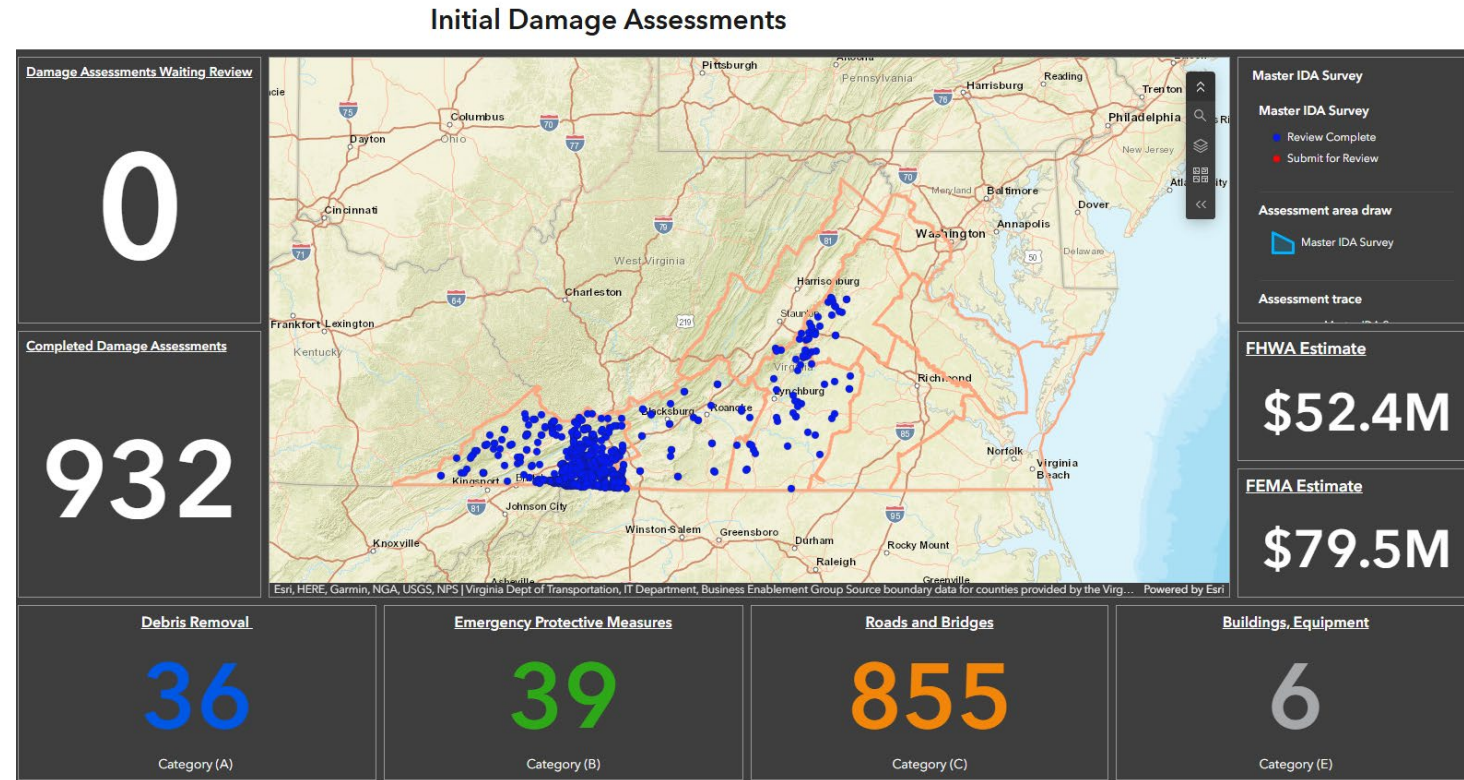
Bridge Closure By District		
	Peak	Current
Bristol	43	4
Culpeper	21	0
Lynchburg	23	0
Richmond	6	0
Salem	6	0
Staunton	0	0
Total	99	4

Response

- **Response Activities:**
 - Clearing downed trees from roadways
 - Cleaning ditches and structures of debris
 - Closing and monitoring overtopped roads and establishing detours
 - Inspecting roads and structures for damage
 - Making emergency repairs to roadways, where possible
 - Communicating road closures and priorities to the public
 - Staffing Virginia Emergency Operations Center and VDEM Regional Coordination Center

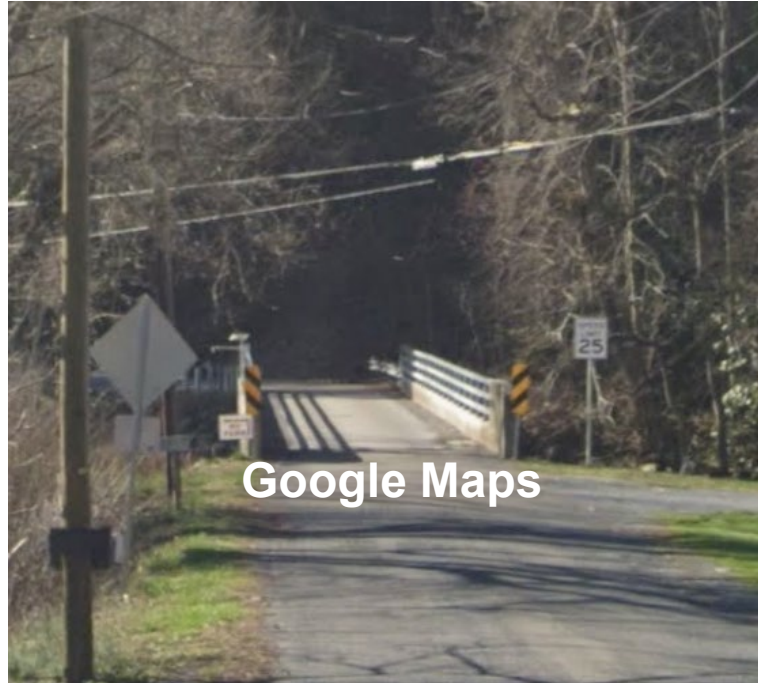
Recovery

- **Estimated Damages:**
 - Estimated \$132m
- **Roadway and structure repairs needed:**
 - Bristol - 744
 - Culpeper - 25
 - Lynchburg - 24
 - Salem - 12
- **Funding Areas:**
 - Maintenance and Operations Program
- **Federal Assistance Programs:**
 - FEMA Public Assistance (75-100%)
 - FHWA Emergency Relief (80-100%)

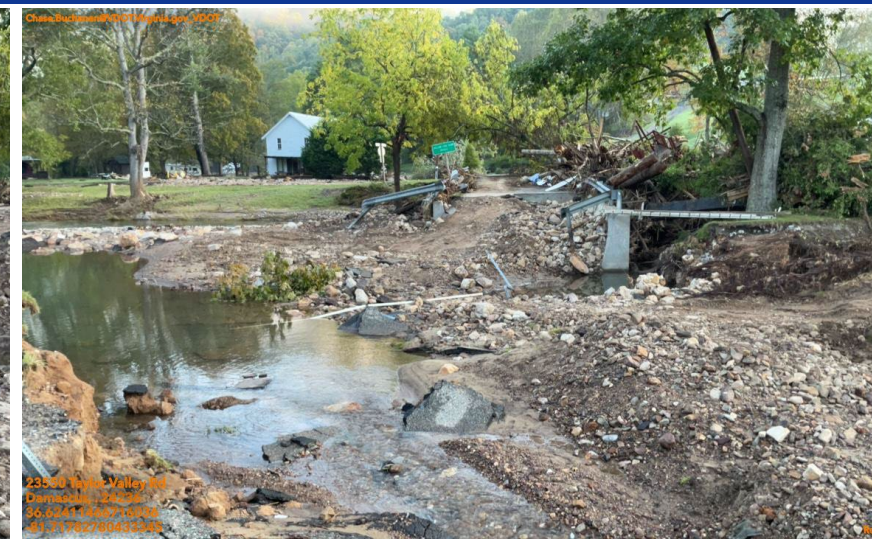
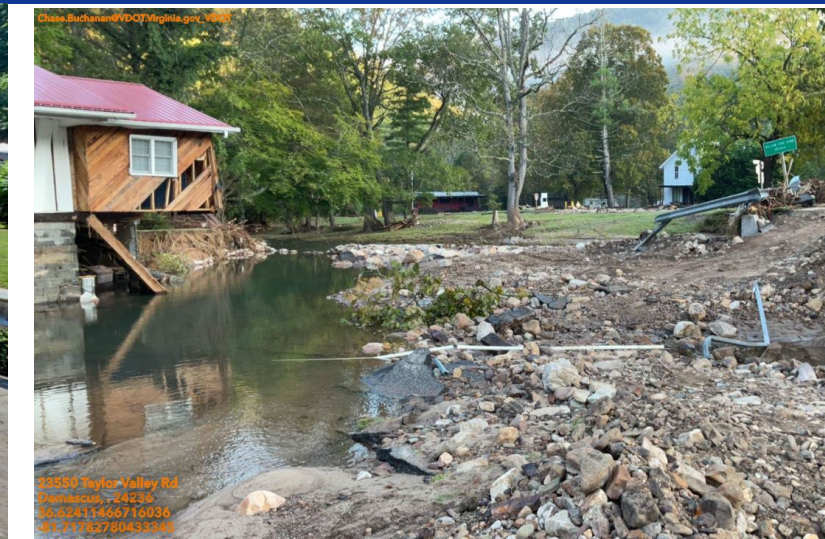
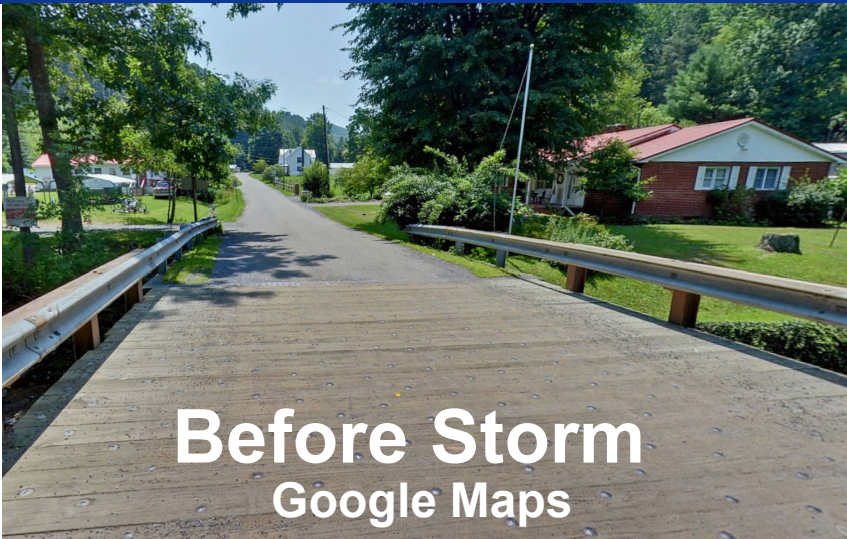


Damage assessments numbers include emergency protective measures, debris estimates by county, damage to VDOT facilities and vehicles as well as roadway repairs.

Recovery – Route 1212 (Damascus)



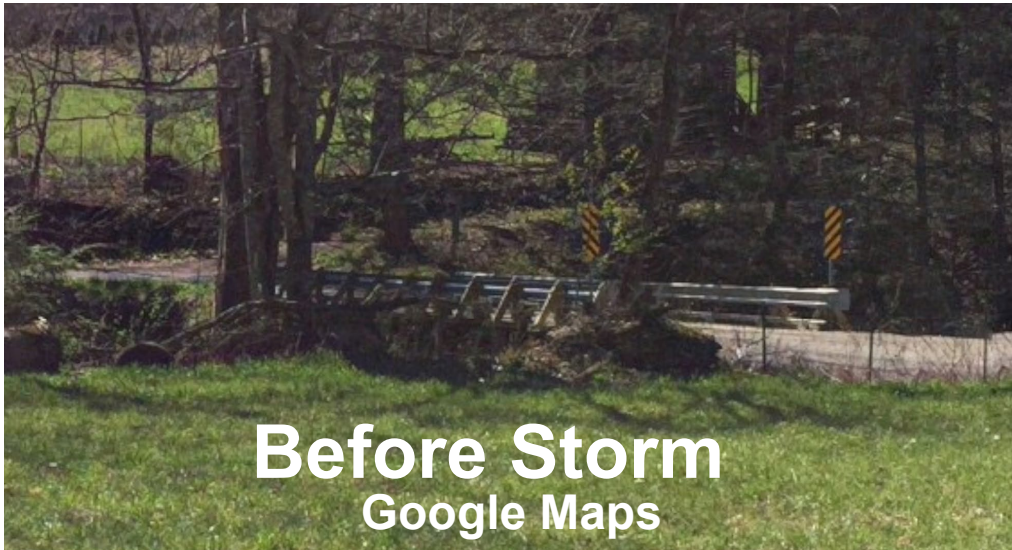
Recovery – Taylor’s Valley – Route 725 Bridge



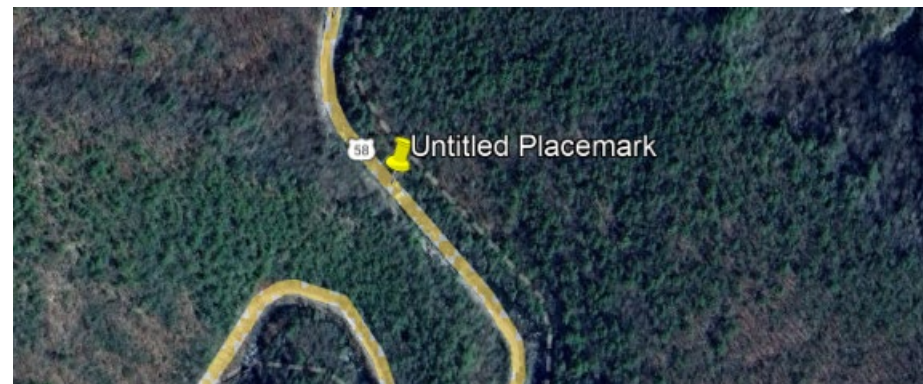
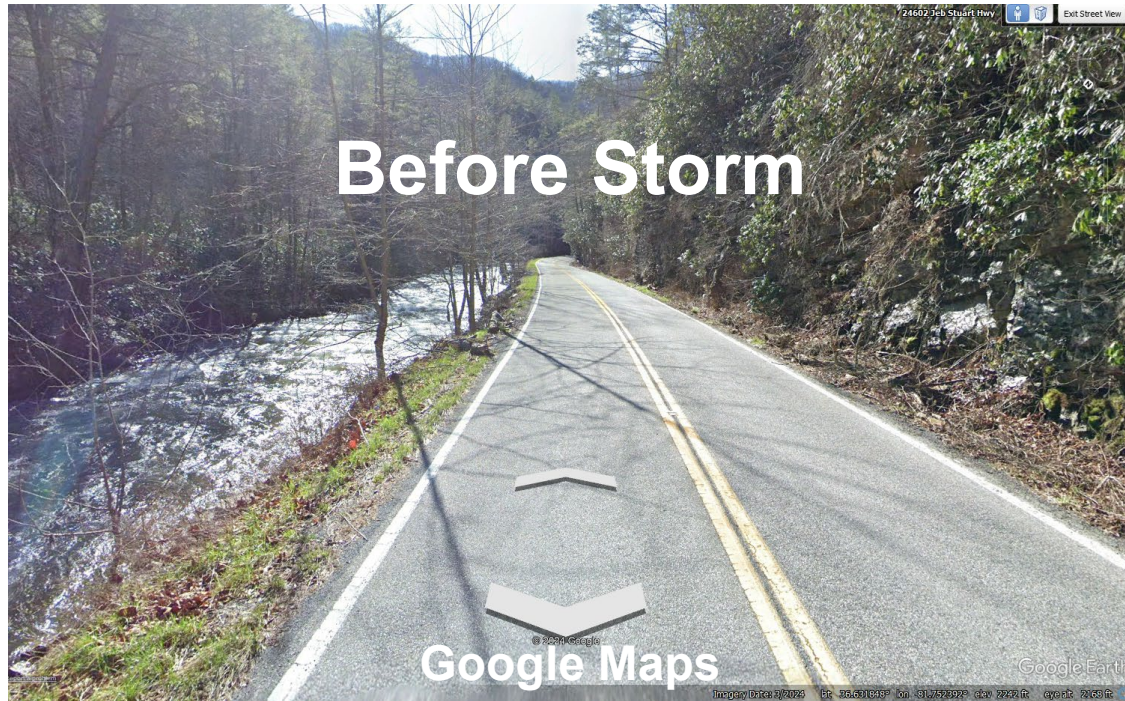
Recovery – Taylor’s Valley – Route 725 (Temporary Bridge)



Recovery – Taylor’s Valley - Route 725 Bridge



Recovery - Route 58 Damages



Recovery - Route 58 Damages

Before Storm

Google Maps



Next Steps

- **We estimate 3-6 months to collect all the debris**
- **Approximately 12 months to rebuild damaged roads and structures**
- **Up to 3 years to receive all federal reimbursement**
- **Participating in the state Debris Task Force**



NATIONAL BRIDGE INSPECTION STANDARDS (NBIS) UPDATE - CROSS BORDER BRIDGES

Greg Henion, P.E., State Structure and Bridge Engineer

December 4, 2024

National Bridge Inspection Standards (NBIS)

- **The National Bridge Inspection Standards (NBIS) were established in 1971 and established national standards for the safety inspections of highway bridges on public roads throughout the United States**
 - **Periodic and thorough inspections**
 - **Collection of bridge condition data**
- **The standards have been updated several times since, most recently in 2022 (23 CFR 650, Subpart C).**

National Bridge Inspection Standards (NBIS)

Changes to the standards include:

- **Incorporation of FHWA Specifications for the National Bridge Inventory (SNBI), 2022**
- **Updated bridge safety inspector qualifications and certifications**
- **New requirement for joint written agreements delineating inspection and data reporting responsibilities for bridges crossing interstate boundaries (cross border bridges)**
- **Various revisions to inspection definitions, organization responsibilities and procedure requirements**

Specifications for the National Bridge Inventory (SNBI)

- **Changes to the data schema**
 - **Changes to required data fields (both additions and deletions)**
 - **Changes to data format and data set relationships**
 - **Data mapping efforts are underway**
- **Key dates**
 - **January '26: deadline to begin collecting and reporting inspection data in new format**
 - **March '28: deadline to have all data conform with new SNBI requirements**
 - **Protocols for hybrid datasets have been established to manage data through the transition period**

Transition Status (Border Bridge Agreements)

23 CFR § 650.307 Bridge inspection organization responsibilities.

- (a) Each State transportation department must perform, or cause to be performed, the proper inspection and evaluation of all highway bridges that are fully or partially located within the State's boundaries, except for bridges that are owned by Federal agencies or Tribal governments.**

- (d) Where a bridge crosses a border between a State transportation department, Federal agency, or Tribal government jurisdiction, all entities must determine through a joint written agreement the responsibilities of each entity for that bridge under this subpart, including the designated lead State for reporting NBI data**

Transition Status (Border Bridge Agreements)

- **Maryland (seven bridges)**
 - Draft agreement prepared by Maryland, reviewed by OAG and returned with minor comments
 - Maryland has inspection responsibility for all border bridges
 - Maryland will be the designated lead state for NBI reporting
- **District of Columbia (nine bridges)**
 - Draft agreement prepared by D.C., reviewed by OAG and returned with minor comments
 - D.C. has inspection responsibility for all border bridges
 - D.C. will be the designated lead for NBI reporting

Transition Status (Border Bridge Agreements)

- **Tennessee (two bridges)**
 - **Bridges reside in City of Bristol**
 - **Will require an inspection agreement between City of Bristol and Tennessee**
 - **Will require a data sharing and reporting agreement between VDOT and Tennessee**
 - **In discussions regarding two stand alone agreements vs. a three-party agreement**
 - **Lead entity for NBI reporting still TBD**
- **West Virginia (one bridge)**
 - **Written agreement for inspection in place (VDOT responsibility)**
 - **VDOT will be designated lead state for NBI reporting**
 - **VDOT preparing draft agreement for data reporting**

Next Steps

- **Section 33.2-214 of the *Code of Virginia* provides the CTB with the power and duty to enter into all contracts with other states necessary for the proper coordination of the location, construction, maintenance, improvement, and operation of transportation systems, including the systems of state highways with the highways of such other states**
- **In January, the CTB will be requested to delegate to the Commissioner of Highways, the authority to enter into agreements with other states in order to satisfy the federal regulatory requirements of CFR 23 § 650.307(d) relating to cross border bridges**
- **VDOT will finalize written agreements with neighboring states for execution by the Commissioner, if authorized**



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Project Pipeline Program

Chad Tucker – Project Pipeline Program Manager

Office of Intermodal Planning and Investment

December 2024



Project Pipeline Overview Agenda



- **Program Background**

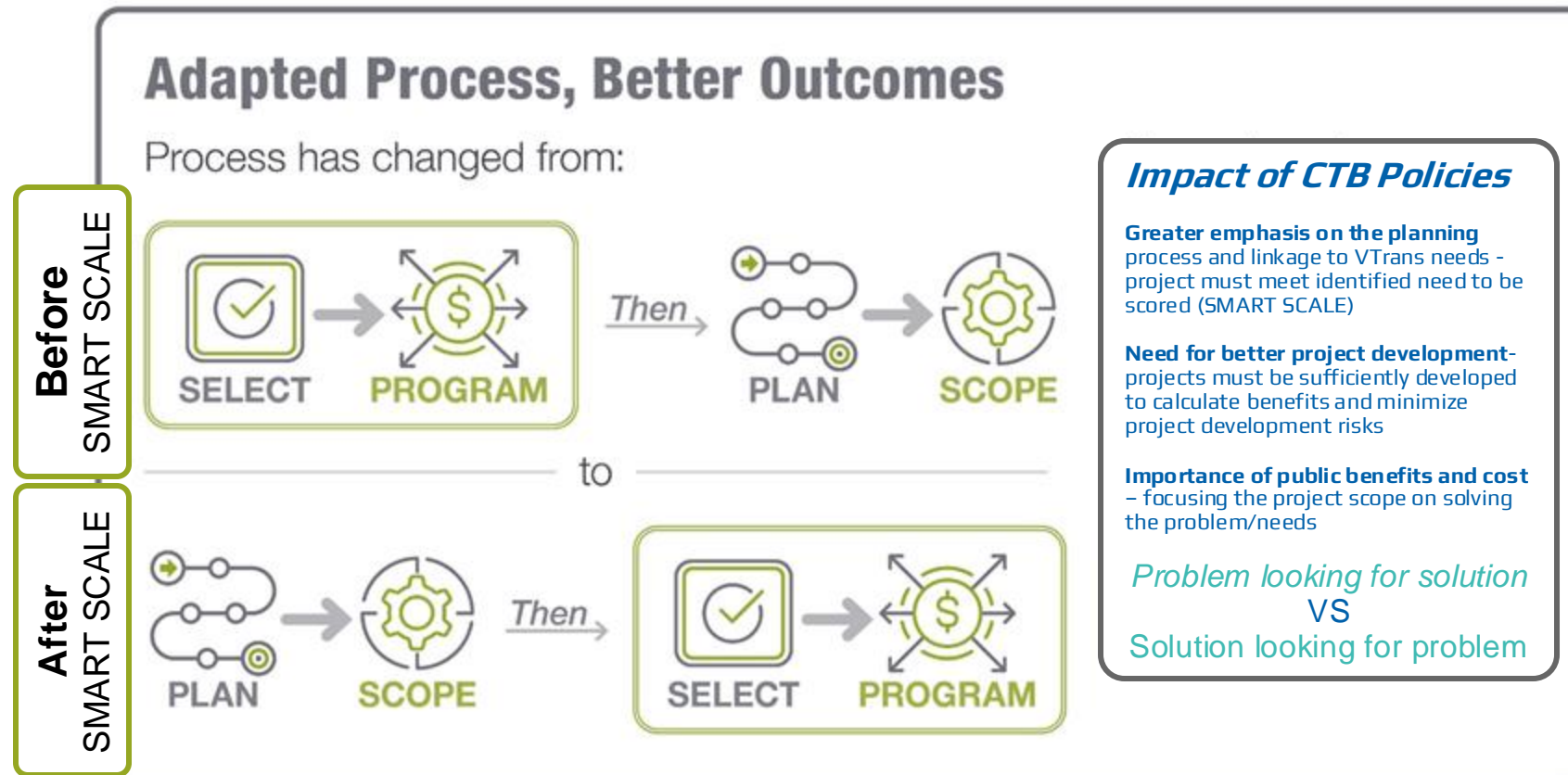
- Connection to SMART SCALE
- History and Purpose
- Connection to VTrans
- Performance-Based Planning/Project Development
- Program Funding
- Program Success Rate

- **2025 Pipeline Study Candidate Identification**

- Coordination meetings with each Board member through January 2025

- **Next Steps**

Process: Before and After SMART SCALE





Project Pipeline Overview

- **In 2018, Board adopted a resolution requiring Commonwealth's advanced planning and project development activities for capacity expansion projects be linked to VTrans Priority 1 locations**
- **In 2019, Board initiated a series of pilot studies funded by OIPI and VDOT**
- **In 2021, Board formally initiated the Project Pipeline Program**
 - Board added provision to include VTrans Priority 2 locations
 - Studies consider wide range of modal options to address needs identify by VTrans
- **\$6 million of pre-scoping funding is set aside annually to fund the Pipeline program and studies**

CTB Involvement and Notable Differences from Other Study Programs



- Collaborative approach between Secretary's Office (OIPI), VDOT, DRPT and CTB to address critical needs and to institutionalize performance-based planning with our local and regional partners
- Program led by OIPI and study locations selected and approved by CTB
- Program mandates inclusion of key stakeholders on every study
 - Affected localities (staff and elected) and regional organizations (MPOs, PDCs, transit agencies)
 - Local communities and interest groups
- Extensive use of centralized data dashboards to more quickly diagnosis problems and causes
- Formalizes connection between VTrans and programming
- Consistent study process and deliverables across Commonwealth

Performance-Based Planning Approach

- If it's not broke don't fix it. . . identify a clear need/problem
- If you can, prevent breakage from occurring. . . preserve/protect assets
- If it's broke, try to fix what you have. . .
 - Operational improvements
 - Targeted intersection improvements
 - Travel Demand Management (i.e., HOT lanes, Park and Ride, Vanpools, etc.)
- After exhausting options to improve/protect what you have, then consider a new one (build more)

Performance Based Planning and Programming



Establishes where there are problems (needs)

In 2019, the CTB saw opportunity to fund and implement *planning program focused on VTrans priority locations*



FILLING THE GAP: Provide funding and technical resources to develop feed well-vetted projects for funding consideration

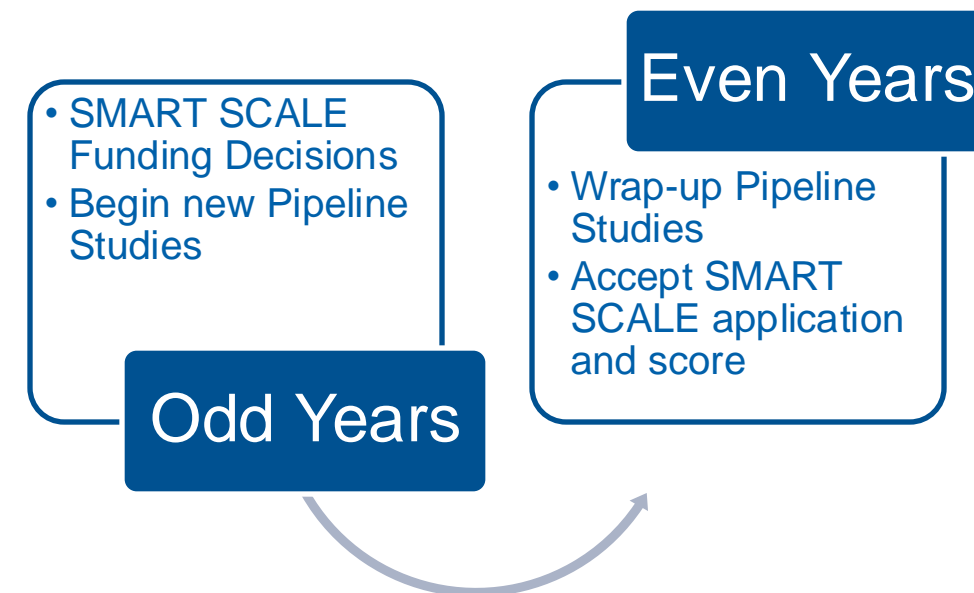
Measure and report change in performance

Helps select most cost effective solutions

Program Timeline

Two-Year Cycle

- **Oct 2024** – solicit potential studies from VDOT and DRPT
- **Nov 2024** – OIPI reviews candidate studies and provides initial feedback
- **Dec 2024** – OIPI and agencies meet with Board members to discuss and refine studies for consideration
- **Jan 2025** – Board action to allocate funding for Pipeline studies
- **Feb 2025** – Pipeline studies begin
- **Feb/Nov 2025** – Understand problems and test alternatives
- **Dec 2025-Mar 2026** – Get final alternative ready to solicit funding

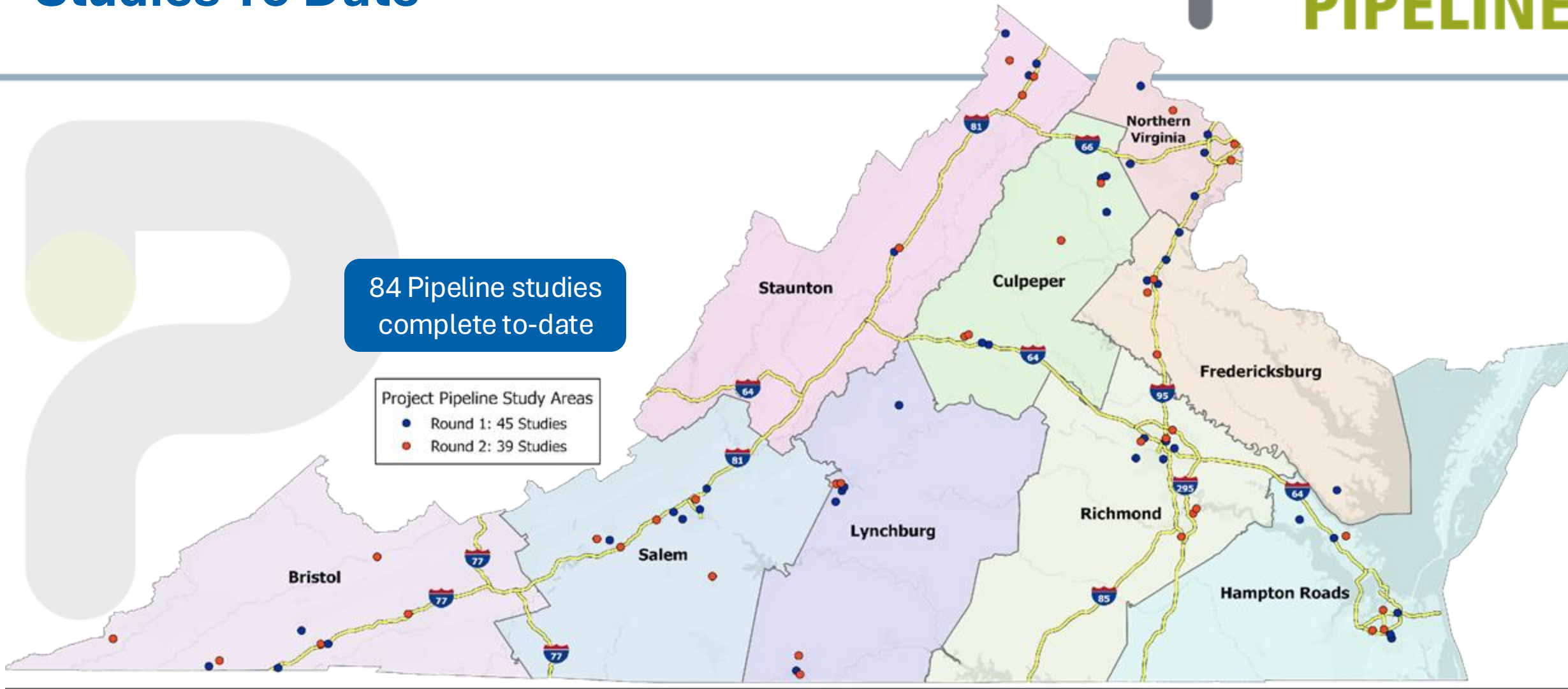


Studies To Date



84 Pipeline studies complete to-date

- Project Pipeline Study Areas
- Round 1: 45 Studies
 - Round 2: 39 Studies





Program Funding Summary

	2022-2023 Budget	\$17M	2024-2025 Budget	\$12M
District	2022-2023 # Studies	\$ Allocated	2023-2024	\$ Allocated
Bristol	5		5	\$748,380
Culpeper	5		4	\$1,250,000
Fredericksburg	5		3	\$1,034,472
Hampton Roads	5		5	\$1,725,000
Lynchburg	5		4	\$1,360,000
Northern Virginia	5		3	\$770,288
Richmond	5		6	\$3,053,504
Salem	5		5	\$1,011,099
Staunton	5		4	\$1,290,000
Total	45		\$8,321,563*	39

**\$5M funding from OIPI and VDOT added in first round to kick start the Pipeline studies*

Program Success Rate



	2021-2022 Studies Round 5 (Previous) SMART SCALE	2023-2024 Studies Round 6 (Previous) SMART SCALE
Number of Pipeline Studies	45	39
Number of SMART SCALE Applications	44 (394 total)	47
Number of Pipeline Funded Applications	24 (165 total)	TBD
Pipeline Application Success Rate	54.55%	TBD
Success Rate Other Applications	37.4%	TBD
Total Funding Awarded	\$298.8M out of \$1.64B	TBD
% of Total Funding	18.2%	TBD

Project Pipeline

Process to Recommend/Select Study Locations



- OIPI works with VDOT, DRPT and CTB to identify study candidates for Board approval
- Following steps used to identify and recommend study locations:
 1. Start with VTrans Priority 1 and 2 need locations
 2. Remove locations addressed by funded projects – Six Year Improvement Program, NVTA, CIPs, etc.
 3. Remove locations with recent and current planning studies
 4. Look for high benefit SMART SCALE applications that were not funded
 - Opportunity to improve project and/or reduce costs
 5. Study locations are reviewed with the Board and modified/finalized
 6. Studies added to SYIP and Pipeline Program funding is allocated

Next Steps

- December - OIPI to schedule meetings with each Board member
 - Discuss candidate studies recommended by OIPI, VDOT and DRPT
 - Solicit feedback from Board members on proposed studies and other potential studies identified

NOTE: Board members can recommend one study location in each District that is not a VTrans Priority 1 or 2 location
- January - Board action to add studies to SYIP and allocate Pipeline funding



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Thank you.



Helpful Links



Program website - <https://vapipeline.org>

Narrated program overview - <https://youtu.be/ok3Vt9vxFLY>

District	Locality	Study ID	Route/Area Info	Description/Information	Study Purpose	VTrans Needs
Bristol	Abingdon	BR1	Rte 75 (Cummings St)	I-81 (Exit 17) to Bradley St	The proposed study will address safety and congestion concerns located along Route 75 (Cummings Street) from the Exit 17 ramps to Bradley Street. Study elements would include, but not limited to: access management, turn lane improvements, traffic signal synchronization/coordination, intersection geometric improvements, pedestrian improvements, and other traffic improvements that address safety and congestion issues. A Project Pipeline study was recently completed on Route 11 in downtown Abingdon; two applications (one from Bristol MPO and one from the Town) were submitted for SMART SCALE Round 6. This Project Pipeline study would not impact the previously awarded and constructed projects at Exit 17.	Congestion, Transit Access, Bike Access, Roadway Safety, and TDM
Bristol	Russell	BR2	US-19	At intersection with Alt US-58	The proposed study will address safety concerns at the intersection of US 19 and ALT US 58. Study elements would include, but not limited to: traffic signal synchronization/coordination, intersection geometric improvements, and other traffic improvements that address safety issues. This location was previously studied as a Bristol District Intersection Safety Analysis, but the recommendation did not move forward for funding due to several constraints. This study will need to consider the Safety Analysis recommendation, as well as other viable solutions.	Capacity Preservation, TDM and Congestion
Bristol	Richlands	BR3	Rte 67	At US-460 Ramps	The proposed study will address safety concerns along Route 67, specifically at the US 460 Exit 2 ramps. The study elements for this location would include, but not limited to: interchange reconfiguration, intersection geometric improvements, and other traffic improvements that address safety issues. This location was previously studied as part of Bristol District's Intersection Safety Analysis, but the recommendation did not advance. If selected, this Project Pipeline study will need to further the Intersection Safety Analysis concept. This location would also require an OSAR. In addition, this study will look at the heart of downtown Richlands along Front Street and Second Street to Veterans Drive to evaluate the feasibility of a downtown road reconfiguration.	Roadway Safety and TDM
Bristol	Lebanon	BR4	US-19/US-19 Bus	Termini of 19/19 Business on each end of Town	The proposed study will address safety concerns along US 19 at Regional Park Road, as well as along BUS 19 (Main Street) at the intersections of Pioneer Drive and Fincastle Road. Study elements would include, but not limited to: interchange reconfiguration, intersection geometric improvements, access management, traffic signal synchronization/coordination, and other traffic improvements that address safety issues. The US 19/Regional Park Road and BUS 19/Pioneer Drive intersections were previously studied as part of Bristol District's Intersection Safety Analysis, but the recommendations did not advance for various reasons. If selected, this Project Pipeline study will need to further the Intersection Safety Analysis concepts. This location may require an OSAR, specifically on US 19 at the Exit 1 ramps.	Roadway Safety
Culpeper	Culpeper	CU1	US-29	Madison Co Line to S. US-29 Bus Interchange	County recommended study to help them with preservation as they experience growth pressures on the corridor. Study will evaluate the safety issues on the corridor and develop Access Management and Corridor Preservation recommendations the County can include in their Comp Plan to use as part of future Land Use Decision are presented.	Roadway Safety, Capacity Preservation, IEDA Access
Culpeper	Albemarle / Charlottesville	CU2	5th Street	Harris Street to Pinehurst	This is a re-evaluation of previous studies and SMART applications to refine and value engineer solutions that will have better potential for benefits in relation to cost. Study will result in refined concepts for the next round (Round 7) of SMART SCALE.	Transit Access, Bike Access, TDM, Ped Safety, Congestion, Roadway Safety, Ped Access
Culpeper	Culpeper	CU3	Ira Hoffman	VA-229 to US-29 Bus	Evaluate the corridor and develop recommendation to address the safety and Multi-modal issues. There are SMART Scale Applications for the intersections at each end of the corridor	Roadway Safety, IEDA Access, Capacity Preservation
Culpeper	Albemarle	CU4	US-29	I-64 Interchange (Exit 118) to North of Fontaine Ave Interchange	Three previous projects have been funded related to this area: removing the loop ramp from 29 SB to 64 EB to eliminate weaving on I-64 (constructed); adding a choice exit lane to NB Fontaine Interchange; and relocating the left turn movement from 29 NB to I-64 WB (funded SMART SCALE Round 5) through the Fontaine Avenue interchange. As part of the removal of the loop ramp, those SB to EB movement is now being made via left turns from 29 SB to get onto 64 EB facilitated by a signal and a short, double left turn lane. Traffic is currently backing up at that signal, and there are significant safety concerns at that location as a result. This study will also look to improve the small park and ride lot located on the east side of US 29 NB just south of the interchange on Teal Lane.	VTrans Priority 1 and 2. Reliability, corridor preservation, safety and TDM

District	Locality	Study ID	Route/Area Info	Description/Information	Study Purpose	VTrans Needs
Fredericksburg	Fredericksburg	FR1	Fall Hill Ave	Rte 1 to Mary Washington Blvd	<p>As per the City of Fredericksburg, there are sight distance issues at several intersections including (especially) Riverside, Hanson, and Woodford. There are also some odd / overly wide configurations at the end of the neighborhood streets. Looking back at the transportation database, several items (pedestrian safety/mobility and intersection LOS) show up on the western portions of Fall Hill. Focusing on these areas with the study would also be positive, so we see value in an expanded Fall Hill scope. This could include the project concept compiled for the Fall Hill Sidewalk, which was postponed due to the potential impacts on the area from the now-submitted Rappahannock HP (GPIN 7769-47-1903) rezoning case. The Area 1 Plan looked at an enhanced street grid in that area (the network of "new streets" in the database), that could be considered with the study but would mostly be implemented through private development/redevelopment.</p> <p>Study focuses on safety aspect of roads intersecting with Fall Hill Avenue, pedestrians crossing the roadway, parking for shared-use path, signage. Mobility and intersection LOS are concerns on the western portion of Fall hill.</p>	Roadway Safety, Transit Access, Ped Access, Bike Access, TDM
Fredericksburg	Gloucester	FR2	US-17/17B	Belroi/Town of Gloucester Area (Hospital Drive/Belroi Road to Justice Drive)	Study focuses on improving overall operation of Route 17B/Route 17 and Belroi Road as well as improving pedestrian safety.	TDM, Roadway Safety, Capacity Preservation, Bike Access, Transit Access, Congestion
Fredericksburg	Gloucester	FR3	US-17	South of Featherbed Lane to north of Guinea Road	Study focuses on analyzing this segment of Route 17 to figure out how best to optimize the network, reduce congestion, and increase safety.	Capacity Preservation, Bike Access, Ped Safety, Transit Access, TDM, Roadway Safety
Fredericksburg	Stafford	FR4	Mine Rd	From Garrisonville Road to Exeter Lane	Study focuses on reviewing this segment to increase safety for motorists and pedestrians/bicyclists as well as preserving capacity of the roadway.	Bike Access, Ped Access, Transit Access, Roadway Safety, TDM, Ped Safety
Fredericksburg	Spotsylvania	FR5	US-17	East of Massaponax Church Rd to Caroline County Line	Study focuses on increasing safety with anticipated traffic projections due to changes in land use.	Capacity Preservation, Transit Access, Bike Access, TDM, Roadway Safety, Congestion Ped Access
Hampton Roads	Virginia Beach	HR1	Indian River Rd	S. Military Hwy to Indian Lakes Blvd	This area is highly congested with numerous residential and shopping areas. It is also the primary access to one of Hampton Roads most used Park and Ride lots. There are also numerous pedestrian concerns that will need to be address with this study.	Congestion, Transit Access, Ped access, Bike Access, Roadway Safety, TDM, Ped Safety, Road Reliability
Hampton Roads	Hampton	HR2	Coliseum Dr	From US 258 to Hampton Roads Center Pkwy/US 258 (W Mercury Blvd) from Kilgore Ave to N Armistead Ave.	Coliseum Drive has long been a source of congestion and Pedestrian Conflicts since it is the City's prime shopping district. The Study will analyze ways to improve the interaction of vehicles and pedestrians. As well as improve the traffic flow.	Congestion, Transit Access, Ped Access, Bike Access, Roadway Safety, TDM, Ped Safety and Road Reliability
Hampton Roads	James City/York County	HR3	Rte 603	Rte 646 to E. Rochambeau Dr From E. Rochambeau Dr to Lightfoot Rd/Richmond Road/Centerville Rd	The Lightfoot interchange has increased usage with housing, recreational, and shopping developments. The route from the interchange to Route 60 other shopping areas, is not direct and this creates several congested intersections. The study will look at ways to improve the traffic flow in this area.	Capacity Preservation, TDM, Roadway Safety, Congestion, Transit Access, Ped Access, Bike Access, and Road Reliability
Hampton Roads	James City	HR4	Centreville Rd	Route 60 to longhill rd	Centerville Rd was requested by the County to address safety and Traffic concerns. This is a growing area and the study would look for ways to extend the functionality of it without widening.	Transit Access, Bike Access, Roadway Safety, TDM (Low priority needs)
Hampton Roads	Newport News	HR5	Bland Blvd and Jefferson Ave	Bland Blvd from Warwick Blvd to SR 143 (Jefferson Ave); SR 143 (Jefferson Ave) from Bland Blvd to Denbigh Blvd	With the upcoming Denbeigh I-64 interchange, the anticipated shift in traffic is expected to put additional strain on Bland Blvd and Jefferson. Both corridors are VTrans priority 1/2 locations. Study will focus on improving capacity, throughput and safety and existing signalized intersections.	Congestion (increase expected from Denbeigh interchange), safety, pedestrian safety, transit/bike/ped access
Northern Virginia	Prince William	NV1	US-1	Int with Cardinal Drive to Rte 234	The focus of this study is to assess key areas of US 1 and Cardinal Drive Intersection. The study will review congestion mitigation, capacity preservation, TDM, safety improvement alternatives, and bicycle and transit access.	Congestion, Capacity Preservation, TDM, Roadway Safety, Bike Access, Transit Access, Ped Safety

District	Locality	Study ID	Route/Area Info	Description/Information	Study Purpose	VTrans Needs
Northern Virginia	Loudoun	NV2	Arcola Mill Dr	Stone Springs Blvd to Loudoun County Pkwy	The focus of this study is to assess key areas of Arcola Mills Dr from Stone Springs Blvd to Loudoun County Pkwy. The study will review TDM, safety improvement alternatives, along with bicycle, pedestrian, and transit access.	TDM, Roadway Safety, Bike Access, Ped Access, Transit Access, UDA Needs
Richmond	Chesterfield	RI1	VA-150	Dalebrook Drive to I-95	The segment of VA 150 between I-95 and Dalebrooke Drive has not yet been studied and has had 3 fatal and 34 severe injury crashes (2019-2024).	Transit Access, TDM, Bike Access, Safety, Capacity Preservation, Rail Reliability
Richmond	Petersburg	RI2	US-460	Hickory Hill Rd to Triad Pkwy	The segment of US 460 between Hickory Hill Rd and Triad Pkwy has had 4 fatal and 6 severe injury crashes (2019-2024), has one PSI location and contains VTrans Needs.	Safety, Transit Access, Bike Access, and TDM
Richmond	Hernico	RI3	Rte 627	Azalea Ave to I-295	The segment of VA 627 (Rich-Hen Tpke/Meadowbridge Rd) had had 0 fatal and 6 severe injury crashes (2019-2024) and has 2 PSI locations as well as VTrans Needs. This study has been requested by both Henrico County and Hanover County. Henrico is concerned with safety and operational impacts from the Amazon site and has other development plans. Hanover is concerned with future impacts to Hanover's network resulting from Henrico's development plans	Transit Access, Bike Access, Roadway Safety, TDM, Rail Reliability and Congestion
Richmond	Henrico	RI4	Rte 642	US-360 to Cold Harbor Rd	The segment of VA 642/Bell Creek Rd between US 360 and Cold Harbor Rd has had 0 fatal and 2 severe injury crashes (2019-2024), but has 4 PSI locations and VTrans Needs	Transit Access, Roadway Safety and TDM
Salem	Montgomery/Blacksburg	SA1	VA-412 (Prices Fork Rd)	From US 460 to North Main St (460 Business)	The purpose of this study is to identify project recommendations for the Prices Fork Road (Route 412) within the Town of Blacksburg and Montgomery County. This study will focus on improving roadway safety, reliability, multimodal accessibility/connectivity (bicycle, pedestrian, and transit), and transportation demand management needs. The project recommendations from this study may be developed into funding applications for SMART SCALE Round 7 and other transportation funding programs.	Roadway Safety, Ped Access, Bike Access, TDM
Salem	Radford	SA2	US-11 (W. Main St)	From Lee Hwy to Tyler Ave	The purpose of this study is to identify project recommendations for the East Main Street (Route 126) the City of Radford. This study will focus on improving roadway safety, reliability, multimodal accessibility/connectivity (bicycle, pedestrian, and transit), and transportation demand management needs. The project recommendations from this study may be developed into funding applications for SMART SCALE Round 7 and other transportation funding programs.	Bike Access, TDM, Ped Access, Roadway Safety, Congestion, Transit Access
Salem	Roanoke City	SA3	US-460	Lafayette Blvd to I-581	The purpose of this study is to identify project recommendations for the Melrose/Orange Avenue (Route 460) corridor within the City of Roanoke. This study will focus on improving roadway safety, reliability, multimodal accessibility/connectivity (bicycle, pedestrian, and transit), and transportation demand management needs. The project recommendations from this study may be developed into funding applications for SMART SCALE Round 7 and other transportation funding programs.	Transit Access, Bike Access, TDM, Roadway Safety, Roadway Reliability, Congestion, Ped Access, Ped Safety
Salem	Botetourt	SA4	US-220 Alt	S. Botetourt County Line to Autumnwood Ln	The purpose of this study is to identify project recommendations for the Cloverdale Road (Route 220 Alternate) corridor within Botetourt County. This study will focus on capacity preservation and improving roadway safety and reliability. The project recommendations from this study may be developed into funding applications for SMART SCALE Round 7 and other transportation funding programs.	TDM, Capacity Preservation, Roadway Safety, Bike Access, Transit Access, Ped Access
Salem	Roanoke County	SA5	VA-419	Starkey Rd to Springwood Park Dr	The purpose of this study is to identify project recommendations for the Electric Road (Route 419) within Roanoke County. This study will focus on improving roadway safety, reliability, multimodal accessibility/connectivity (bicycle, pedestrian, and transit), and transportation demand management needs. The project recommendations from this study may be developed into funding applications for SMART SCALE Round 7 and other transportation funding programs.	Capacity Preservation, Roadway Safety, Ped Access, Transit Access, Bike Access
Staunton	Harrisonburg	ST1	VA-42	Gay St to Rockingham Co Line	Identify measures to encourage lower speeds, improve safety for turning movements, and enhance multimodal connectivity. Will evaluate alternatives to preserve throughput on the 2-lane segment from Gay St to Edom Rd identified in the HRMPO LRTP as being over capacity in the future. The City has been contacted with requests for pedestrian infrastructure, particularly pedestrian crossings, at locations from Edom Rd to the northern city limit	Bike Access, Roadway Safety, Transit Access, TDM, Capacity Preservation

District	Locality	Study ID	Route/Area Info	Description/Information	Study Purpose	VTrans Needs
Staunton	Waynesboro	ST2	US-340	Grandview Driveway to Northgate Avenue	Study will develop recommendations to address safety needs on Rosser Avenue between the south city limits and Northgate Ave. This corridor hosts our current PSI rank #1 intersection (Rosser/Lew Dewitt/Windigrove) along with several other PSI intersections and segments. A 2018 MPO corridor study in this area focused on operations and produced a funded Smart Scale application for spot treatments and signal retiming; however, it did not include a crash analysis or safety-related recommendations. This would be an opportunity to take a safety-focused look at potential improvements.	Roadway Safety, TDM, Bike Access, Ped Access, Transit Access, Congestion, IEDA Access
Staunton	Frederick	ST3	US-522	Echo Lane to Winchester City Limits	Study would focus on multimodal access in the urbanized segment of US-522 adjacent to the City of Winchester. Considerations include PSAP pilot evaluation by VHB east of Route 37, locality land use plans, and the future of the Route 37 interchange	Transit Access, Capacity Preservation, TDM, Bike Access, Roadway Safety
Staunton	Frederick	ST4	US-522	Red Oak Road to Echo Lane	Study would focus on high speed rural road safety and capacity preservation in the rural segment of US 522 west of Route 37. Considerations high prevailing speeds, roadway departure crash trend, and the planned reconfiguration of Gainesboro School entrance.	Transit Access, Capacity Preservation, Bike Access, Roadway Safety, TDM
Staunton	Frederick	ST5	VA-7	Greenwood Rd to Frederick ECL	Segment experiences a high rate of crashes. Anecdotally, speeding and roadway geometry may be the primary issues. Study would identify treatments to reduce crashes. STARS study was previously completed west of the proposed study segment. Relevant considerations include planned development along Rt 659/Valley Mill Rd, recently installed RCUT at Hallowed Xing Way for a subdivision, recent fatality at Rt 600/Woods Mill Rd, and heavy outflow commute pattern	Road Reliability, Transit Access, Bike Access, Capacity Preservation, Roadway Safety TDM



SMART SCALE PROPOSED PROJECT CANCELLATION

5th Street SW and Ridge (UPC 124409)

Culpeper District

| Kimberly Pryor

December 4, 2024

SMART SCALE Policy - Project Cancellation

SMART SCALE Policy on Project Cancellation, December 2023

- A project that has been selected for funding through either the High Priority Projects Program or Construction District Grant Program may be cancelled only by action of the Board

Project Information

5th Street SW and Ridge (UPC 124409)

- Consists to two projects that were combined into one for delivery
- Submitted by the City of Charlottesville in Rounds 3 and 4 of SMART SCALE
 - Total Original Combined Project Cost: \$14,831,054
 - Total SMART SCALE Combined Request: \$14,831,054
 - Requests funded with DGP funds
- Original Scope Included:
 - Reduce congestion, improve safety, and accommodate bicyclists, pedestrians, and transit at the intersection of Ridge Street, Cherry Avenue and Elliot Avenue
 - Multimodal improvements along Ridge Street, including sidewalks, curb ramps/extensions, signal improvements, and bicycle facilities
- Benefits were primarily due to economic development and land use

Project Snapshot

	Original Application
Total \$	\$14.8M
SMART SCALE \$	\$14.8M (DGP)
Score	5.3 (Round 3) 17.3 (Round 4)
Funding Scenario	5/6 (Round 3) 3/21 (Round 4)
Current Expenditures	\$0

Change Since Project Selection

- **The current estimate is severely underfunded due to inflation, unit costs, and higher than anticipated right of way costs**
- **The City of Charlottesville reassessed its commitments to transportation improvements and wants to deliver projects underway within their portfolio before undertaking new starts**
- **The City Manager requested cancellation of the project in a letter dated October 15, 2024**

Recommendation for Action

- **Approve proposed project cancellation in January 2025**



Virginia Department of Transportation



SMART SCALE PROPOSED PROJECT CANCELLATION

Route 179 Market Street Road Diet (UPC 119283)

Hampton Roads District

| Kimberly Pryor

December 4, 2024

SMART SCALE Policy - Project Cancellation

SMART SCALE Policy on Project Cancellation, December 2023

- A project that has been selected for funding through either the High Priority Projects Program or Construction District Grant Program may be cancelled only by action of the Board

Project Information

Route 179 Market Street Road Diet (UPC 119283)

- **Submitted by Accomack County in Round 4 of SMART SCALE**
 - Total Original Project Cost: \$1,728,540
 - Total SMART SCALE Request: \$1,728,540
 - Requests funded with DGP funds
- **Original Scope Included:**
 - Re-stripe Route 179 Market Street to reduce travel lanes from 4 lanes to 2 lanes with a center turn lane
 - Buffer separated 5 foot bicycle lane
- **Benefits were primarily due to safety and accessibility**

Project Snapshot

	Original Application
Total \$	\$1.7M
SMART SCALE \$	\$1.7M (DGP)
Score	2.67
Funding Scenario	24/24
Current Expenditures	\$0

Change Since Project Selection

- **Accomack County received complaints regarding the proposed project and subsequently held a public hearing on the proposed road diet on August 21, 2024**
- **Based on the negative public feedback, the County voted to request the Board to cancel this project.**

Recommendation for Action

- **Approve proposed project cancellation in January 2025**



Virginia Department of Transportation



SIMS Metals

Rail Industrial Access

Michael Todd, AICP | Rail Programs Director

December 2024





Agenda

- Program Overview
- SIMS Metals Project
- Application Scoring
- Recommendation

Program Overview



Rail Industrial Access

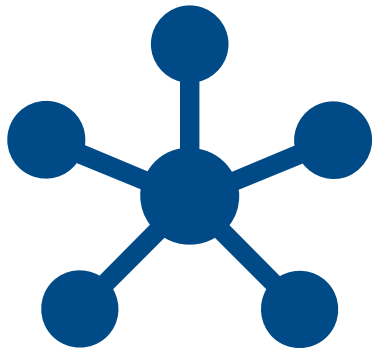
\$5.5M Annual Budget (from VDOT Construction Fund and shared with EDA program)

\$750k Project Max (30% Match Required)

Approx. 4 Applications per Year

\$9M Allocated since 2018

Program Goals



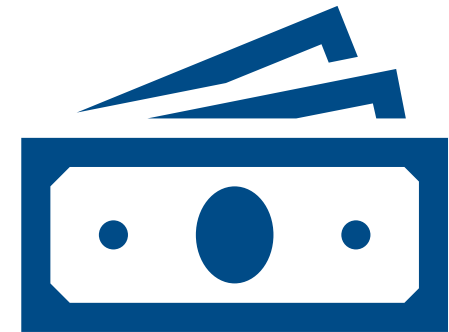
Network Capacity

- Industrial Sidings
- Increase Carloads
- Common Carrier Requirement



Safeguard Investment

- Annual Performance
- Funding Clawback
- Contingent Interest



Save Money

- Min. 30% Match
- Target Higher Match
- Private Maintenance

Code 33.2-1600: Evaluation Criteria

E. In deciding whether to construct any such access track, the Board shall consider the cost thereof in relation to prospective volume of rail traffic, capital investment, potential employment, and other economic and public benefits. The Board shall adopt procedures to encourage widespread use of the funds, shall limit allocation of

Code 33.2-1600: Evaluation Criteria

E. In deciding whether to construct any such access track, the Board shall consider the cost thereof in relation to prospective volume of rail traffic capital investment, potential employment and other economic and public benefits. The Board shall adopt procedures to encourage widespread use of the funds, shall limit allocation of

Total Number of Carloads (Annually)

- | | |
|-------------------|-----------|
| a. 501 or greater | 20 points |
| b. 401 to 500 | 17 points |
| c. 301 to 400 | 14 points |
| d. 201 to 300 | 11 points |
| e. 101 to 200 | 8 points |
| f. 100 to 10 | 5 points |
| g. Under 10 | 0 points |

Added Employment

- | | |
|-------------------|-----------|
| a. 101 or greater | 20 points |
| b. 76 to 100 | 17 points |
| c. 51 to 75 | 14 points |
| d. 26 to 50 | 11 points |
| e. 25 or less | 8 points |
| f. 0 | 0 points |

Code 33.2-1600: Evaluation Criteria

E. In deciding whether to construct any such access track, the Board shall consider the cost thereof in relation to prospective volume of rail traffic, **capital investment**, potential employment, and other economic and public benefits. The Board shall adopt procedures to encourage widespread use of the funds, shall limit allocation of

Commonwealth's Portion of Total Investment

- a. 0.03 or less 10 points
- b. 0.04 to 0.06 8 points
- c. 0.07 to 0.10 6 points
- d. 0.11 to 0.14 4 points
- e. 0.15 or more 2 points

Non-State Contributions to Rail Construction

- a. 51% or greater 10 points
- b. 41% to 50% 8 points
- c. 31 to 40% 6 points
- d. 30% 4 points

Code 33.2-1600: Evaluation Criteria

E. In deciding whether to construct any such access track, the Board shall consider the cost thereof in relation to prospective volume of rail traffic, capital investment, potential employment, and **other economic and public** benefits. The Board shall adopt procedures to encourage widespread use of the funds, shall limit allocation of

Jurisdictional Unemployment Rate

(Statewide Unemployment Rate [R])

- a. (R + 2.5) or greater 20 points
- b. (R + 2.0) to (R + 2.4) 17 points
- c. (R + 1.5) to (R + 1.9) 14 points
- d. (R + 1.0) to (R + 1.4) 11 points
- e. (R + .9) or less 8 points
- f. Equal or less than R 0 points

Designated Economic Development Area

- a. Yes 10 points
- b. No 0 points

Connects to a Shortline

- a. Yes 10 points
- b. No 0 points

SIMS Metal Project

An aerial photograph of a large industrial site, likely a metals recycling facility. The site is divided into several sections by dirt roads and concrete paths. In the foreground, there are several cars and a truck. A long, narrow concrete structure runs parallel to a set of rail tracks. A large truck is parked on the concrete structure, and a white car is driving on the road next to it. In the background, there are piles of scrap metal and other industrial equipment. The sky is clear and blue.

SIMS Metals

Chesapeake City

- Metals Recycling Facility
- Rail:
 - Import ferrous and non-ferrous recycled metals
 - Export sorted metals to steel mills
- Project:
 - 400+ Linear Feet of New Track with In-Track Scale
 - \$20M Total Investment
 - \$750,000 Request

Location & Design



Location & Design





Project Benefits: SIMS Metal

- Carloads: 570 annually
(1,938 trucks diverted)
- Employment: 2 new jobs
Existing Economic
Development Area
- Funding: 46% Private Investment

Application Scoring

Project Score

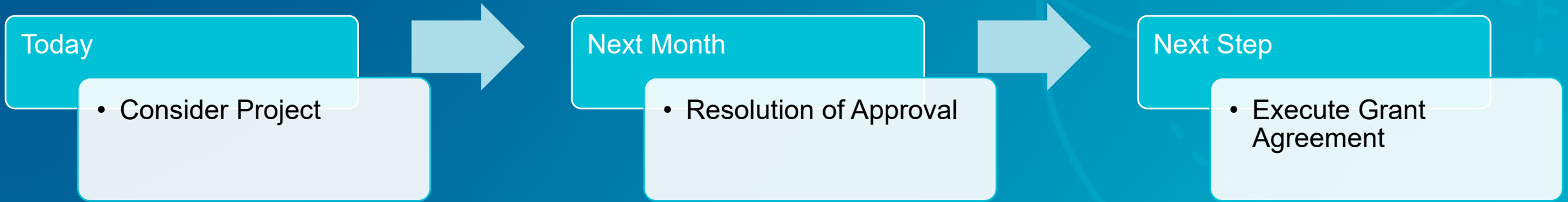
Categories	Score	Max
Carloads	20	20
Jobs	8	20
Transportation % of Total Investment	8	10
Private % of Rail Investment	8	10
Local Unemployment	8	20
Economic Development Area	10	10
Shortline	10	10
TOTAL*	72	100

*Minimum Total Score of 50 Points Required for Recommendation



Recommendation

Recommendation





Memorandum of Agreement Update: DRPT/NCDOT

Commonwealth Transportation Board

Emily Stock, Chief of Rail Transportation

December 4, 2024



Purpose

- The Federal Railroad Administration (FRA) awarded DRPT and NCDOT a \$200,000 **FY22-23 Interstate Rail Compact Grant** to continue efforts to improve passenger and freight rail in both states and the Southeast.
- Virginia and North Carolina are to provide \$100,000 each for the non-federal match, which is to be memorialized in a **memorandum of agreement between DRPT and NCDOT**. (VA funds included in DRPT Rail Planning section of the FY25 SYIP.)
- Code of Virginia § 33.2-221 and CTB policy requires Board approval for an MOA with another state.



Background

- § 33.2-1400 establishes the Virginia-North Carolina Interstate High-Speed* Rail Compact
 - To study, develop, and promote a plan for the design, construction, financing, and operation of interstate high-speed rail service through and between points in the Commonwealth of Virginia and the State of North Carolina and adjacent states;
 - To coordinate efforts to establish high-speed rail service at the federal, state, and local governmental levels
 - To advocate for federal funding to support the establishment of high-speed interstate rail service within and through Virginia and North Carolina and to receive federal funds made available for rail development
 - To provide funding and resources to the Virginia-North Carolina High-Speed Rail Compact Commission from funds that are or may become available and are appropriated for that purpose
- Compact is comprised of five legislators from Virginia and five legislators from North Carolina

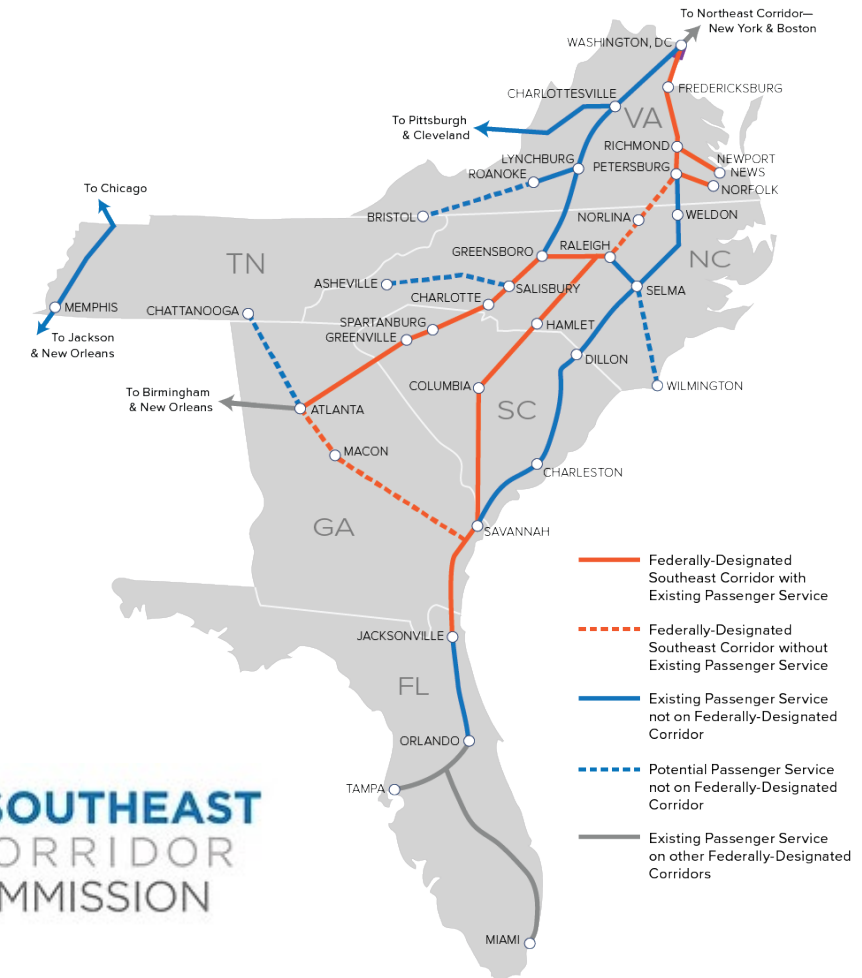
*High-performance rail is proposed in VA and NC, rather than high-speed rail. Planned maximum authorized speeds between Richmond and Raleigh are not to exceed 110.



Interstate Rail Compacts Grant

- Awarded to conduct a **Southeast Rail Network Analysis** that will evaluate the Southeast rail network constraints and identify opportunities to improve the fluidity of the network to benefit passenger and freight rail.
- Awarded for **administrative and operational expenses** related to VA-NC Compact and other technical coordination among states, Amtrak, FRA, and railroads to advance rail connections throughout the Southeast, including the Southeast Corridor Commission (SEC), which extends to TN, SC, GA and FL.

Virginia-North Carolina Interstate Rail Compact evolved with passenger rail conditions. SEC formed to include entire region, similar to the Northeast Corridor (NEC), to support rail projects of regional significance.



What does this do for Virginia?

- Participation in Southeast Corridor Commission (SEC) gives Virginia a seat at the table as multi-state rail plans and federal funding strategies are developed
 - Vehicle to advocate for Virginia's freight needs as the SEC produces a network analysis, including the needs of the Port of Virginia.
 - Builds support and awareness for the value of Virginia's Corridor Identification and Development (CID) rail corridors - Commonwealth, DC to Bristol, and DC to Charlotte.
- Past results
 - VPRA's Transforming Rail in Virginia projects, including Long Bridge, are priorities for the SEC and get support from member states.
 - Bristol to DC Corridor included in the SEC network map, opening doors to collaboration with fellow member state TN.



Timeline for MOA

- 2023**
 - Grant application submitted to FRA with \$100,000 DRPT match commitment, if awarded (DRPT Director-authorized allocation of under \$200,000)

- 2024**
 - FRA announced Virginia-North Carolina Interstate Rail Compact Award
 - CTB approves DRPT FY2025 Six-Year Improvement Program with \$461,700 in FY25 for federal grant match
 - **December CTB** - DRPT presents information item regarding the DRPT/NCDOT grant match MOA to CTB Workshop
 - DRPT/NCDOT develop MOA that defines two states' lead decision-making role in development of Southeast Rail Network Analysis

- 2025**
 - **January CTB** – DRPT presents MOA at CTB Workshop



Director's Report

December 2024



VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION

DRPT Next Stop 2030

Next Stop: 2030

DRPT's Strategic Plan

- **Create a positive impact on the Commonwealth:** Provide support and solutions to positively impact the lives of Virginians, the economy, and the environment
- **Foster innovative practical solutions:** Challenge the status quo, creating solutions while sharing new ideas and innovative practices that contribute to better transportation outcomes
- **Convene with partners and stakeholders:** Bring together the right people at the right time to leverage resources, address important transportation issues, and create the best solutions collaboratively
- **Cultivate a sustainable well-managed organization:** Deliver exceptional service with an engaged workforce that effectively manages public assets and promotes transparency

Create a positive impact on the Commonwealth

- **Improve access to reliable transportation.**

- DRPT attended the ribbon-cutting of GRTC's Route 1 North extension to the Virginia Center Commons shopping mall in Northern Henrico on October 21. This project is partially funded through a DRPT MERIT Demonstration Grant and will connect the region with 36 new stops.
- DRPT also attended the ribbon cutting of the new Newport News Transportation Center and Amtrak Station at Bland Boulevard. This station offers level boarding and a modern waiting area. It also features a minor maintenance facility and a wye, allowing Amtrak trains to easily turn around.
- Hanover DASH, one of DRPT's Human Service Transportation grantees, recently received a 2024 Achievement Award in Transportation from the Virginia Association of Counties. The award highlights Hanover County's specialized transportation service (DASH), which provides rides to individuals with disabilities and seniors. DRPT helped launch the Hanover DASH program a few years ago with funds from the MERIT Demonstration program.

- **Increase throughput of people and goods.**

- Statewide transit ridership is on track to hit DRPT's goal of 130 million total trips during Calendar Year 2024.
- September 2024 statewide transit ridership was 12.2 million, up 16% from 10.5 million in September 2023. Statewide ridership is at 82% of September 2019 ridership.
 - Non-WMATA or VRE statewide ridership is at 5.3 million, up 15% from September 2023, and 97% of September 2019 ridership levels.
 - WMATA's September 2024 ridership was 6.7 million, up 18% from September 2023, and 73% of September 2019 levels.
 - VRE September 2024 ridership was 133 thousand, up 5% from September 2023 ridership, and 35% of September 2019 levels.

Foster innovative practical solutions

- **Be the ‘go-to’ organization for best practices, technical assistance, and implementation of innovative transportation solutions.**
 - WMATA reported that the final Metrorail station has been outfitted with the new faregates designed to deter fare evasion. All 98 stations now have the improved faregates. WMATA reports that these improvements have led to an 82% drop in fare evasion in the Metrorail system.
 - DRPT worked with VEDP's Site Development Task Force to add access to public transportation (linked with housing and utilities) to Virginia Business Ready Sites Program application questions.
 - DRPT provided technical assistance for two successful grant applications to FRA's Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. The two grants are: \$6 million for Buckingham Branch Railroad to replace old rail tracks and ties across central Virginia, improving rail safety and reliability, and ~\$1.5 million for the Town of Bedford to develop plans for a new rail station.
- **Foster a culture of innovation.**
 - DRPT has completed its work on the General Assembly-mandated Central Virginia Rail Economic Development Study. The study concluded that investments in rail-centric economic development projects can yield a positive return on investment.

Convene with partners and stakeholders

- **Collaborate proactively with partners and stakeholders.**
 - On October 15, DRPT and NVTC held a kick-off meeting for a new I-66 Corridor Needs Assessment that is being jointly funded by both entities. The study will be completed in the summer of 2025 and will identify new multimodal services and projects that could be funded in future cycles of DRPT's I-66 Outside the Beltway funding program and NVTC's I-66 Commuter Choice funding program.
 - On October 8, DRPT hosted a virtual meeting of the Transit Service Delivery Advisory Committee, providing an outlook for transit funding in Virginia from DRPT's programs.
- **Engage with partners and stakeholders at the right time to maximize DRPT's influence.**
 - On October 22-24 DRPT conducted three regional Coordinated Human Service and Mobility (CHSM) meetings to solicit feedback on DRPT's federally-required CHSM Plan and discuss areas where DRPT can help foster coordination between specialized transportation providers.
 - On October 28, DRPT staff will participate in GRTC's North-South BRT Stakeholder Advisory Committee and Technical Advisory Committee meetings to provide input on funding considerations for the planned extension of the Pulse BRT service in Richmond.
 - From October through December, DRPT has been hosting webinar pre-application workshops with grantees of both state and federal grant programs. These webinars will inform grantees of funding opportunities, DRPT's scoring system, and requirements to receive a grant. These webinars are hosted annually in anticipation of the opening of the grant application period, which began December 1.
 - Through the Fall, DRPT has participated in the Technical Working Group of the Joint Subcommittee on Northern Virginia Growing Needs of Public Transit. The Joint Subcommittee will continue to meet in 2025, evaluating cost containment, land use strategies, and sustainable long-term funding options for public transit in the region.

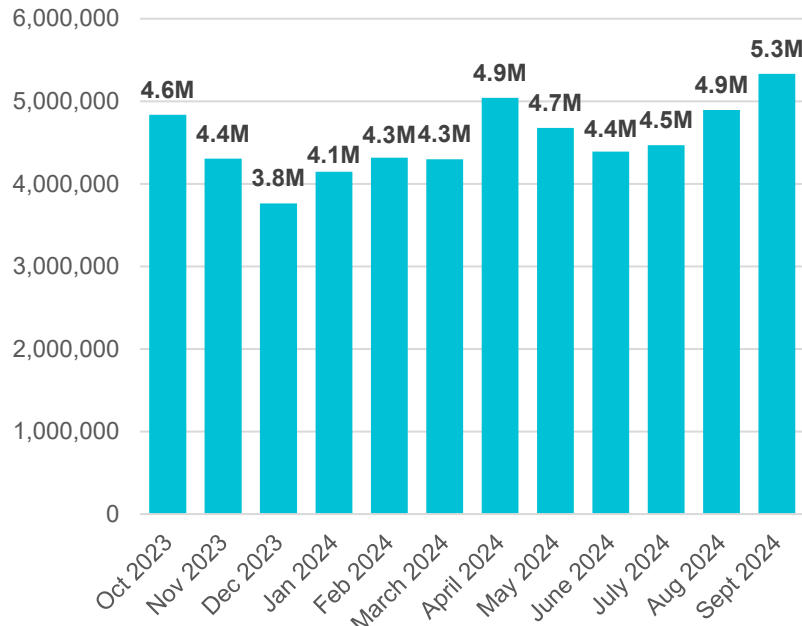
Cultivate a sustainable well-managed organization

- **Promote DRPT's compelling story and valuable contribution with internal and external stakeholders.**
 - On October 17, DRPT updated the Lynchburg Regional Business Alliance's Regional Economic Development Team about the Central Virginia Rail Economic Development Study.
- **Enhance the customer experience through well-designed processes and systems.**
 - On November 1, Operation Lifesaver, Inc (OLI) announced their Rail Transit Safety Education Public Awareness Grants, which included funding for Hampton Roads Transit (HRT). This award will help HRT promote light-rail safety in downtown Norfolk, Va., adding new station signage and partnering with the Norfolk Tides and Norfolk Admirals, sharing the lifesaving rail safety education message. The campaign will include in-person safety efforts around sports facilities and broad outreach across social media, radio, and TV.
- **Be good stewards of public resources.**
 - DRPT executed a 6-month extension to the DC2RVA grant. This grant between DRPT and FRA was originally awarded to complete NEPA clearance and preliminary engineering for building out a continuous 3rd track between Washington, DC, and Richmond. The remaining \$5M is to be used to support Transforming Rail in Virginia activities per an agreement between DRPT and VPRA.
 - DRPT has conducted several site visits to inspect Rail Preservation grant-funded projects at Buckingham Branch and Norfolk-Portsmouth Beltline Railroads. These visits ensure that funded projects meet program requirements.

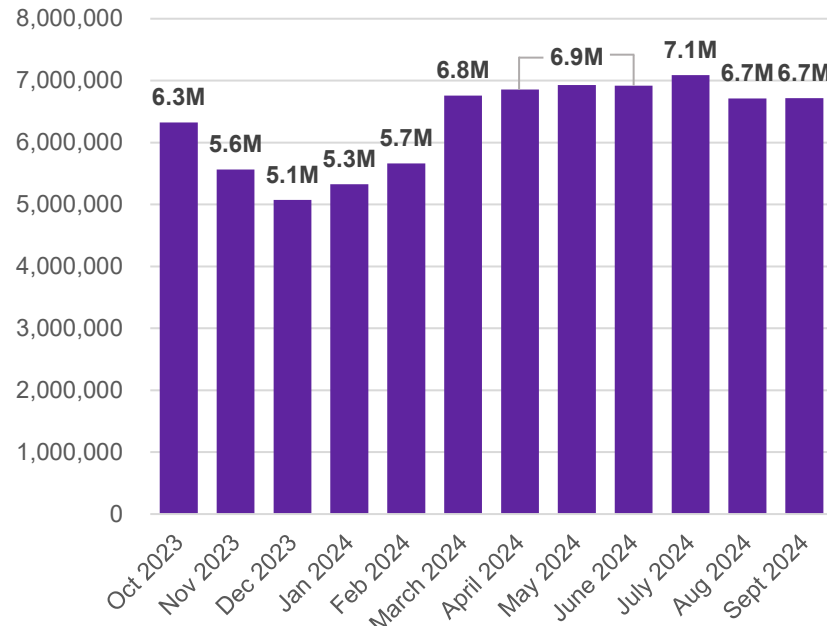
Performance Measures

Statewide Transit Ridership

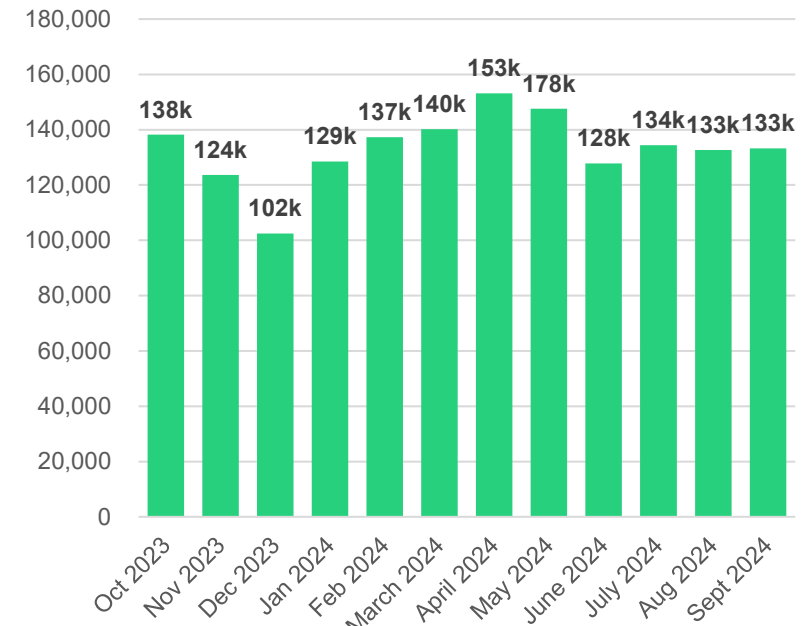
Statewide Transit Ridership – October 2023 to September 2024



Virginia Agencies



WMATA

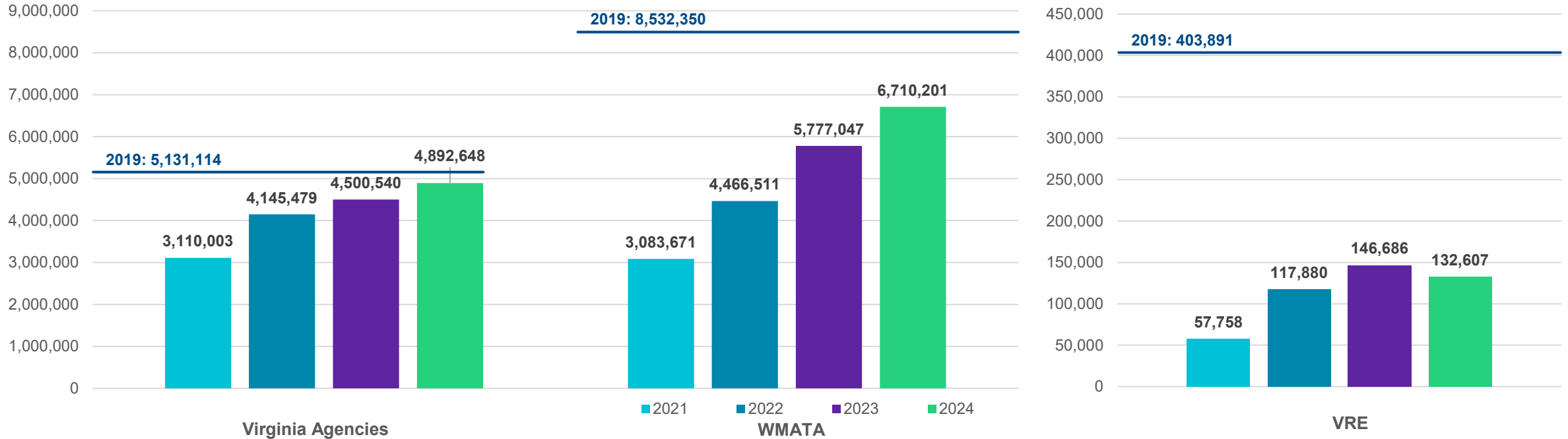


VRE

Agencies	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	March 2024	April 2024	May 2024	June 2024	July 2024	Aug 2024	Sept 2024	Total
Virginia Agencies	4,835,647	4,304,012	3,760,804	4,145,959	4,315,366	4,297,568	5,042,731	4,676,698	4,390,153	4,467,542	4,892,648	5,333,648	54,462,776
VRE	138,189	123,610	102,453	128,540	137,284	140,182	153,139	147,561	127,770	134,350	132,607	133,247	1,598,932
WMATA	6,323,067	5,566,283	5,072,553	5,324,597	5,660,243	6,759,533	6,856,539	6,930,758	6,916,793	7,089,451	6,710,201	6,717,554	75,927,572
All Agencies + VRE + WMATA	11,296,903	9,993,905	8,935,810	9,599,096	10,112,893	11,197,283	12,052,409	11,755,017	11,434,716	11,691,343	11,735,456	12,184,449	131,989,280

Statewide Ridership Comparison: August Year-to-Year

Ridership Comparison: Year-to-Year
2021 – 2024

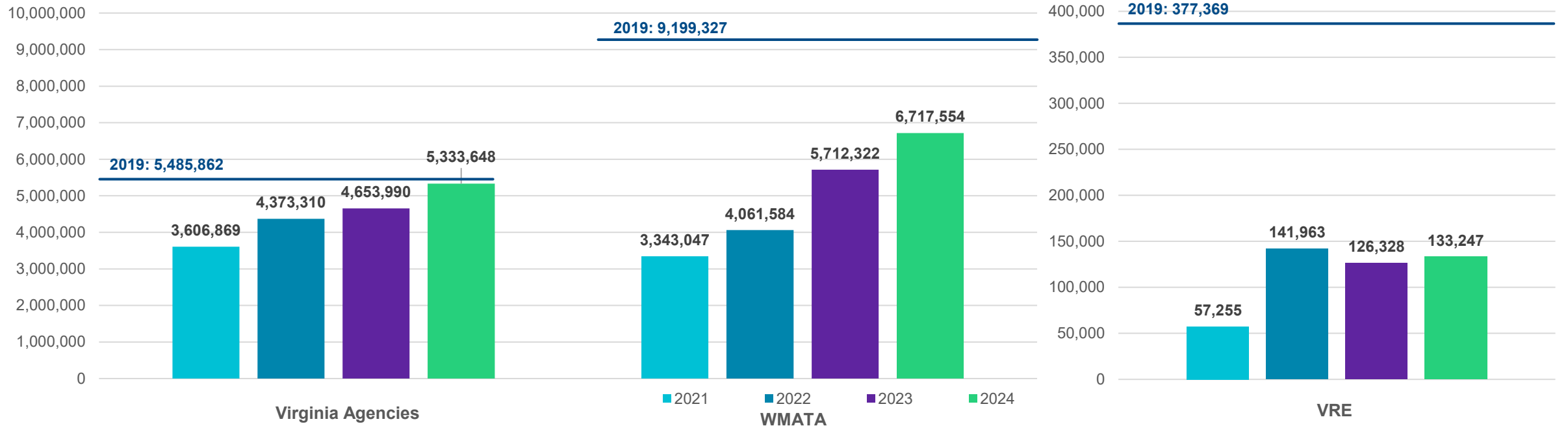


August 2019 (pre-pandemic): Ridership for all Virginia Agencies + VRE + WMATA was 14,067,355

Mode	2021	2022	2023	2024	2024 vs 2021	2024 vs 2022	2024 vs 2023
Virginia Agencies	3,110,003	4,145,479	4,500,540	4,892,648	57%	18%	9%
VRE	57,758	117,880	146,686	132,607	130%	12%	-10%
WMATA	3,083,671	4,466,511	5,777,047	6,710,201	118%	50%	16%
All Agencies + VRE + WMATA	6,251,432	8,729,870	10,424,273	11,735,456	88%	34%	13%

Statewide Ridership Comparison: September Year-to-Year

Ridership Comparison: Year-to-Year
2021 – 2024



September 2019 (pre-pandemic): Ridership for all Virginia Agencies + VRE + WMATA was 15,062,558

Mode	2021	2022	2023	2024	2024 vs 2021	2024 vs 2022	2024 vs 2023
Virginia Agencies	3,606,869	4,373,310	4,653,990	5,333,648	48%	22%	15%
VRE	57,255	141,963	126,328	133,247	133%	-6%	5%
WMATA	3,343,047	4,061,584	5,712,322	6,717,554	101%	65%	18%
All Agencies + VRE + WMATA	7,007,171	8,576,857	10,492,640	12,184,449	74%	42%	16%

Virginia Breeze Ridership - August

In August 2024, ridership on VA Breeze routes totaled 4,643 which was:

- 162% higher than original estimates, and
- 14% higher than August 2023

For the month of August 2024, the VA Breeze contributed to a reduction of 185 metric tons of CO₂ equivalent emissions.

Valley Flyer:

- Ridership 12% higher than August 2023
- Farebox Rev. – 8% higher than August 2023

Piedmont Express:

- Ridership – 10% higher than August 2023
- Farebox Rev. – 17% higher than August 2023

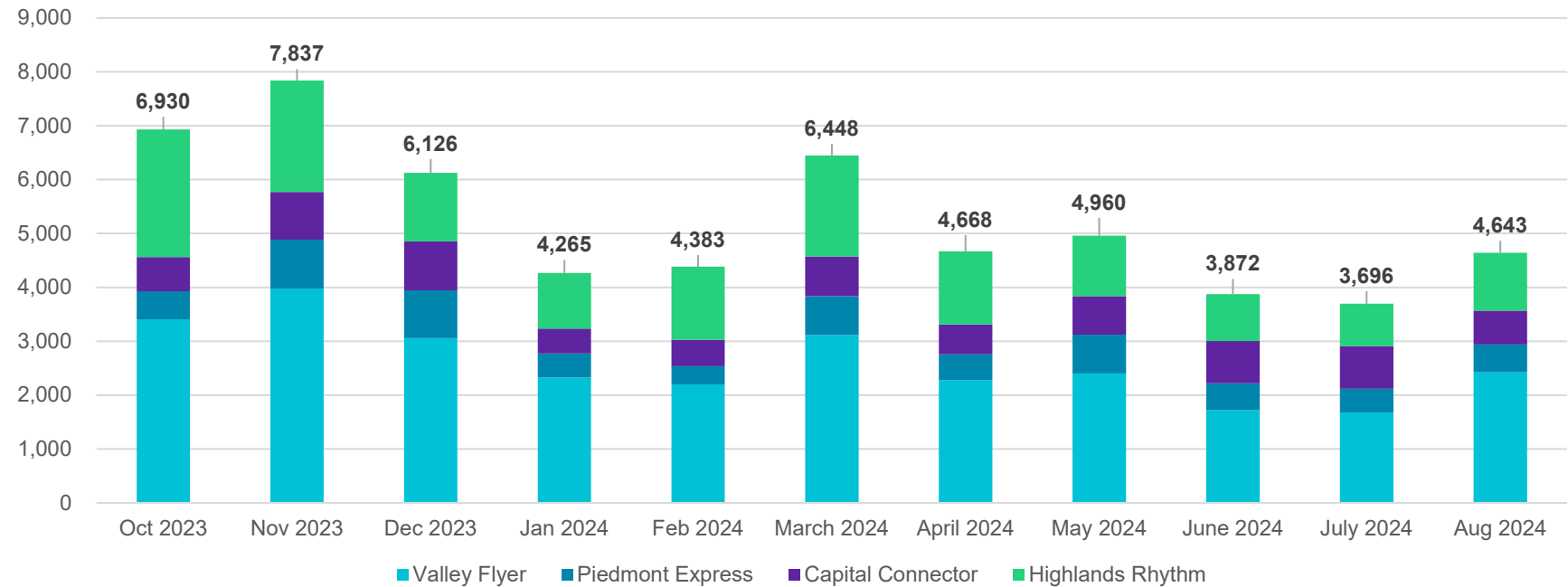
Capital Connector:

- Ridership – 16% higher than August 2023
- Farebox Rev. – 21% higher than August 2023

Highlands Rhythm:

- Ridership – 20% higher than August 2023
- Farebox Rev – 22% higher than August 2023

Virginia Breeze Ridership by Route – September 2023 to August 2024



Route	Sept 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	March 2024	April 2024	May 2024	June 2024	July 2024	Aug 2024	Total
Valley Flyer	2,562	3,407	3,975	3,058	2,326	2,196	3,117	2,281	2,404	1,722	1,676	2,421	31,145
Piedmont Express	486	521	907	887	447	343	719	476	719	500	440	518	6,963
Capital Connector	488	634	891	908	462	488	736	551	714	781	789	631	8,073
Highlands Rhythm	1,234	2,368	2,064	1,273	1,030	1,356	1,876	1,360	1,123	869	791	1,073	16,417
All Routes	4,770	6,930	7,837	6,126	4,265	4,383	6,448	4,668	4,960	3,872	3,696	4,643	62,598

Virginia Breeze Ridership - September

In September 2024, ridership on VA Breeze routes totaled 5,048 which was:

- 176% higher than original estimates, and
- 4% higher than September 2023

For the month of September 2024, the VA Breeze contributed to a reduction of 190 metric tons of CO₂ equivalent emissions.

Valley Flyer:

- Ridership 6% lower than September 2023
- Farebox Rev. – 11% lower than September 2023

Piedmont Express:

- Ridership – 4% lower than September 2023
- Farebox Rev. – 5% lower than September 2023

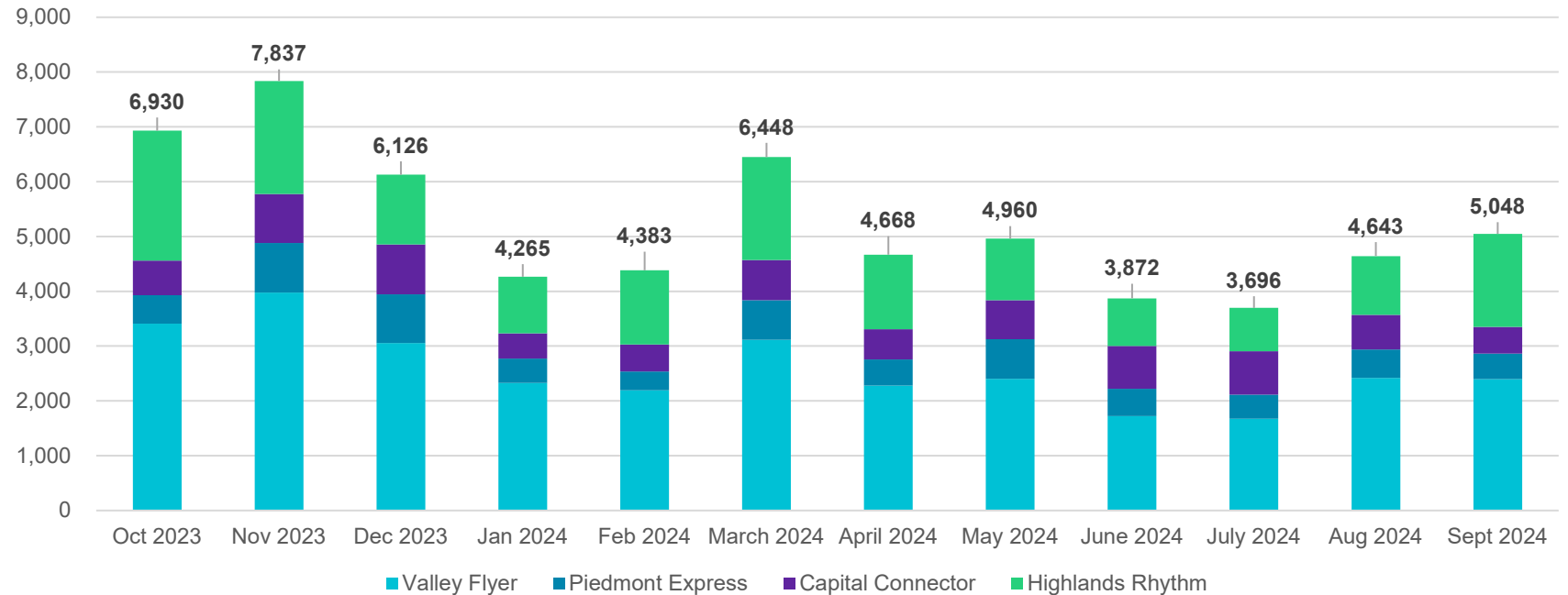
Capital Connector:

- Ridership – 1% lower than September 2023
- Farebox Rev. – 3% lower than September 2023

Highlands Rhythm:

- Ridership – 28% higher than September 2023
- Farebox Rev – 29% higher than September 2023

Virginia Breeze Ridership by Route – October 2023 to September 2024



Route	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	March 2024	April 2024	May 2024	June 2024	July 2024	Aug 2024	Sept 2024	Total
Valley Flyer	3,407	3,975	3,058	2,326	2,196	3,117	2,281	2,404	1,722	1,676	2,421	2,399	31,145
Piedmont Express	521	907	887	447	343	719	476	719	500	440	518	467	6,963
Capital Connector	634	891	908	462	488	736	551	714	781	789	631	483	8,073
Highlands Rhythm	2,368	2,064	1,273	1,030	1,356	1,876	1,360	1,123	869	791	1,073	1,699	16,417
All Routes	6,930	7,837	6,126	4,265	4,383	6,448	4,668	4,960	3,872	3,696	4,643	5,048	62,598

Amtrak Virginia Ridership (Virginia Passenger Rail Authority)

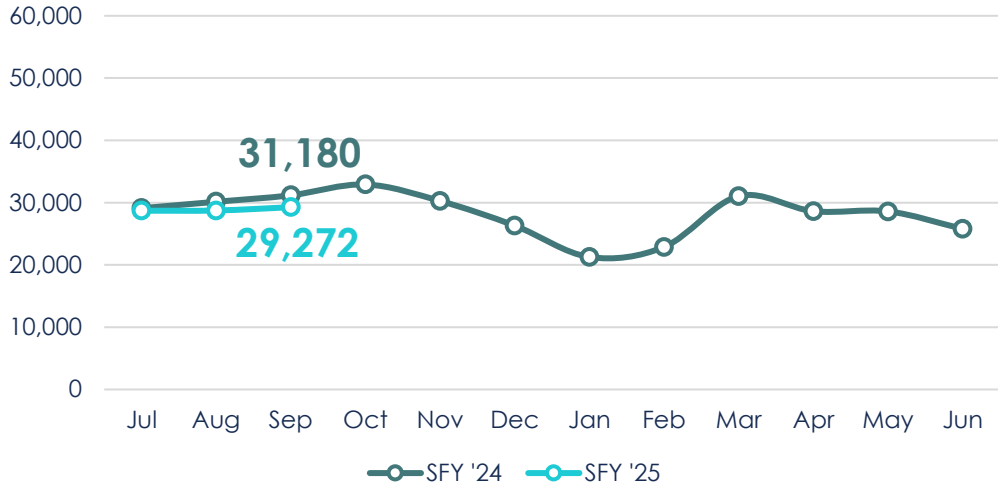
Virginia-Supported Monthly Ridership by Route SFY '25 vs. SFY '24

Weekends remain the most popular ridership days.

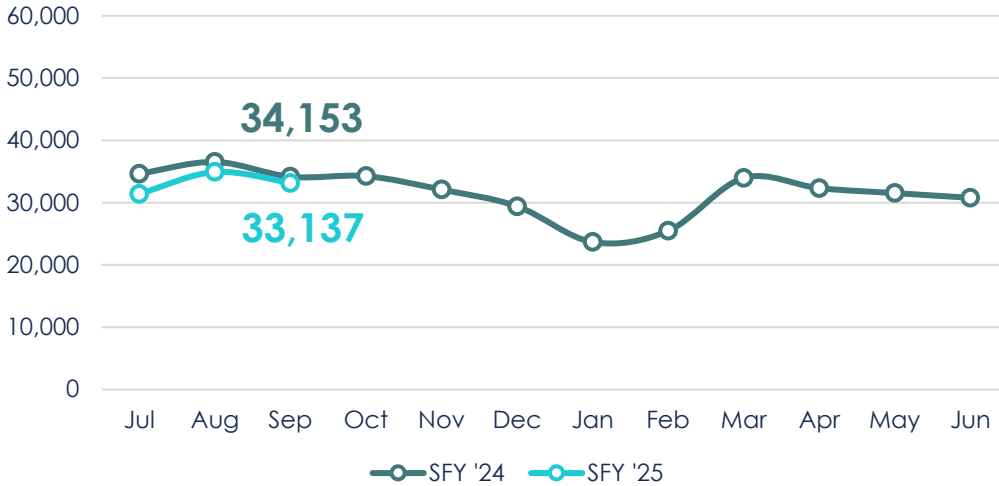
While ridership remains lower YoY, revenues are higher YoY across all four routes.

VPRA continues to partner with Amtrak to ensure balanced growth of both ridership & revenue.

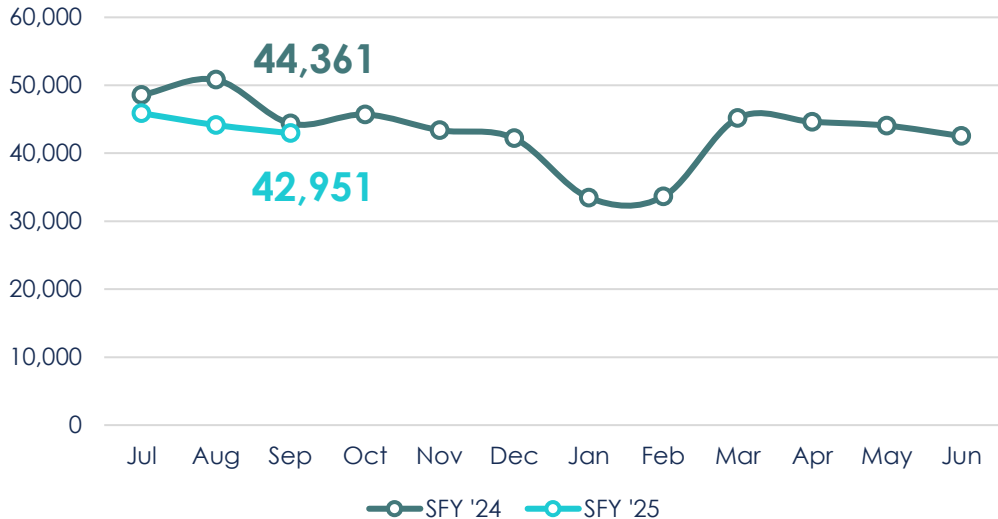
Route 46: Roanoke (-6.1%)



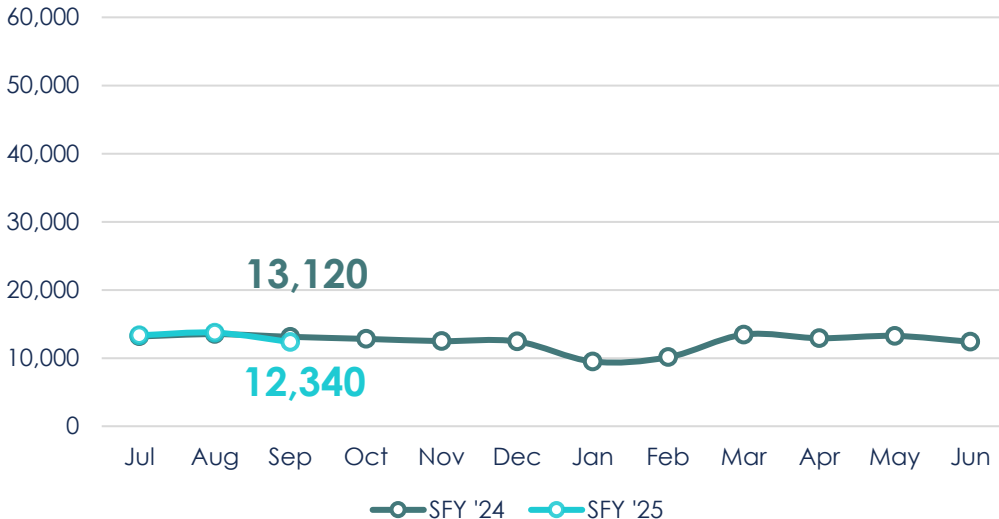
Route 47: Newport News (-3.0%)



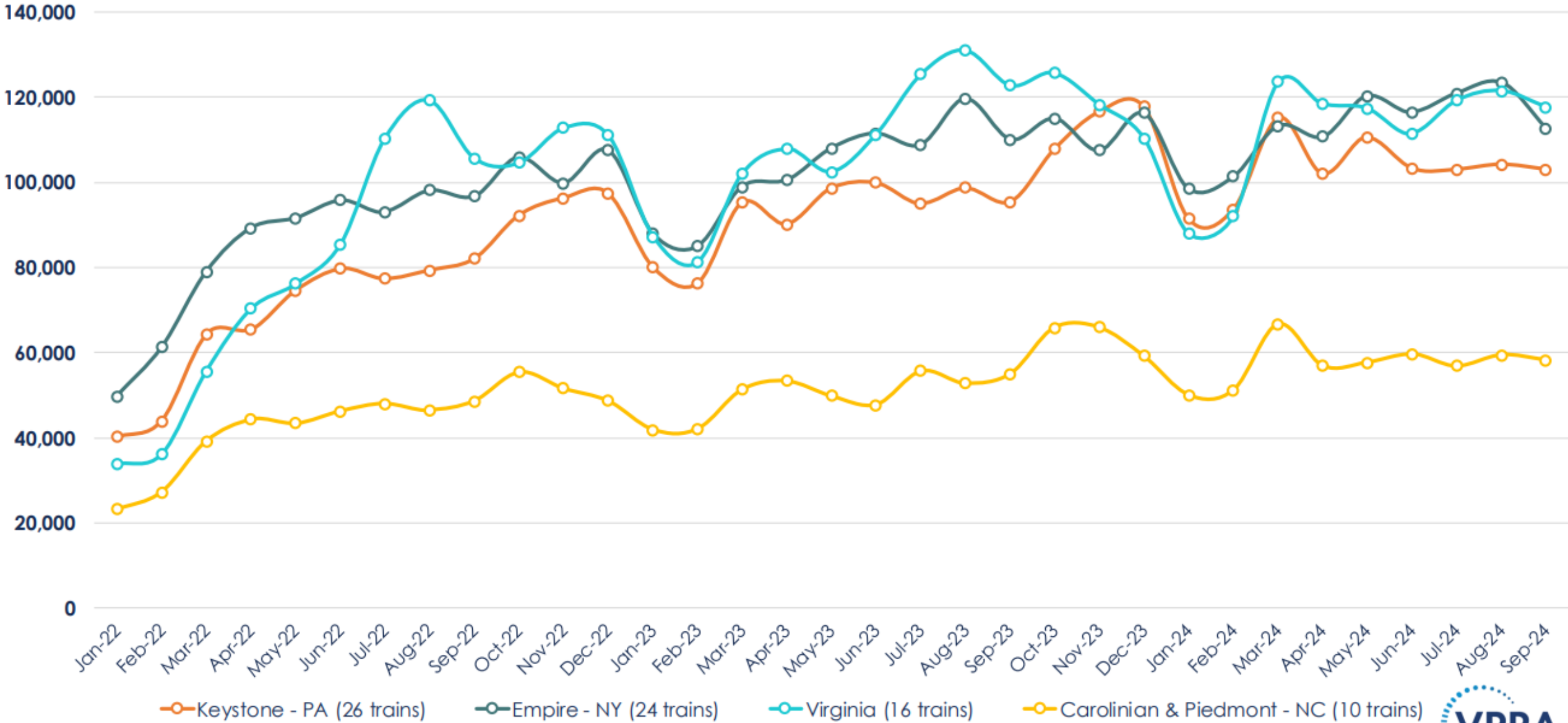
Route 50: Norfolk (-3.2%)



Route 51: Richmond (-5.9%)



Virginia & Comparable State-Supported Service Ridership



Note: Daily Roundtrips = Number of trains ÷ 2



Richmond Layover Facility Project Description

Total Cost Estimate - \$60 Million

Total SMART SCALE Request – \$37.25 Million

At the existing Fulton Yard, three storage tracks and one maintenance platform to serve Amtrak's new Airo trainsets for overnight storage and maintenance. Additional project elements include drainage improvements, relocating the CSX crew trailer and access road, Amtrak maintenance building, and Amtrak parking. The facility is a component of the \$4.7B VPRA-led Transforming Rail in Virginia (TRV) Project.

As more passenger rail services come online due to the 2030 completion of TRV, it will eliminate up to 10 deadhead moves (Staples Mill to Main St Station), reduce congestion, and improve operations in the Richmond Area.



CTB Policy

The adopted Board policy establishes the methodology outlined in the SMART SCALE Technical Guide, which outlines the requirement that the request must meet a VTrans Need, be eligible, and be ready for the process. OIPI has established:

VTrans Need - Met

Eligibility – Met

Readiness – Met*

Other Relevant Information

*Readiness issue relating to schedule and construction completion. The project is currently underway and in design. While funding is not allocated directly, an identified funding source is available, and the project has been integrated into the schedule. The availability of SMART SCALE funds for Round 6 (FY2030/2031) is beyond the anticipated construction completion date, and SMART SCALE money cannot be used to refund projects.

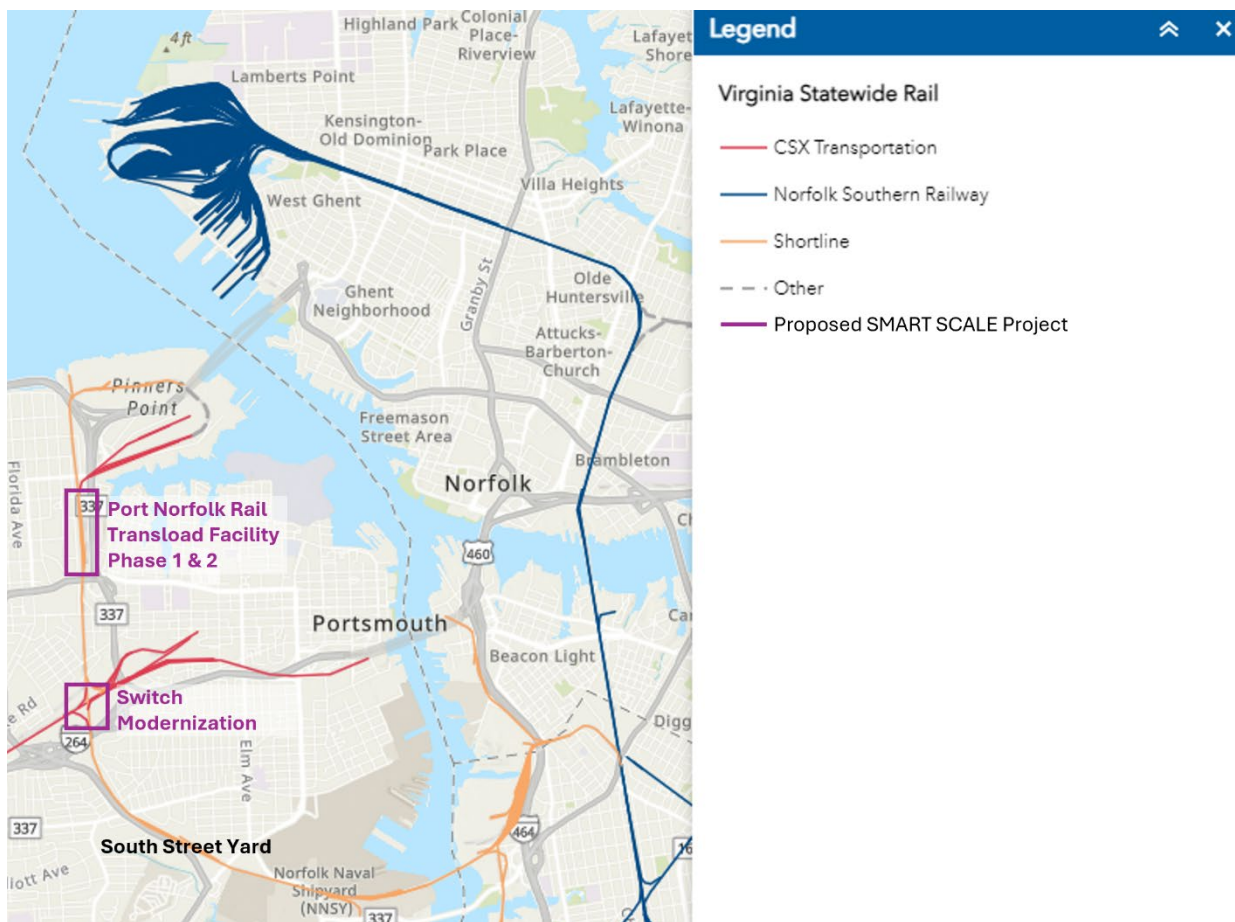
Norfolk PBL Improvements Project Description

Total Cost Estimate - \$71 Million

Total SMART SCALE Request - \$34 Million

The project proposes improvements along the Norfolk Portsmouth Belt Line (NPBL), a terminal switching company, with 36 miles of track that links commerce around the deep-water port from Sewell's Point to Portsmouth Marine Terminal and the Southern Branch of the Elizabeth River.

There are two components to the request. The first component, Port Norfolk Transload Phase 1, includes the construction of a transload facility with three unloading tracks and a run-thru track for continued access to PMT and CSX's Pinners Point intermodal yard. Phase 2 expands the transload facility built in Phase 1, demolishing existing structures, acquiring additional property for run-around track construction, and building two bulk transload stations. The second component is switch modernization at the intersection of NPBL and CSX lines to improve efficiencies on the NPBL, as shown on the map below.



CTB Policy

The adopted Board policy establishes the methodology outlined in the SMART SCALE Technical Guide, which outlines the requirement that the request must meet a VTrans Need, be eligible, and be ready for the process. OIPI has reviewed:

CTB Member SMART SCALE Round 6 Requests

December 4, 2024

VTrans Need – Not Met. There is no VTrans Need co-located with the project to associate the carload traffic with truck traffic on nearby facilities. A transportation study or analysis outlining the traffic distribution is needed to identify needs that are potentially met attributable to the project.

Eligibility – Met

Readiness – Not Met. No planning study; the study required is an equivalent of a traffic impact analysis outlining where the traffic impact (or diversion) is occurring and what improvements are needed related to the distribution of traffic. The recommendations from the study should include this project as a solution. DRPT provided 10% plans, carload projections (need information on where the trips are coming from), and a letter of support from the railroad operator.

Other Relevant Information

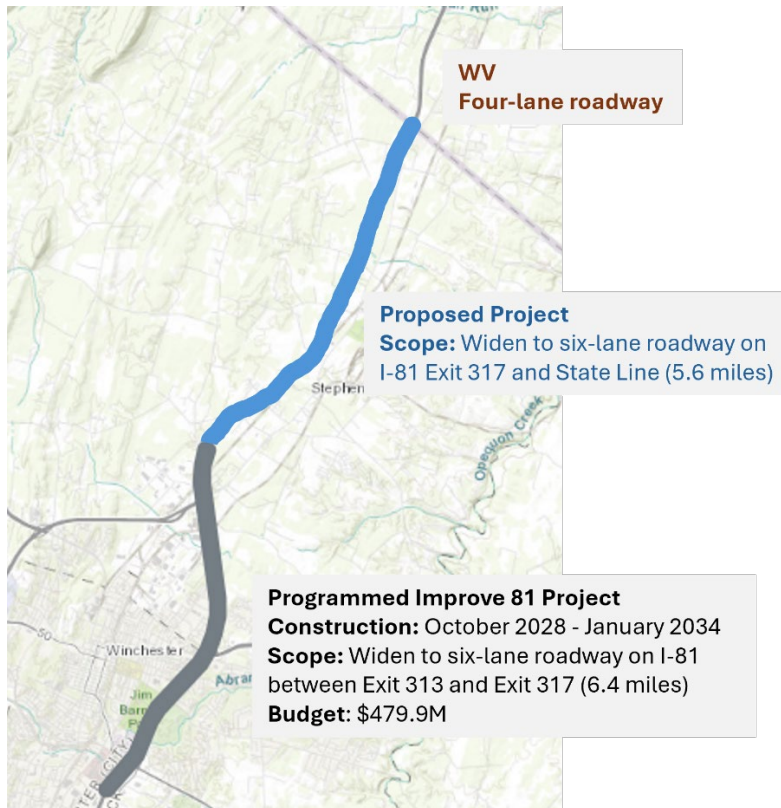
SMART SCALE would delay the project schedule. The 60% design plans for Phase 2 are nearly complete, highlighting that the project schedule and SMART SCALE Funding do not align. Phase 1 will be completed in 2025, the switch modernization in 2028, and Phase 2 in 2029. The availability of SMART SCALE funds for Round 6 (FY2030/2031) is beyond the anticipated construction completion date. SMART SCALE money cannot be used to refund projects.

I-81 Widening Project Description

Total Cost Estimate - Unknown

Total SMART SCALE Request - 100% of Total Cost Estimate

Request to widen 5.6 miles from a four-lane to a six-lane roadway along I-81 from Exit 317 to the VA/WV State Line (Frederick County, VA). The six-lane roadway would tie into the currently programmed Improve 81 six-lane roadway on the south end and a four-lane roadway at West Virginia on the north end.



CTB Policy

The adopted Board policy establishes the methodology outlined in the SMART SCALE Technical Guide, which outlines the requirement that the request must meet a VTrans Need, be eligible, and be ready for the process. OIPI has established:

VTrans Need - Met

Eligibility – Met

Readiness – Not Met. There is no clear project scope, sketch, schedule, estimate, planning study or resolution of support from WinFred MPO.

Other Relevant Information

This location was not identified in the 2018 I-81 Corridor Improvement Plan as a performance issue area (safety, operations, congestion), as such capital or operational improvements were not recommended in the study.