



## 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  
5<sup>th</sup> 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  
Page 2

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*

## #



# I-495 SOUTHSIDE EXPRESS LANES STUDY

Environmental Assessment (EA) - Range of Alternatives

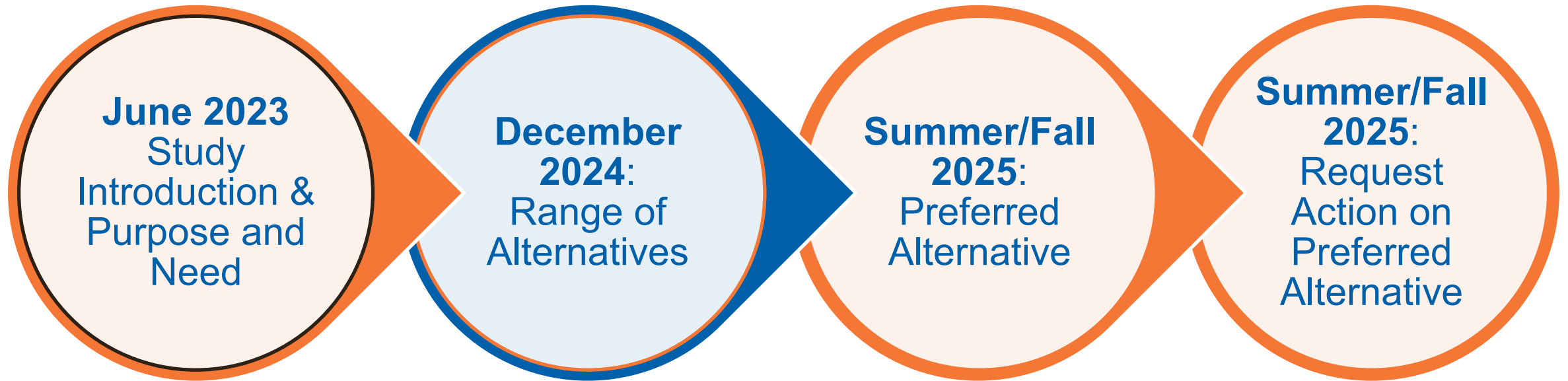
Scott Smizik

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 <sup>1</sup>
Transit TSM/TDM	New bus routes, adjacent park and ride lots	No <sup>2</sup>
Bicycle/Pedestrian Improvements	Bicycle/pedestrian trail improvements	No <sup>2</sup>
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

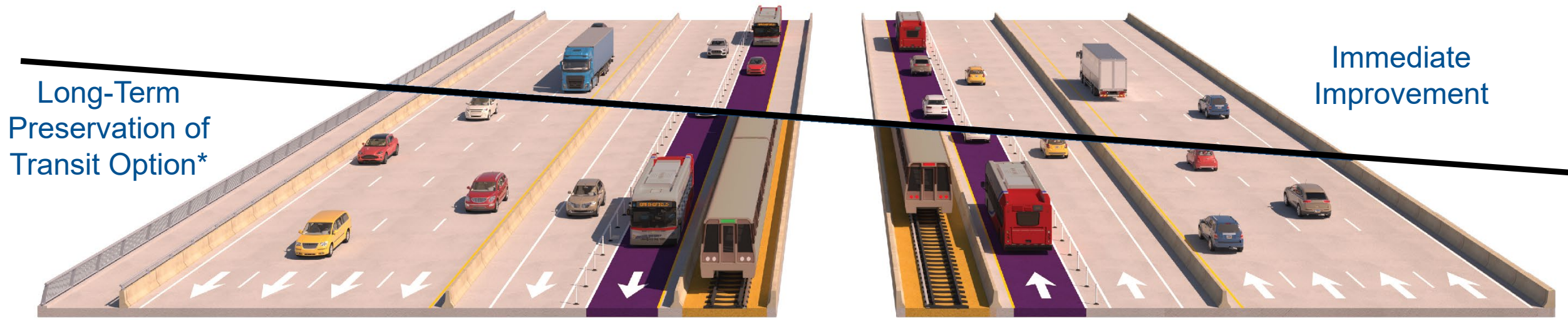
## +2 Express Lanes in each direction

- 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

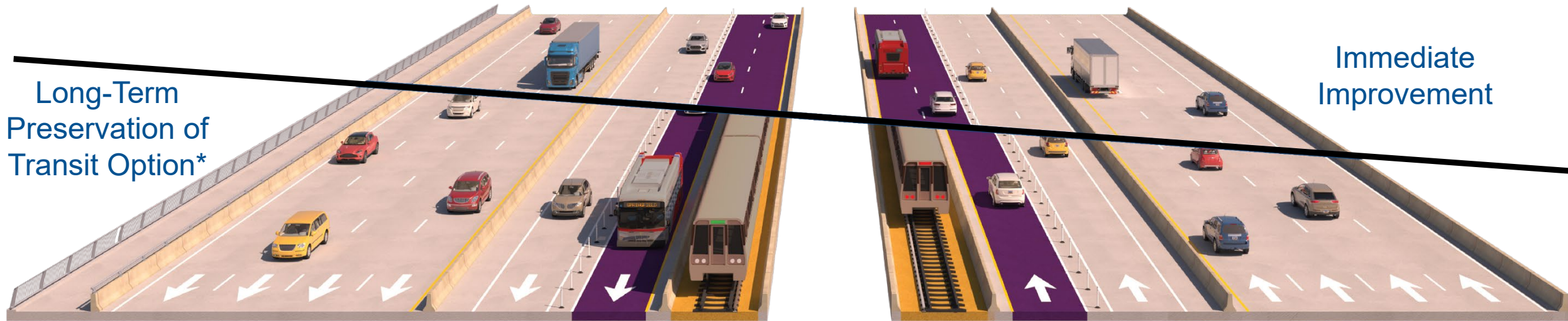
\* Should Future Transit (i.e. rail) be Provided by Others

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

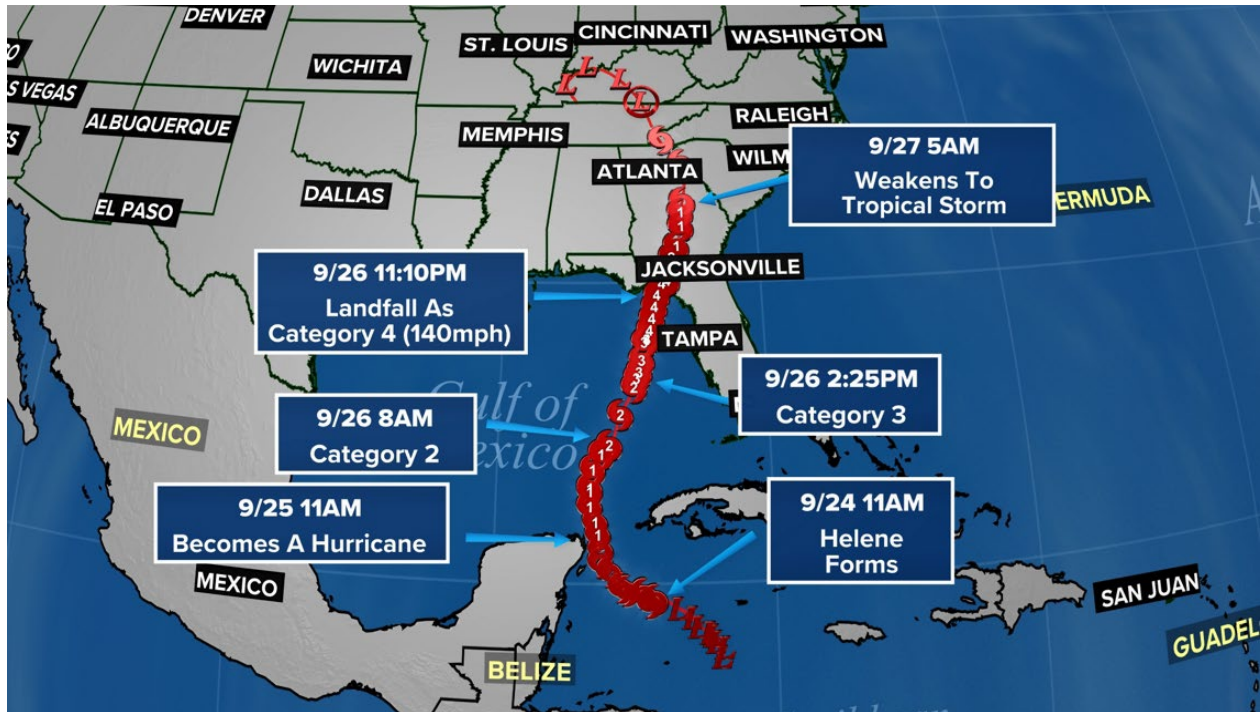
Preparedness, Response, and Recovery

| 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.

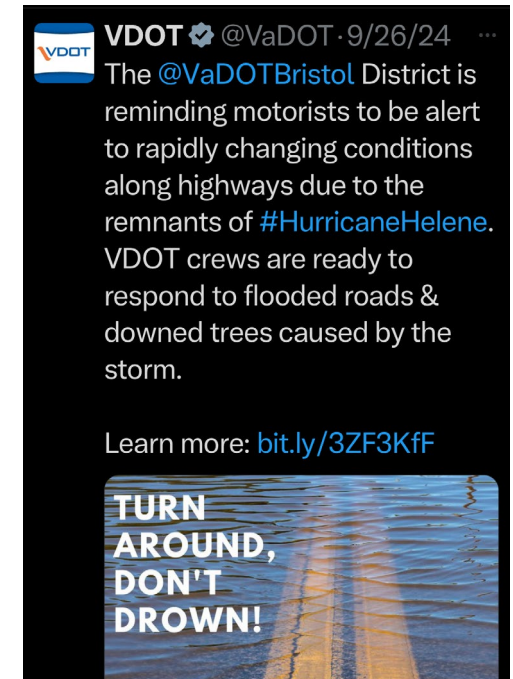
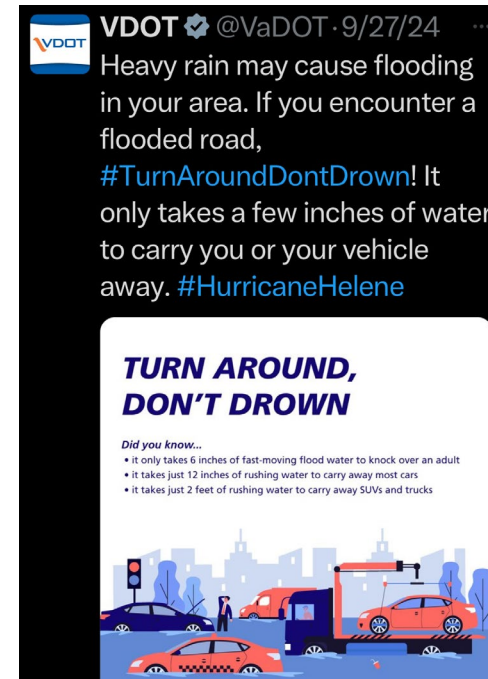
# Overview of Hurricane Helene

- **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 20<sup>th</sup>**
- **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
<b>Total</b>	<b>30</b>	<b>1</b>	<b>384</b>	<b>6</b>

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
<b>Total</b>	<b>99</b>	<b>4</b>

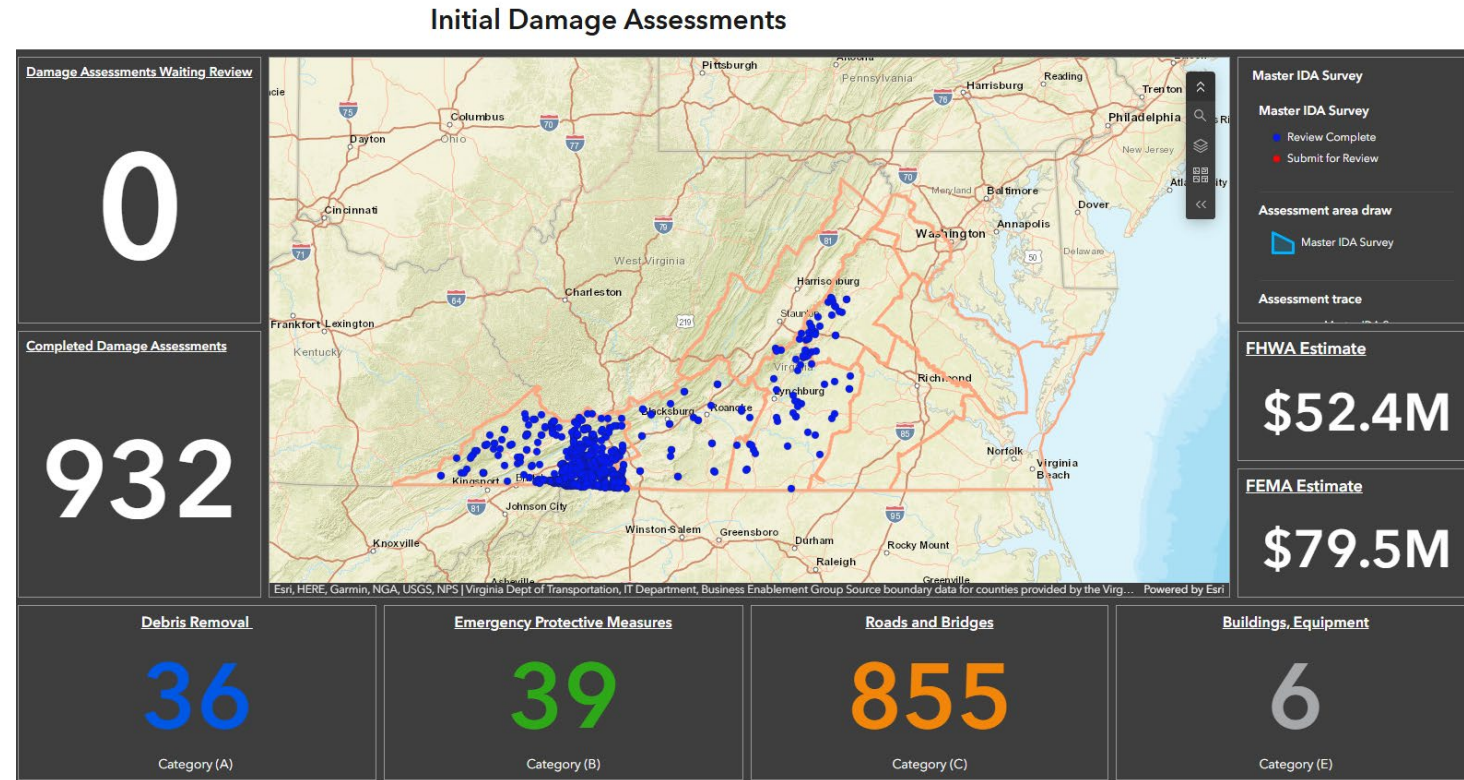
# Response

- **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



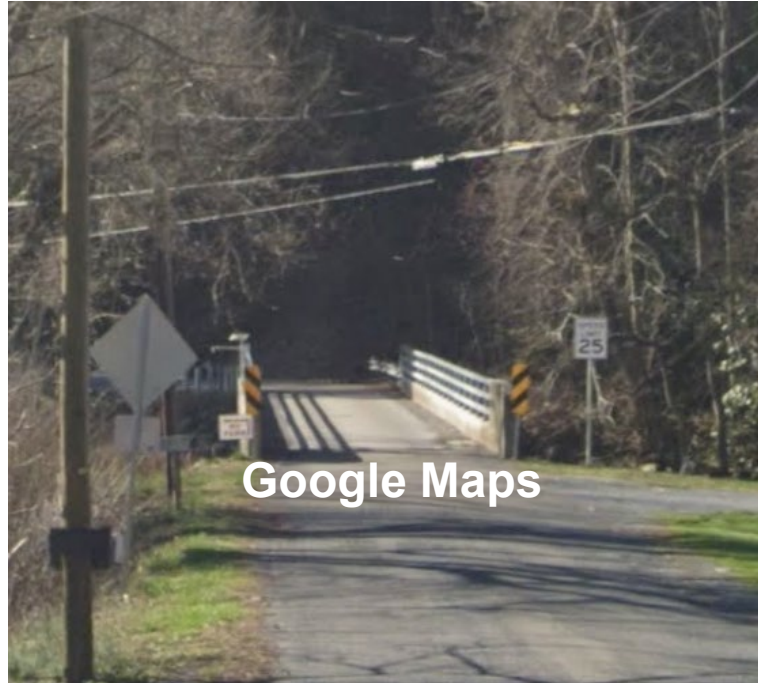
# Recovery

- **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%)



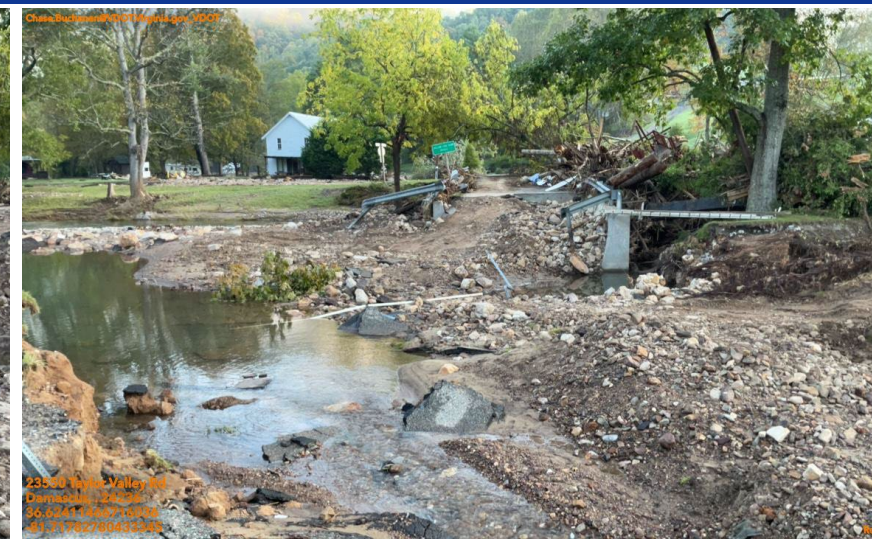
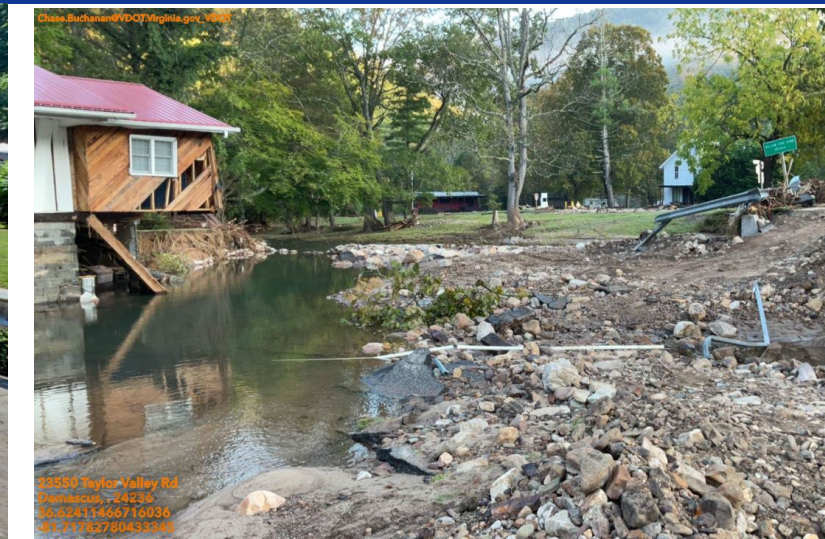
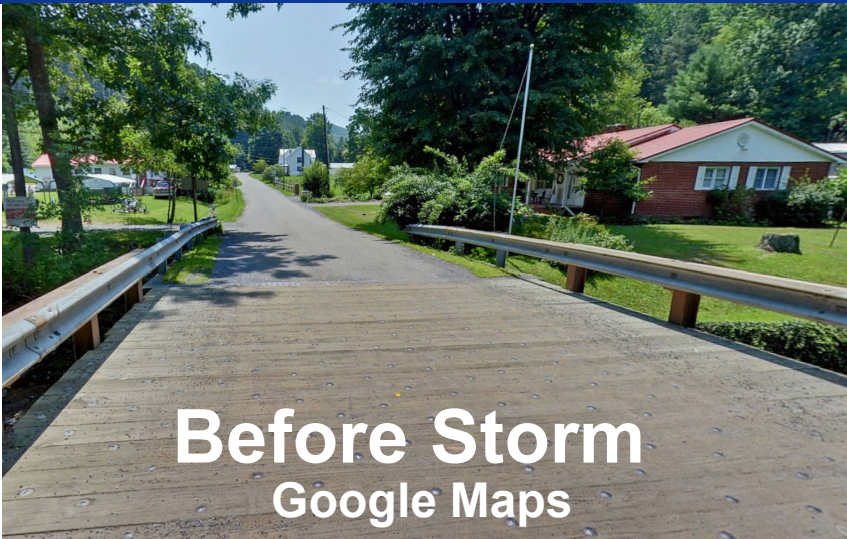


# Recovery – Route 1212 (Damascus)





# Recovery – Taylor’s Valley – Route 725 Bridge



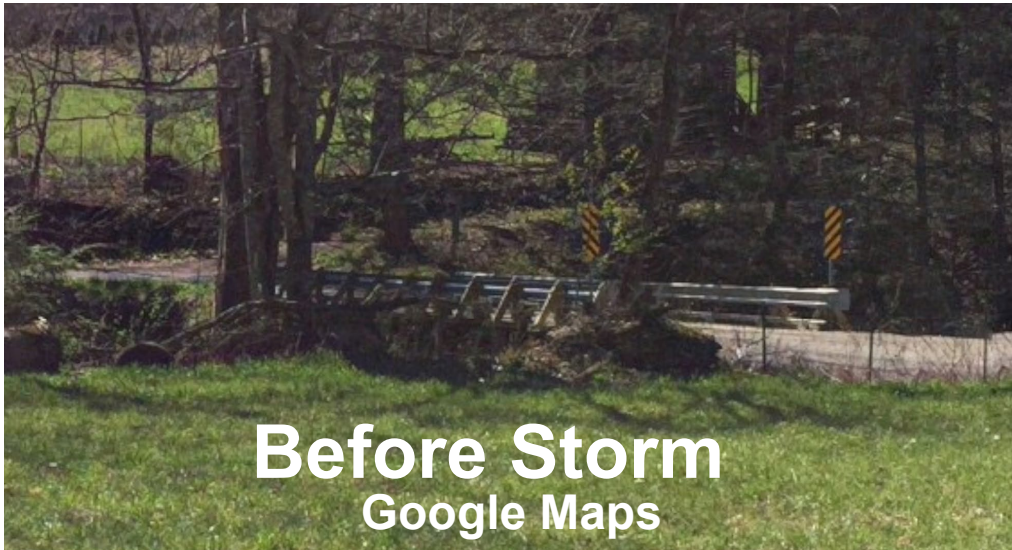


# Recovery – Taylor’s Valley – Route 725 (Temporary Bridge)



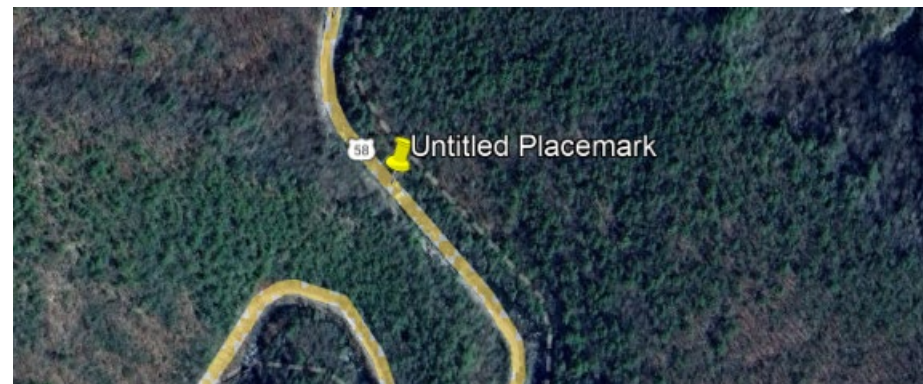
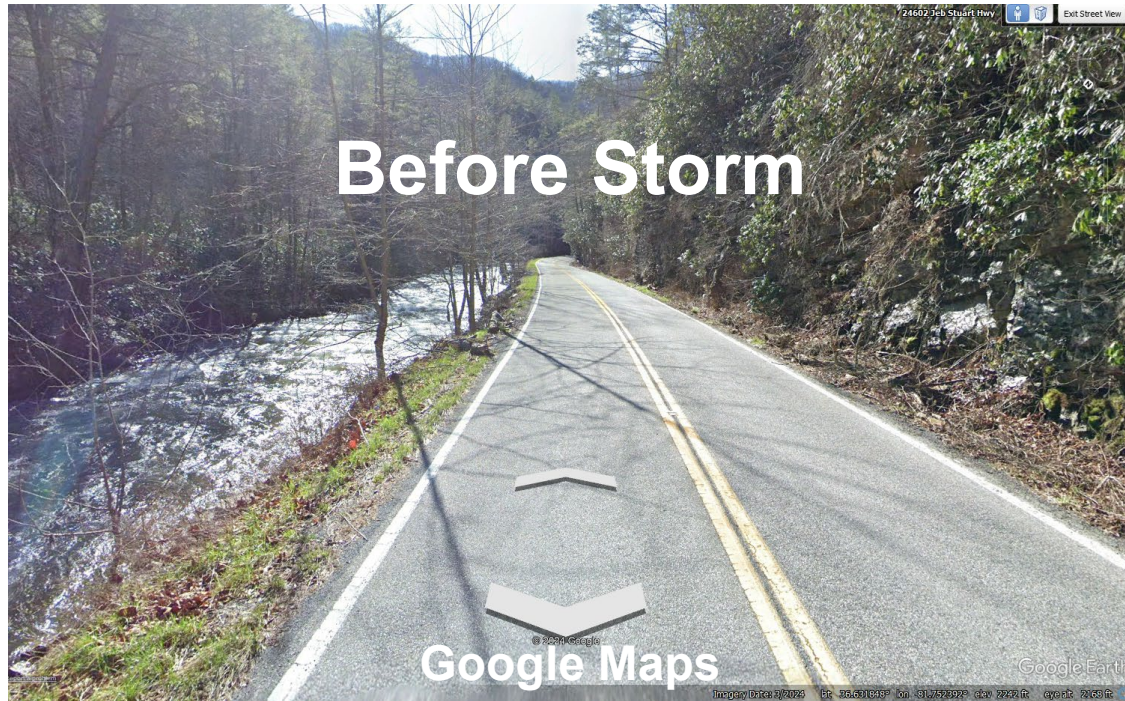


# Recovery – Taylor’s Valley - Route 725 Bridge





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

*This presentation is currently unavailable.*





# **SMART SCALE PROPOSED PROJECT CANCELLATION**

5<sup>th</sup> 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

## 5<sup>th</sup> 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**





# **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

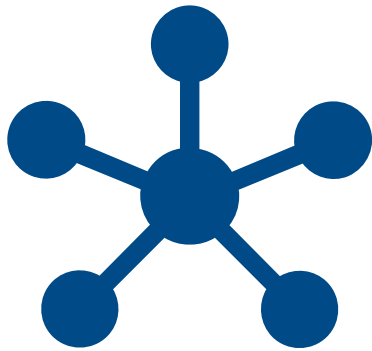
\$5.5M Annual Budget (from VDOT Construction Fund and shared with EDA program)

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

Approx. 4 Applications per Year

\$9M Allocated since 2018

# Program Goals



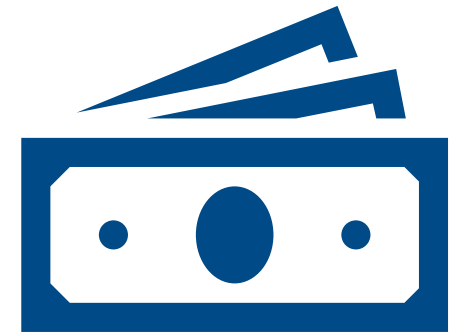
## Network Capacity

- 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 showing a large industrial site, likely a metals recycling facility. The site is adjacent to a multi-track railway line. In the foreground, there are several vehicles, including a white car, a dark truck, and a yellow excavator. A large pile of scrap metal is visible on the left. The ground is a mix of dirt, gravel, and concrete. The background shows more of the facility and some greenery.

# 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

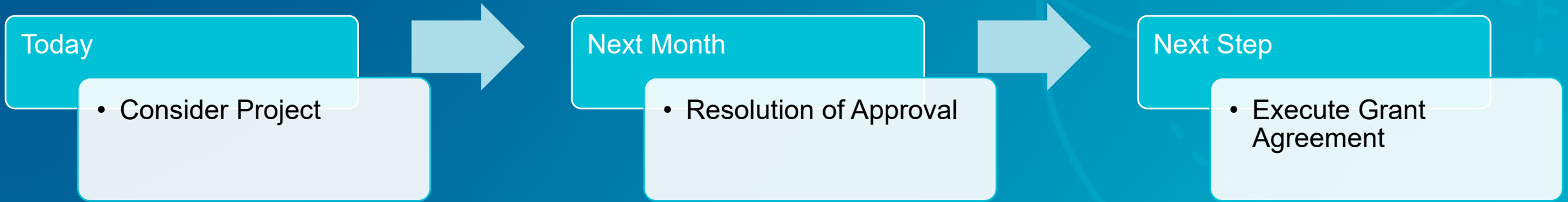
Categories	Score	Max
Carloads	20	20
Jobs	8	20
Transportation % of Total Investment	8	10
Private % of Rail Investment	8	10
Local Unemployment	8	20
Economic Development Area	10	10
Shortline	10	10
<b>TOTAL*</b>	<b>72</b>	<b>100</b>

\*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

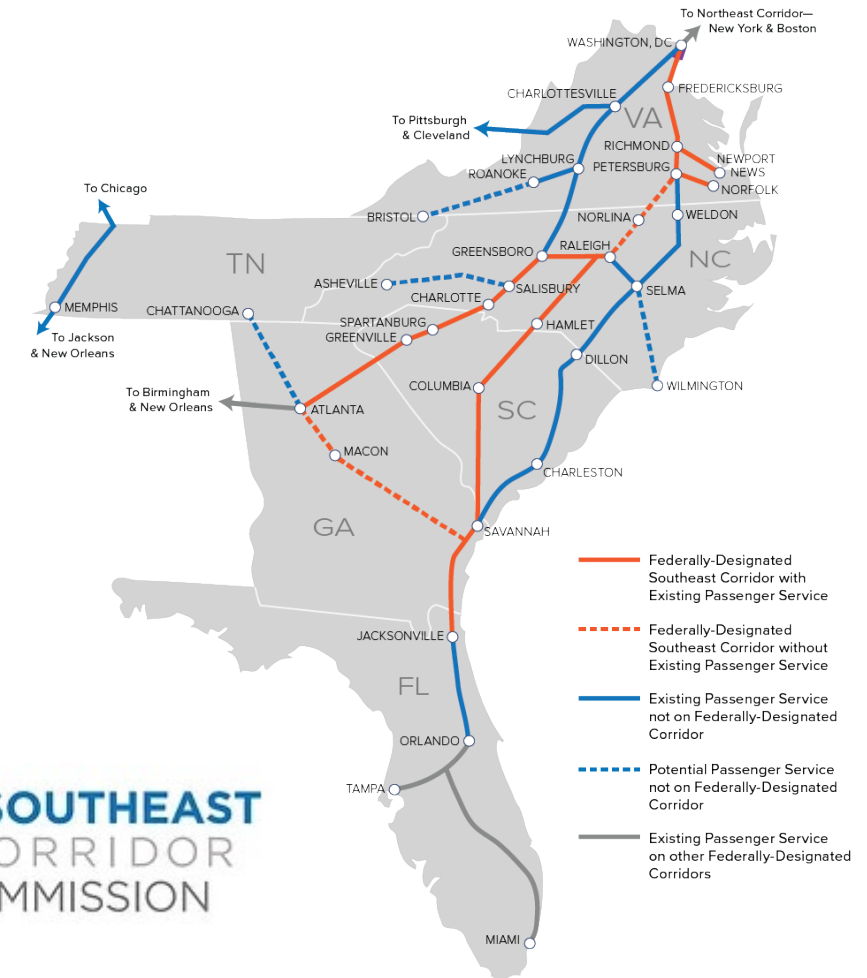
\*High-performance rail is proposed in VA and NC, rather than high-speed rail. Planned maximum authorized speeds between Richmond and Raleigh are not to exceed 110.



# 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



# 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.



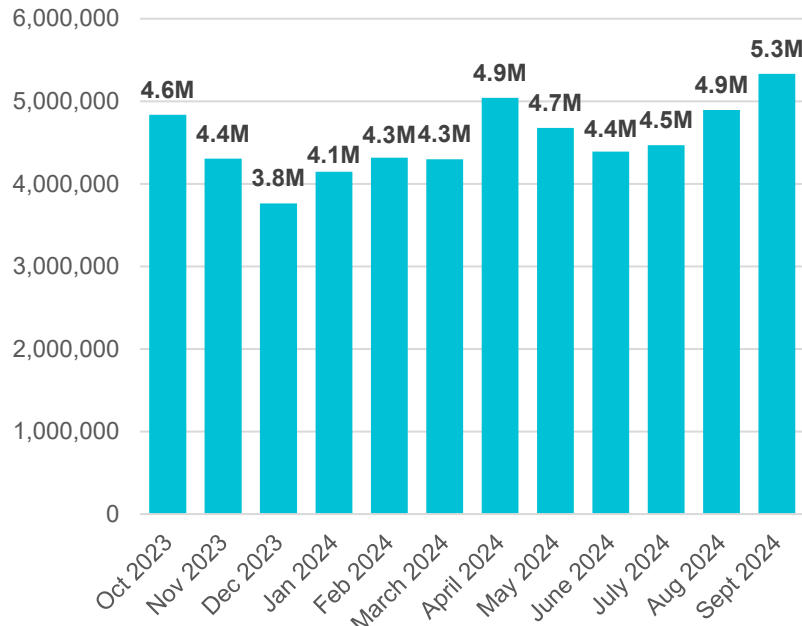
# Cultivate a sustainable well-managed organization

- **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 3<sup>rd</sup> 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.

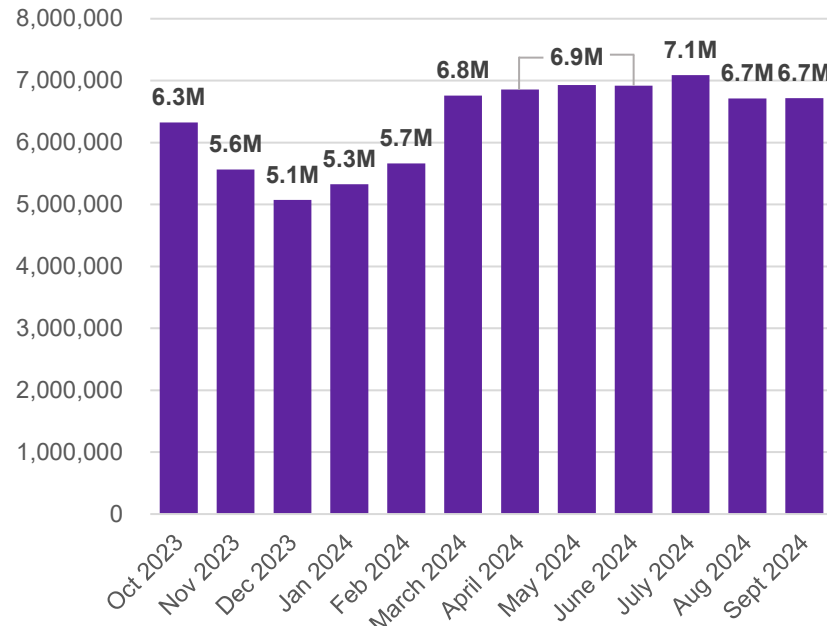
# Performance Measures

# Statewide Transit Ridership

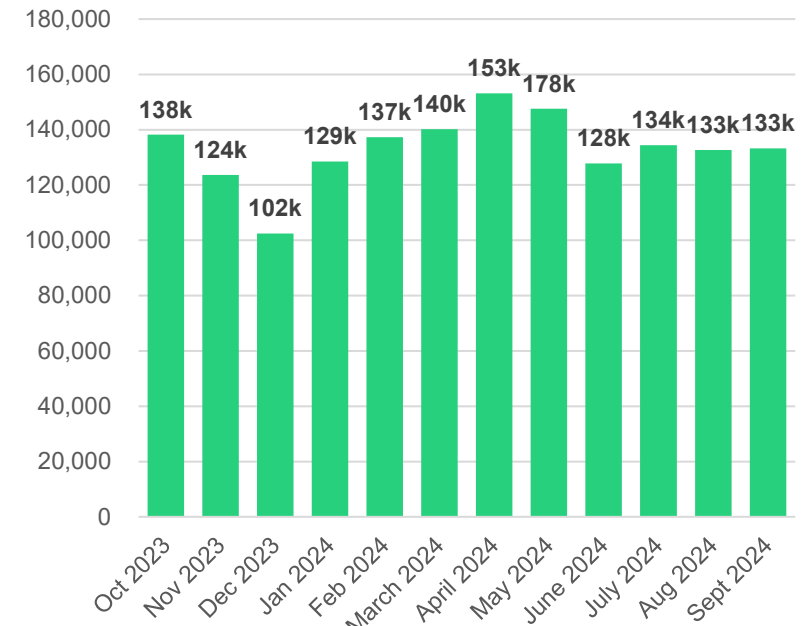
## Statewide Transit Ridership – October 2023 to September 2024



Virginia Agencies



WMATA

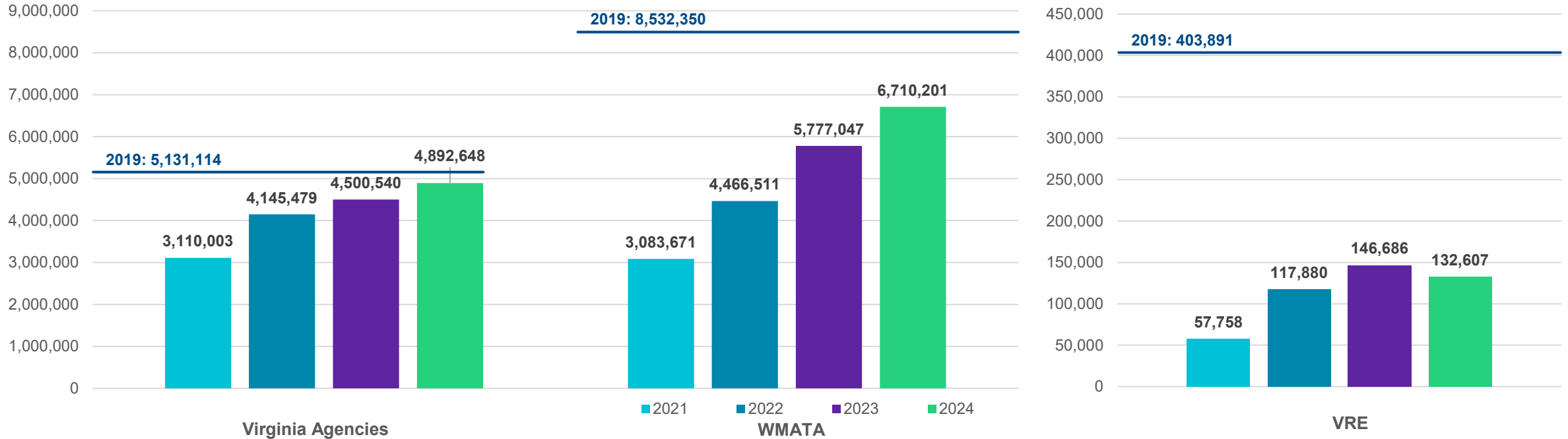


VRE

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
<b>All Agencies + VRE + WMATA</b>	<b>11,296,903</b>	<b>9,993,905</b>	<b>8,935,810</b>	<b>9,599,096</b>	<b>10,112,893</b>	<b>11,197,283</b>	<b>12,052,409</b>	<b>11,755,017</b>	<b>11,434,716</b>	<b>11,691,343</b>	<b>11,735,456</b>	<b>12,184,449</b>	<b>131,989,280</b>

# Statewide Ridership Comparison: August Year-to-Year

Ridership Comparison: Year-to-Year  
2021 – 2024



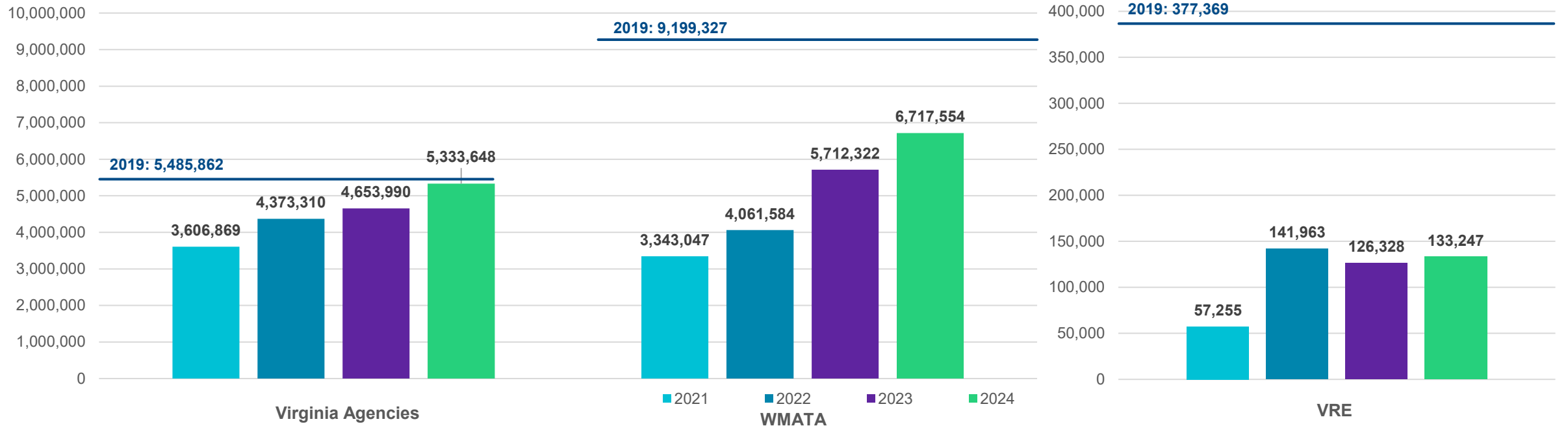
August 2019 (pre-pandemic): Ridership for all Virginia Agencies + VRE + WMATA was 14,067,355

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%
<b>All Agencies + VRE + WMATA</b>	<b>6,251,432</b>	<b>8,729,870</b>	<b>10,424,273</b>	<b>11,735,456</b>	<b>88%</b>	<b>34%</b>	<b>13%</b>



# 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%
<b>All Agencies + VRE + WMATA</b>	<b>7,007,171</b>	<b>8,576,857</b>	<b>10,492,640</b>	<b>12,184,449</b>	<b>74%</b>	<b>42%</b>	<b>16%</b>

# 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 CO<sub>2</sub> 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

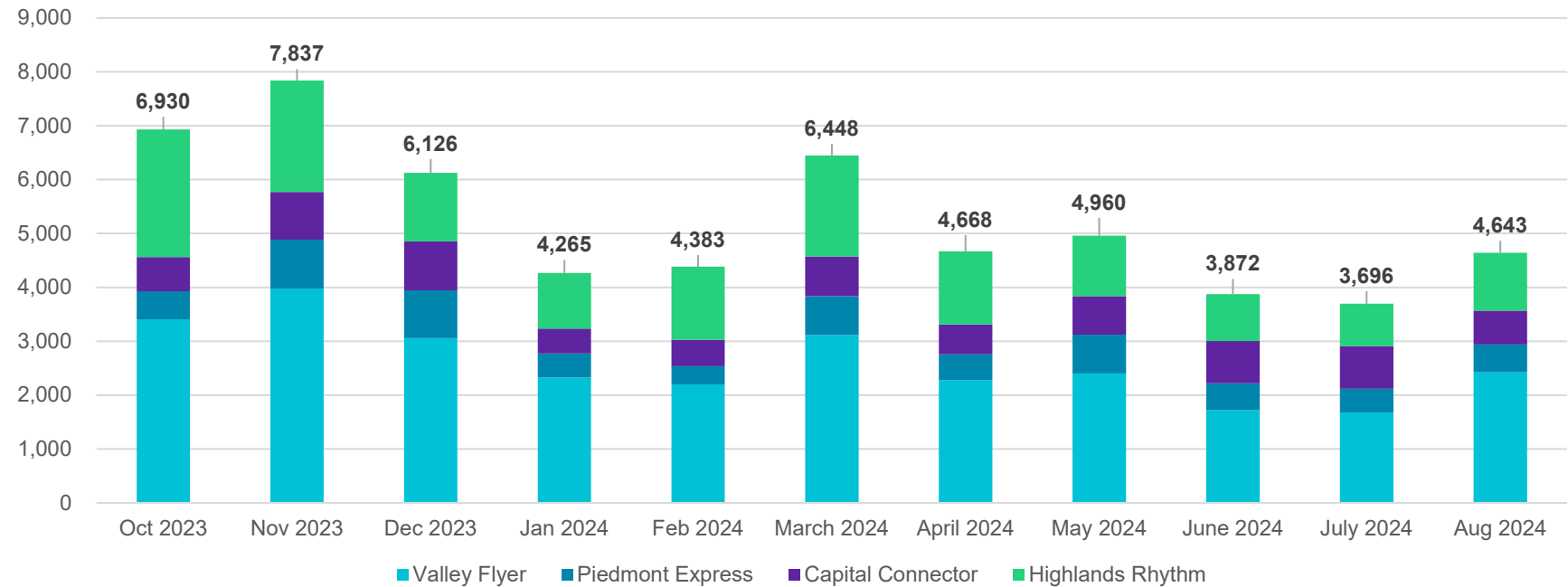
## Capital Connector:

- 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
<b>All Routes</b>	<b>4,770</b>	<b>6,930</b>	<b>7,837</b>	<b>6,126</b>	<b>4,265</b>	<b>4,383</b>	<b>6,448</b>	<b>4,668</b>	<b>4,960</b>	<b>3,872</b>	<b>3,696</b>	<b>4,643</b>	<b>62,598</b>

# 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 CO<sub>2</sub> 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

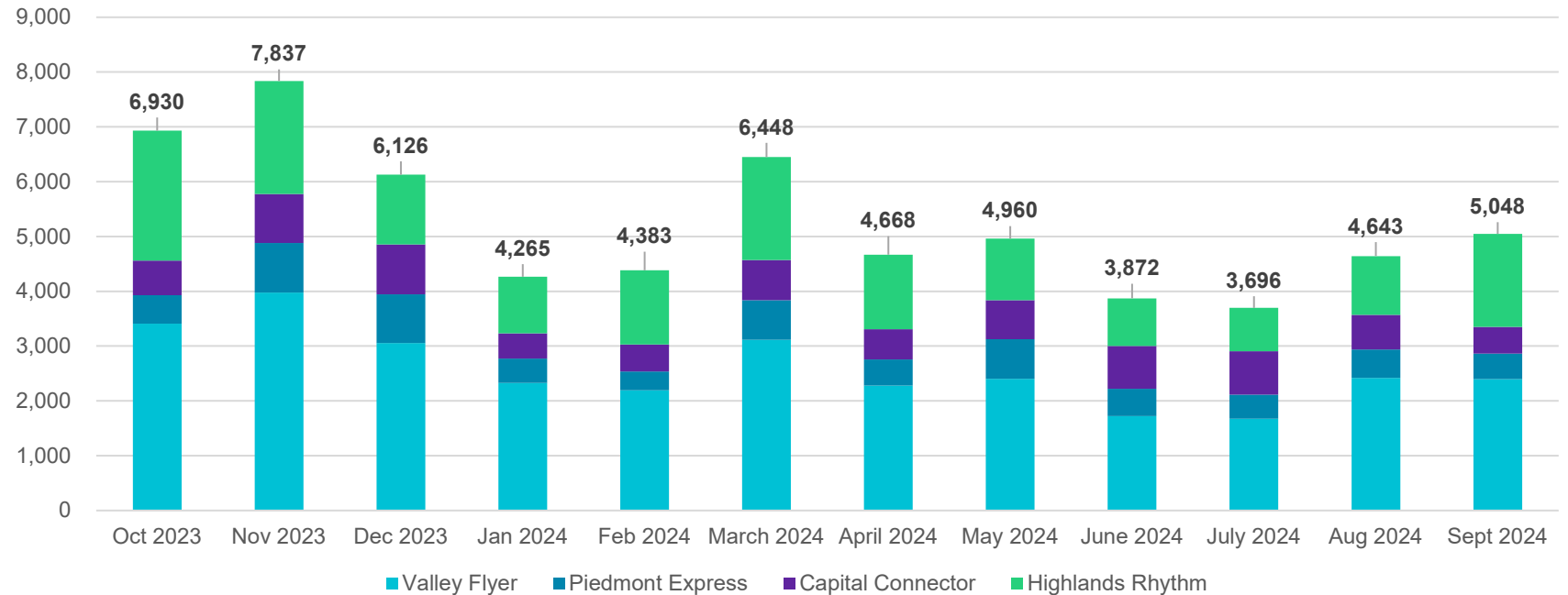
## Capital Connector:

- 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
<b>All Routes</b>	<b>6,930</b>	<b>7,837</b>	<b>6,126</b>	<b>4,265</b>	<b>4,383</b>	<b>6,448</b>	<b>4,668</b>	<b>4,960</b>	<b>3,872</b>	<b>3,696</b>	<b>4,643</b>	<b>5,048</b>	<b>62,598</b>

# Amtrak Virginia Ridership (Virginia Passenger Rail Authority)



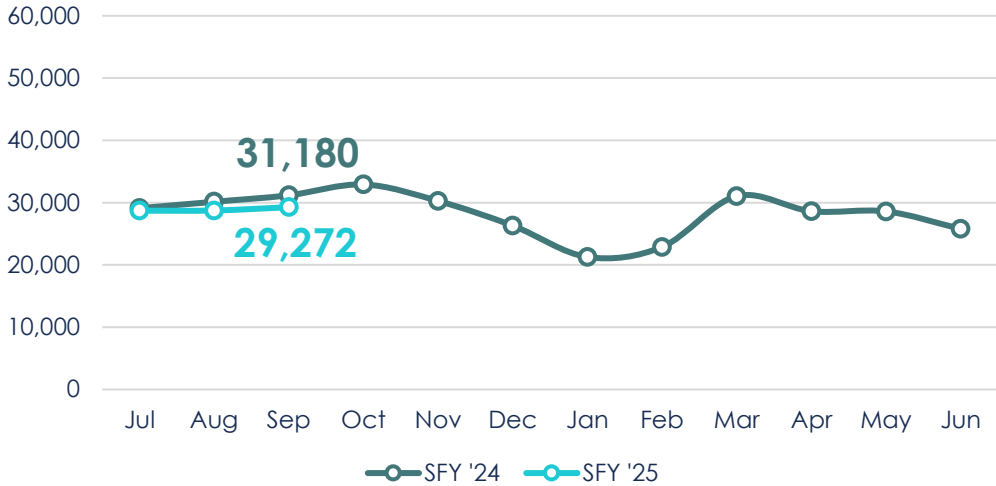
# Virginia-Supported Monthly Ridership by Route SFY '25 vs. SFY '24

Weekends remain the most popular ridership days.

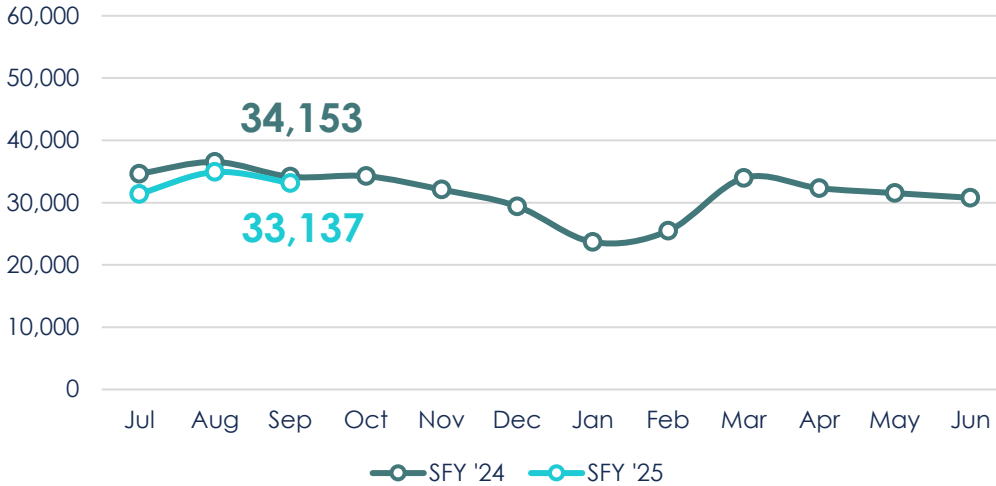
While ridership remains lower YoY, revenues are higher YoY across all four routes.

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

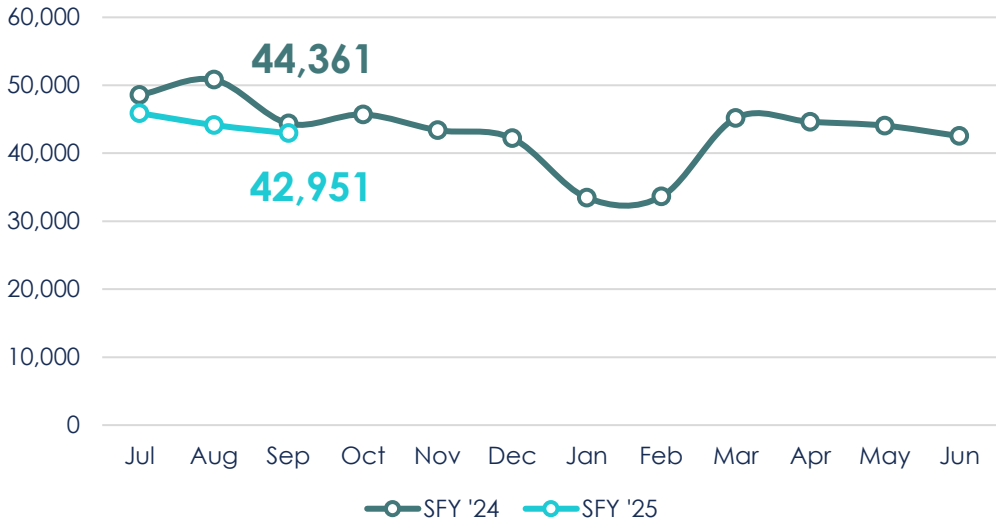
**Route 46: Roanoke (-6.1%)**



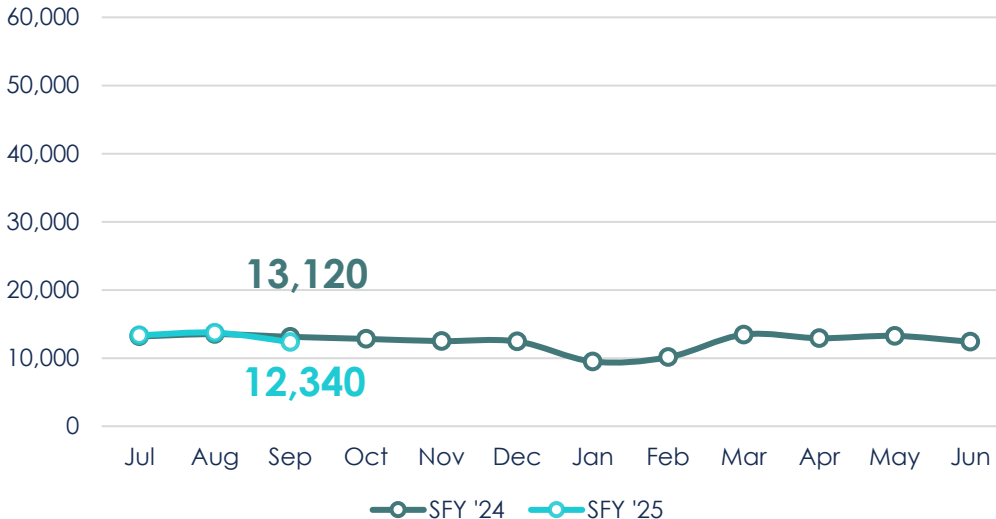
**Route 47: Newport News (-3.0%)**



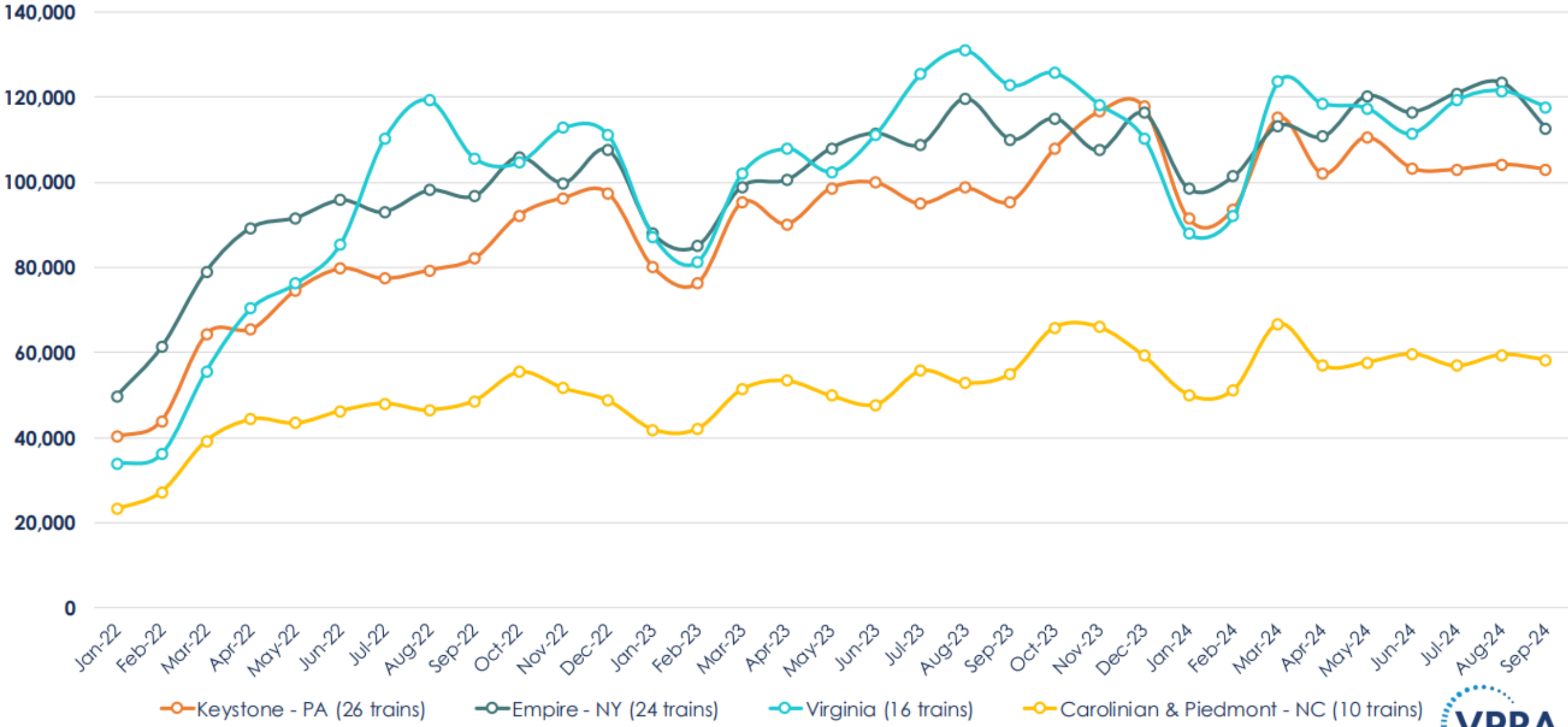
**Route 50: Norfolk (-3.2%)**



**Route 51: Richmond (-5.9%)**



# Virginia & Comparable State-Supported Service Ridership



Note: Daily Roundtrips = Number of trains ÷ 2

