



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

W. Sheppard Miller, III  
Chairperson

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## **COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA**

**VDOT Central Office Auditorium  
1221 East Broad Street  
Richmond, Virginia 23219  
July 16, 2024  
10:30 a.m.**

1. Development and Delivery Results  
*Bart Thrasher, Virginia Department of Transportation*
2. Review Location Decision for Martinsville Southern Connector  
*Chris Swanson, Virginia Department of Transportation*
3. Review Location Decision for I-73 Henry County Alternative  
*Chris Swanson, Virginia Department of Transportation*
4. Powhite Parkway Project  
*Scott Smizik, Virginia Department of Transportation*
5. Director's Items  
*Zach Trogdon, Virginia Department of Rail and Public Transportation*
6. Commissioner's Items  
*Stephen Brich, Virginia Department of Transportation*
7. Secretary's Items  
*Shep Miller, Secretary of Transportation*

## #



# DEVELOPMENT AND DELIVERY RESULTS

Final FY24 Data as of 7/8/2024



# Contents

## Take Aways/Summary

## Project Development

- FY24 Project Development Results
- FY19-24 Trends

## Project Delivery

- FY24 Project Delivery Results
- FY19-24 Trends

# Take Away/Summary

- **Take Away/Results**

- **OT/OB numbers for the past fiscal year continue to improve for both VDOT and Locally Administered projects.**

- Positive results in both engineering and construction arenas

- **Results**

- Statewide (VDOT/Locality Combined) Results = All Targets Achieved

- VDOT Results = All Targets Achieved

- Locality Results = Two (2) of Four (4) targets achieved

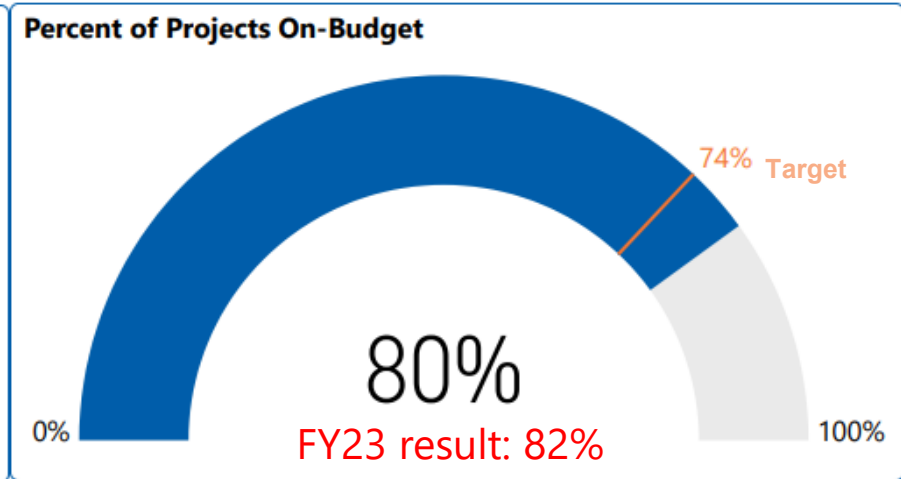
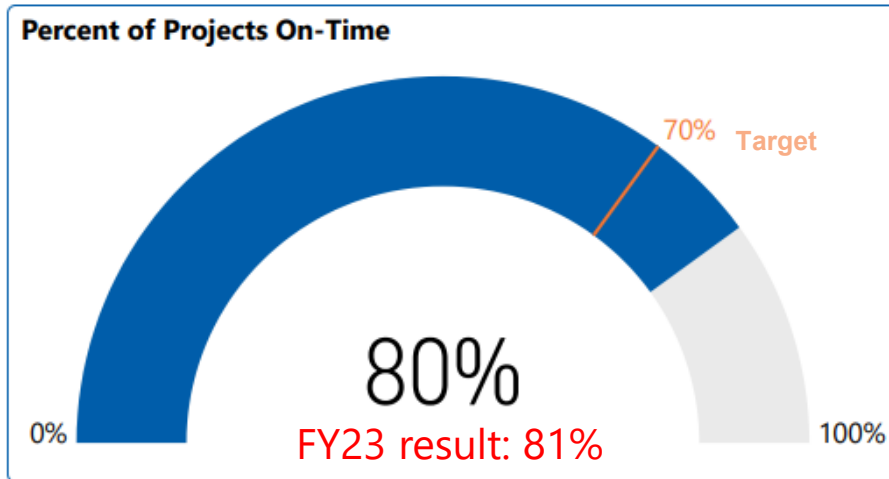
- **Locality Projects Improving**

- Seeing positive impacts of closer partnerships and result of CTB policy and their engagement with localities over past two (2) years.

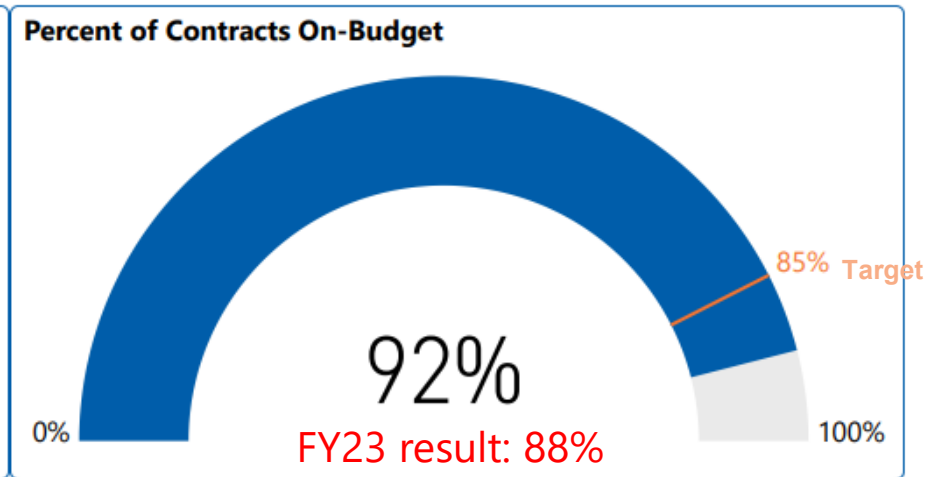
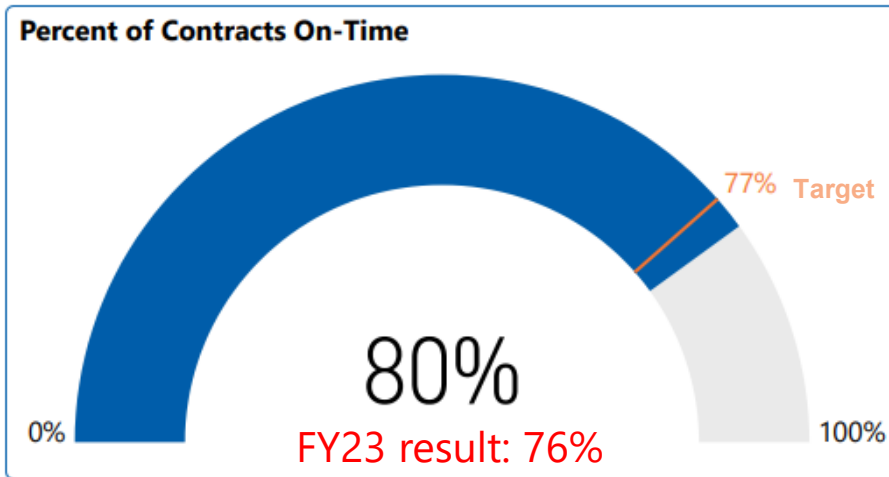
# FY24 Statewide Results for Project Development and Delivery

(FY23 Results in Red)

## Project Development



## Project Delivery

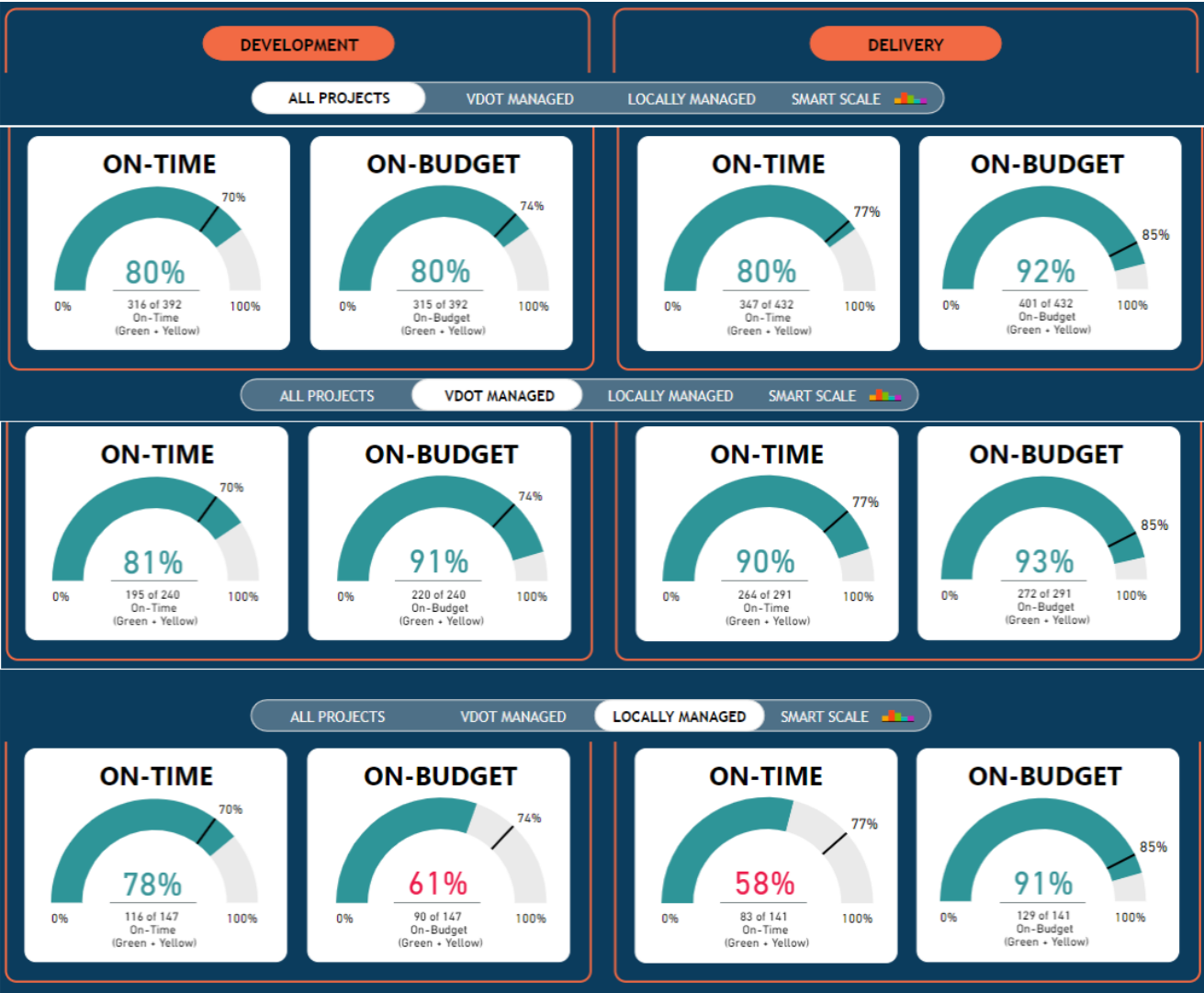


# Statewide Results for FY24

## All Projects

## VDOT Projects

## Local Projects



# Project Development

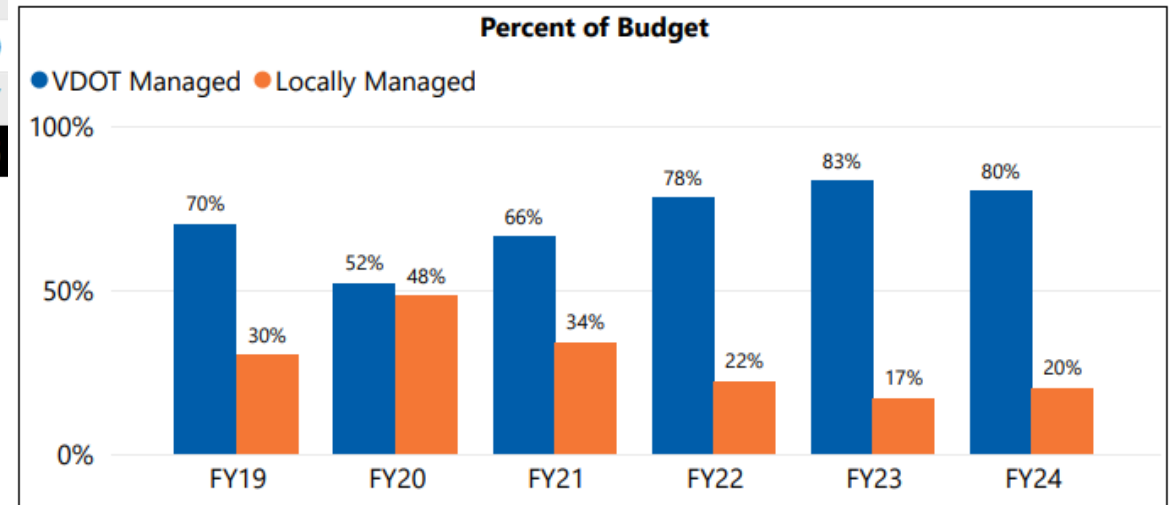
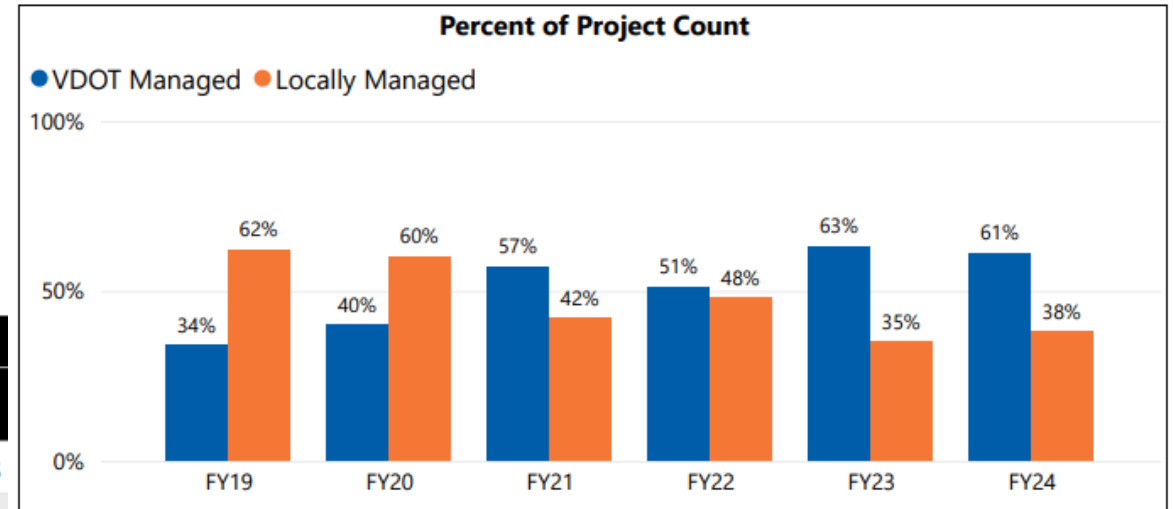


# Project Development

## FY23 and FY24 Project Development

Fiscal Year	2023		2024	
	Number of Projects	Total Budget	Number of Projects	Total Budget
Locally	140	\$314,816,864	147	\$530,596,588
Other	4	\$1,513,995		
Rail	5	\$1,605,040	5	\$2,149,030
VDOT	249	\$1,540,670,357	240	\$2,146,187,077
<b>Total</b>	<b>398</b>	<b>\$1,858,606,256</b>	<b>392</b>	<b>\$2,678,932,695</b>

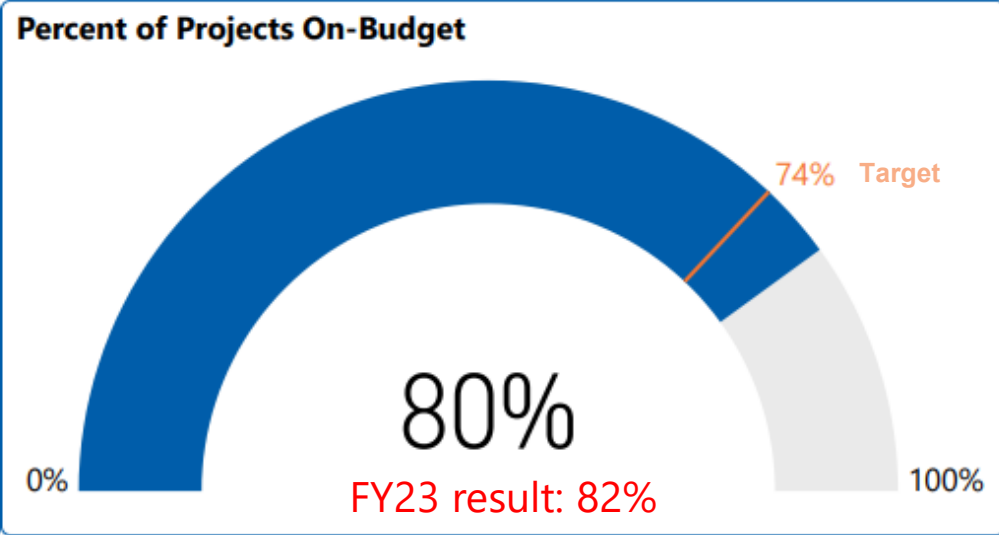
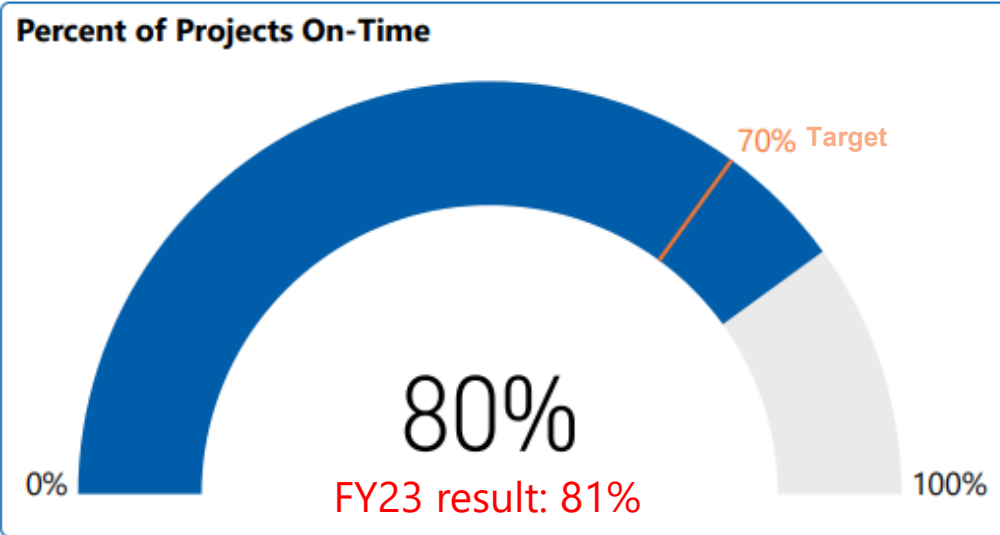
## FY19 - 24 Project Development Mix



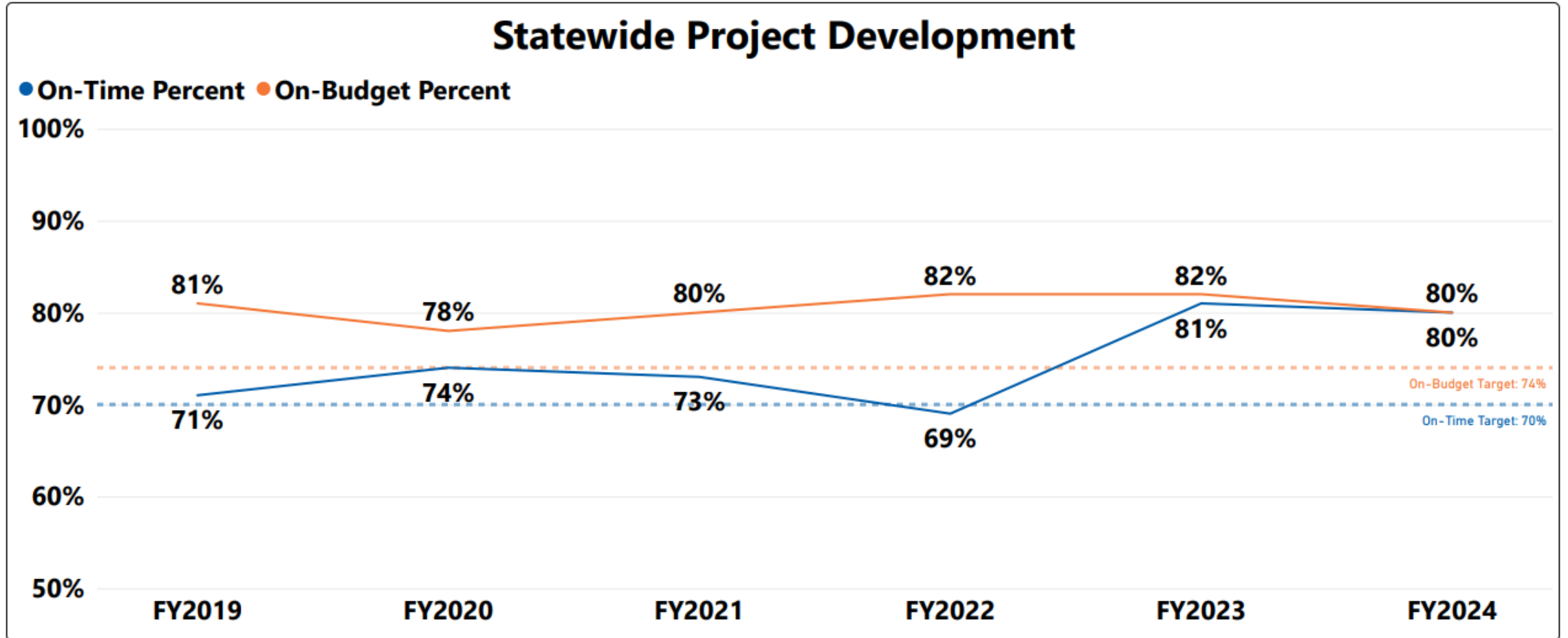
# Statewide Results for FY24 Project Development

(FY23 Results in Red)

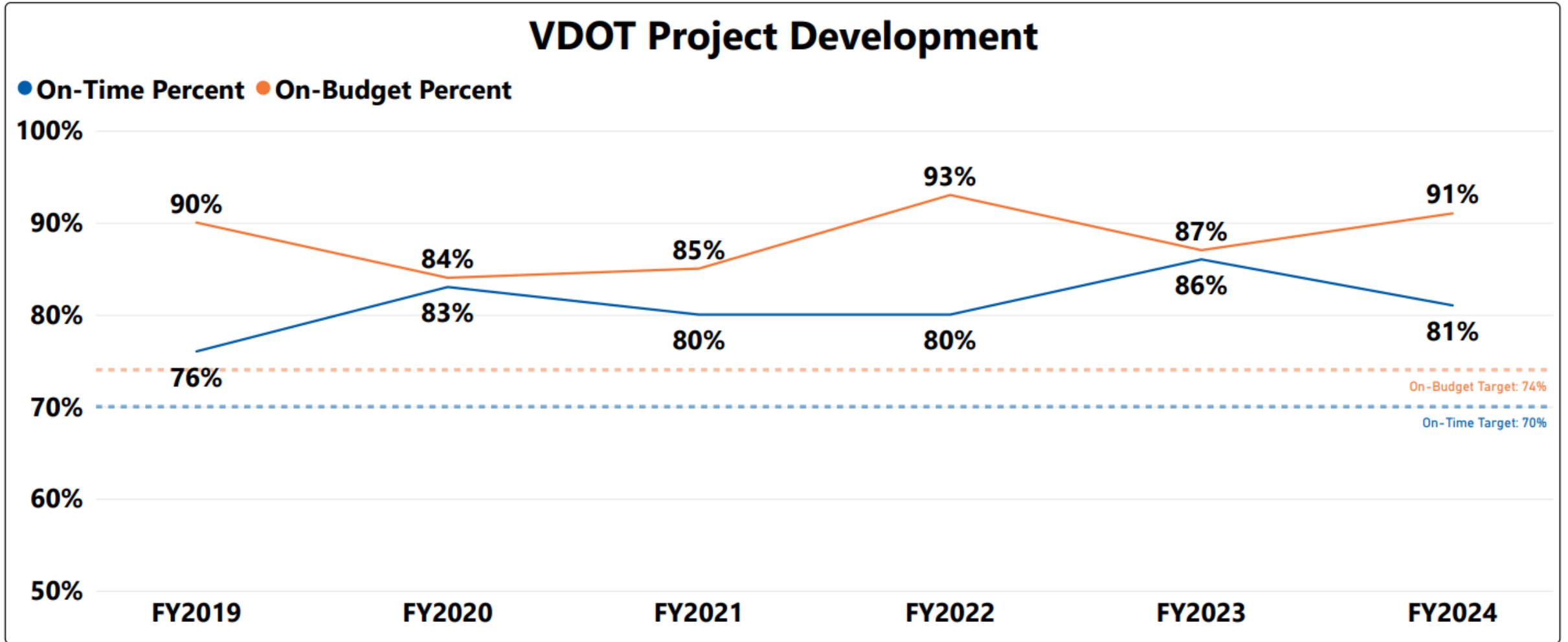
## Project Development



# Statewide Development Performance Trends



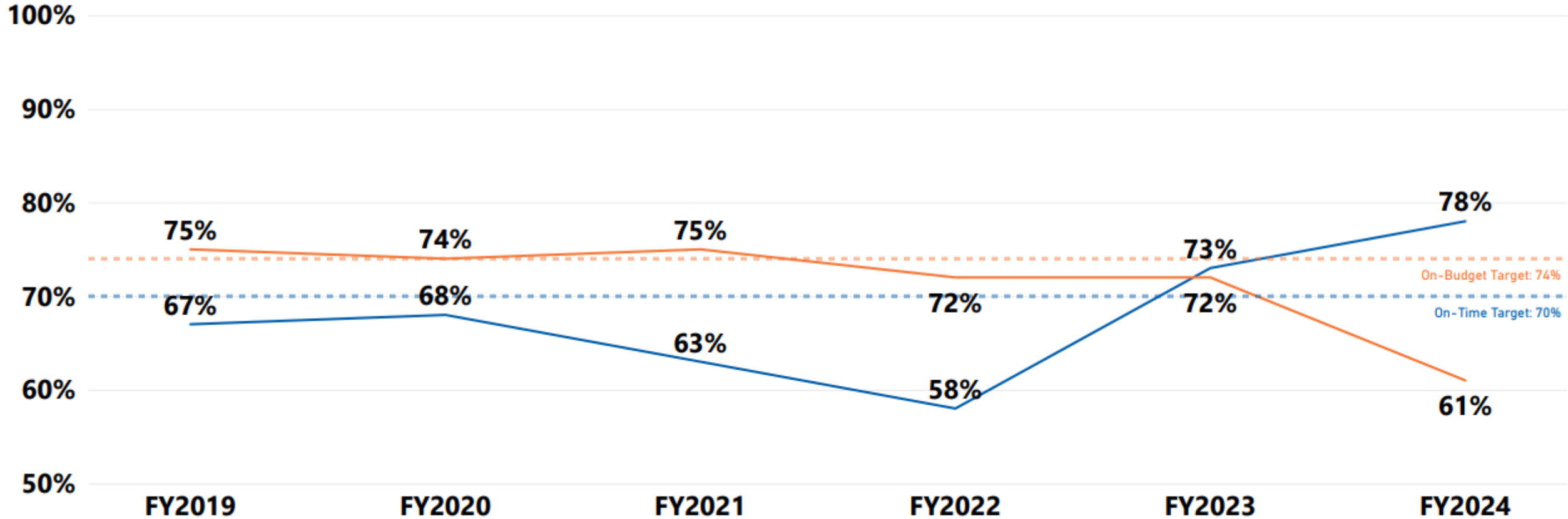
# VDOT Development Performance Trends



# Local Development Performance Trends

## Local Project Development

● On-Time Percent ● On-Budget Percent

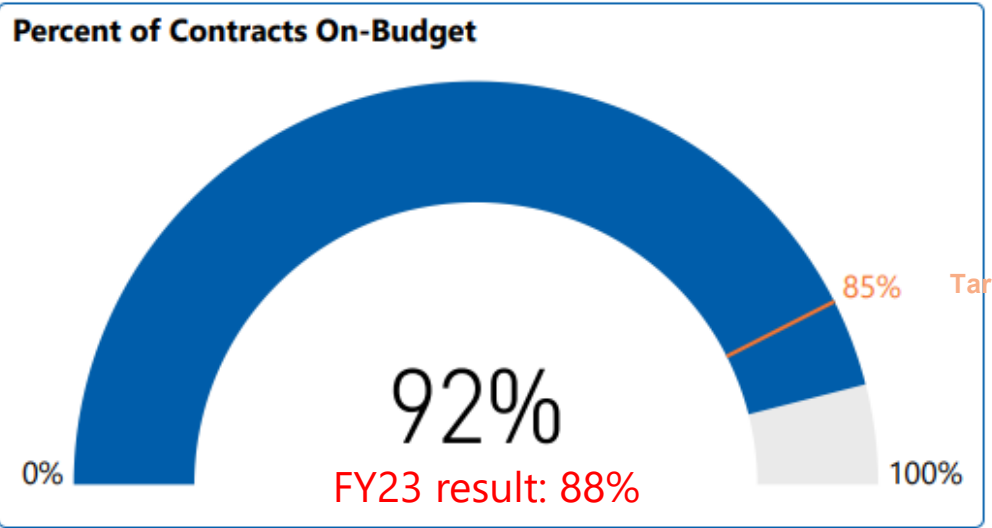
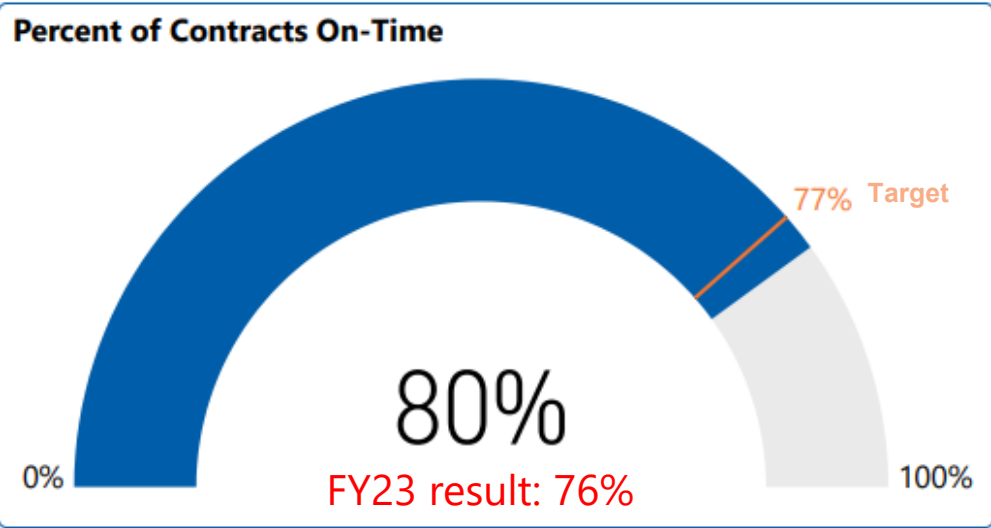


# Project Delivery / Construction

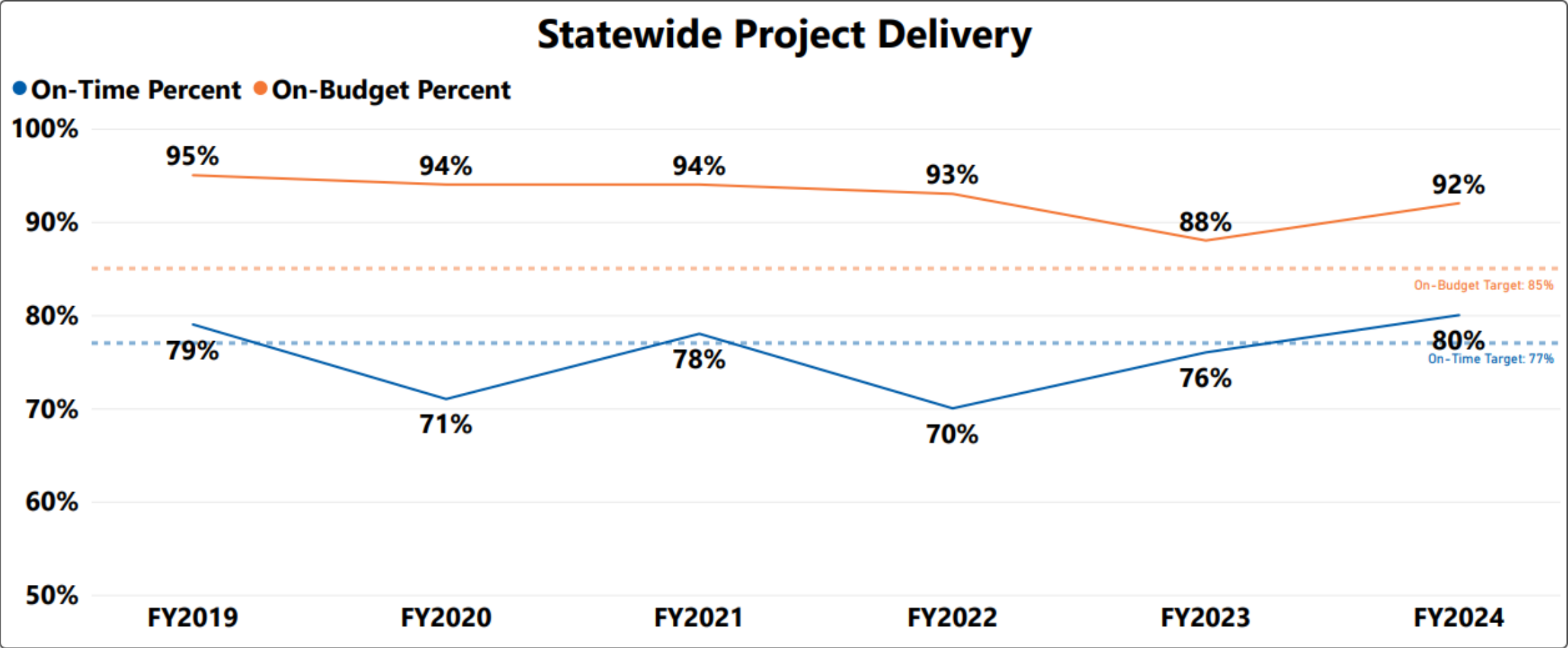
# Statewide Results for FY24 Project Delivery

(FY23 Results in Red)

## Project Delivery

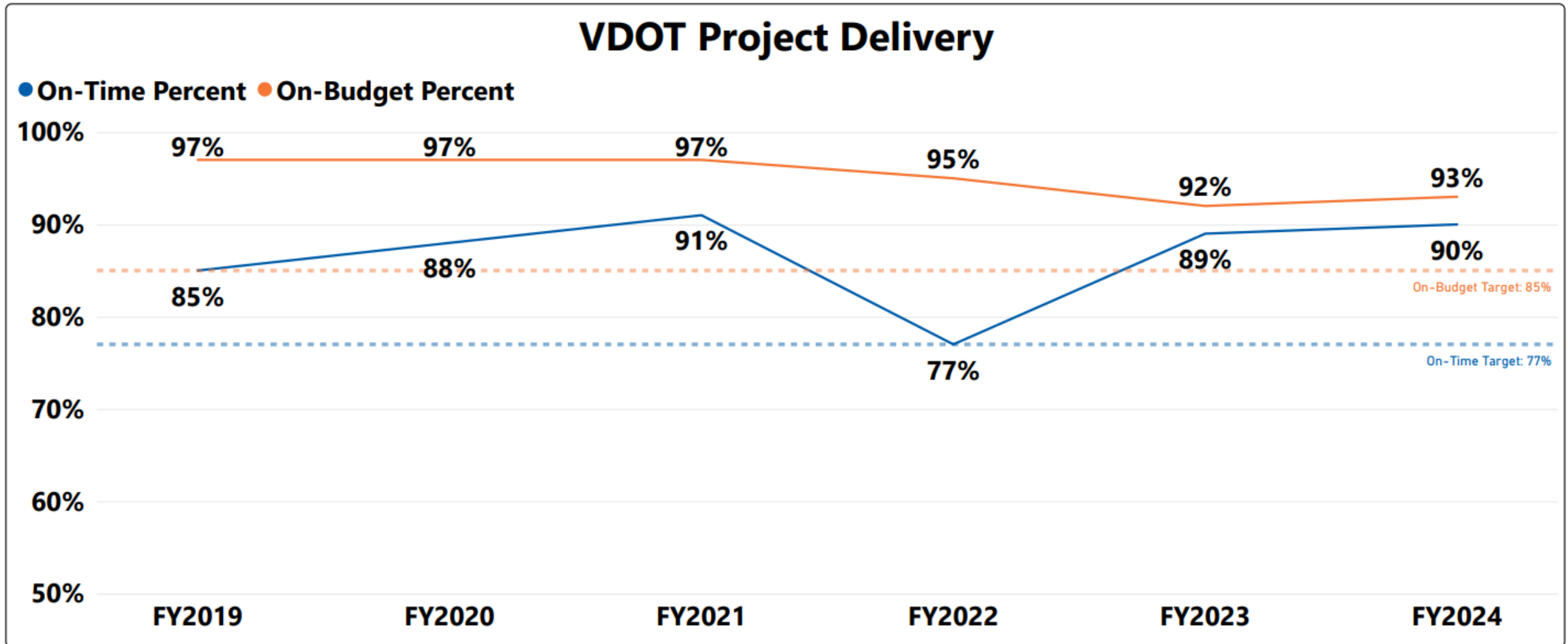


# Statewide Project Delivery Performance Trends

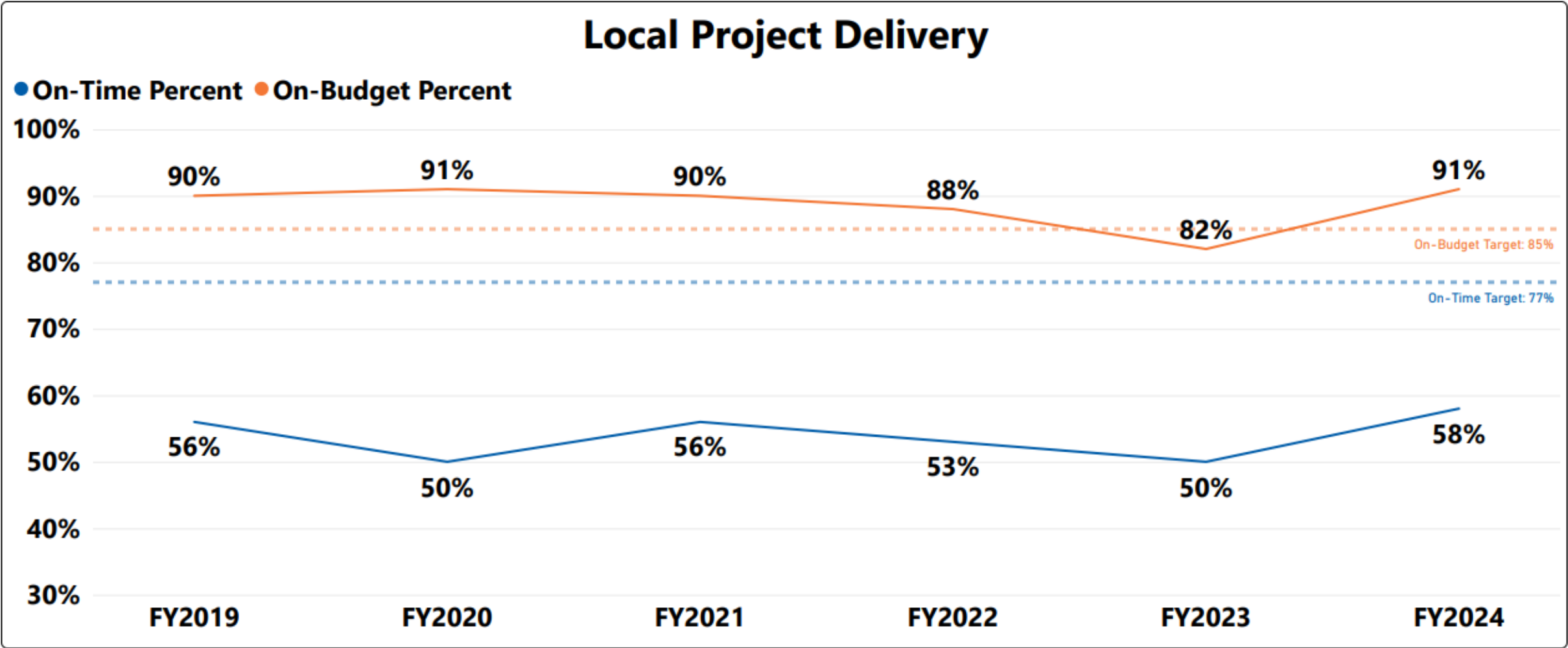




# VDOT Project Delivery Trends



# Local Project Delivery Trends



# Next Steps



# MARTINSVILLE SOUTHERN CONNECTOR / ROUTE 220

Location Decision Review

| Chris Swanson, P.E.  
Environmental Division Director

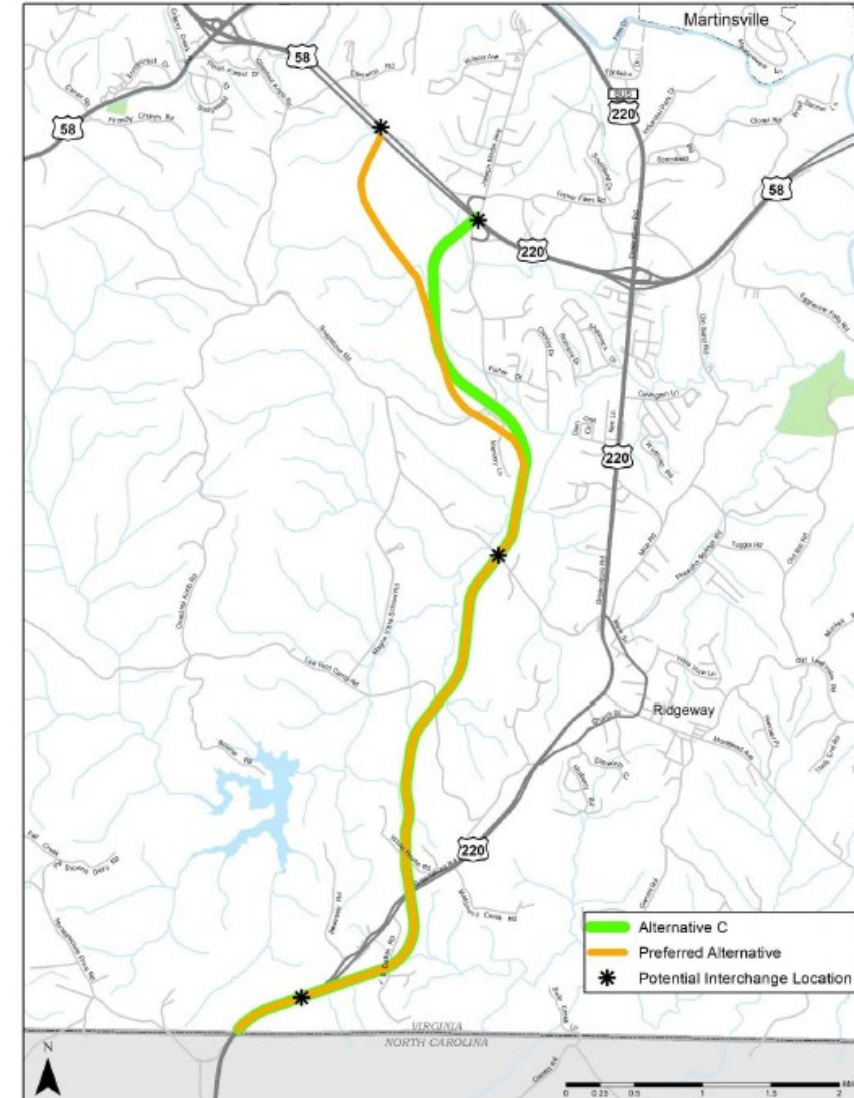
July 16, 2024

# CTB Location Decision Policy

- **In September 2022, CTB adopted a policy to review all location decisions three years after approval**
- **The Martinsville Southern Connector/Route 220 (MSC) Location Decision meets the criteria to be reviewed under this policy**
  - MSC Location Decision, dated January 15, 2020

# MSC Background

- **2016: Federal earmarks used to advance MSC Study**
- **2018: VDOT initiates MSC Environmental Impact Statement (EIS)**
- **January 2020: CTB identifies the location for the project (Alternative C from the EIS)**
  - CTB further directs VDOT to study ways to reduce impacts
- **February 2020: FHWA issues Draft EIS**
  - Includes Alternative C
- **September 2021: FHWA issues Final EIS**
  - Includes the Modified Alternative C



# Purpose and Need for MSC EIS

**The purpose of the Martinsville Southern Connector Study is to enhance mobility for both local and regional traffic traveling along Route 220 between the North Carolina state line and Route 58 near Martinsville, Virginia.**

**The Martinsville Southern Connector Study addresses the following needs:**

- Accommodate Regional Traffic;**
- Accommodate Local Traffic; and,**
- Address Geometric Deficiencies and Inconsistencies.**



# Estimated Impacts of Alternatives

Resource	Alternative A	Alternative B	Alternative C*	Preferred Alternative (Modified Alternative C)
Residential Properties (acres)	64	82	85	58
Industrial Properties (acres)	2	48	48	8.5
Community Facilities Affected (#)	1	3	3	1
Conversion of Land to Transportation Facility (acres)	574	584	541	496
Streams (linear feet)	28,998	20,548	21,882	17,835
Wetlands (acres)	7.8	5.9	3.7	3.24
Forest Clearing (acres)	360	276	221	298

*\*Alternative C from DEIS is the location decision, dated January 15, 2020*

# Actions Taken Since the Final EIS

- **Funding for the next phase of the project was identified and committed by the CTB in July 2021**
- **Board approved safety improvements on southern portion of Route 220 from the state line to mile marker 3.0**
- **Ongoing study of innovative intersection designs and modifying access along Route 220 between Route 58 and Route 87 to improve safety and traffic flow**
  - Anticipated to be completed by late 2024

# VDOT Recommendation

- **Affirm the previous decision of the Board and modify to appropriately include the Modified Alternative C**
- **Study of the corridor continues to be advanced and refined**
- **Safety improvements have been implemented in the corridor**



# **INTERSTATE 73 CORRIDOR & HENRY COUNTY ALTERNATIVE**

## Location Decisions Review

**Chris Swanson, P.E.**  
**Environmental Division Director**

**July 16, 2024**

# CTB Location Decision Policy

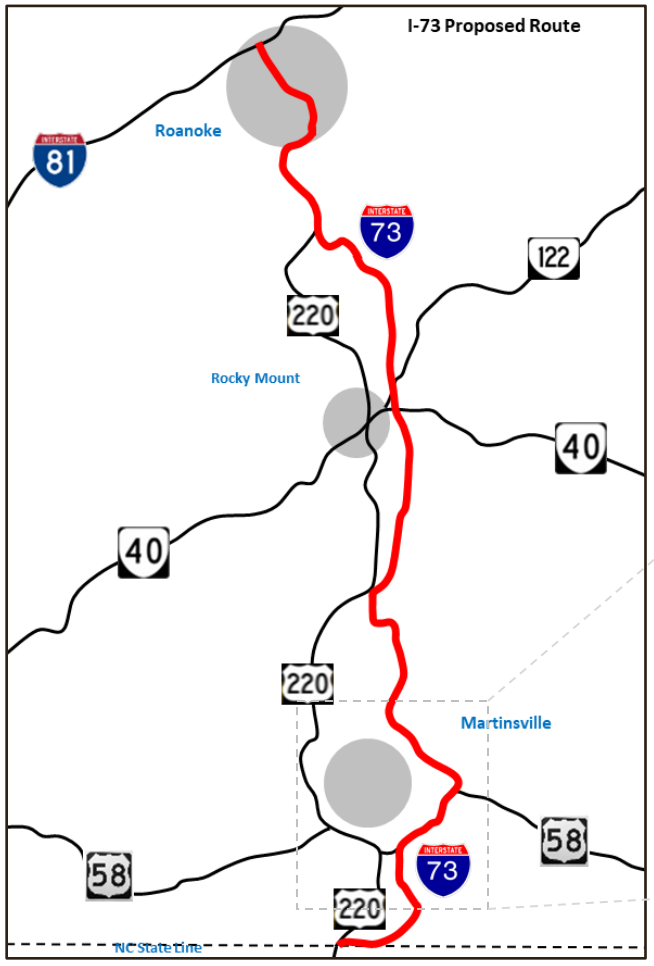
- **In September 2022, CTB adopted a policy to review all location decisions three years after approval**
- **The I-73 Corridor and Henry County Alternative (HCA) Location Decisions meet the criteria to be reviewed under this policy**
  - I-73 Corridor decision, dated May 17, 2001
  - HCA decision, dated June 15, 2011

# I-73 Background

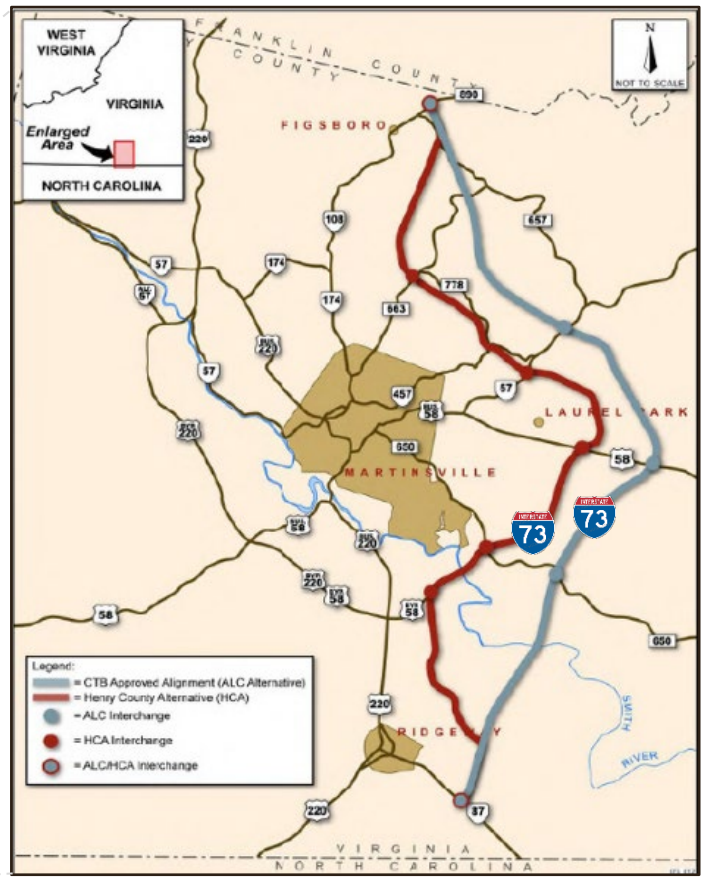
- **May 2001: CTB identifies location for I-73**
- **March 2007: FHWA issues Record of Decision (ROD) for the I-73 project**
- **June 2008: Henry County requests and CTB directs VDOT to evaluate an alternate alignment for that portion of the project within Henry County (HCA)**
- **December 2009: CTB directs VDOT to complete NEPA for HCA**
- **June 2011: CTB amends location approval to adopt HCA**
- **December 2012: FHWA issues Finding of No Significant Impact (FONSI) for the HCA**

# I-73 and HCA Locations

## I-73 Corridor



## HCA





# Purpose and Need

- **Improve the safe movement of goods and people in the U.S. Route 220 corridor;**
- **Provide for the economic growth, economic vitality, and maintenance of existing economic competitiveness in the study area;**
- **Improve operations, access, and capacity for vehicular and freight movement in the study area and to other locations between Michigan and South Carolina;**
- **Enhance general mobility and transportation linkage in the study area and through the broader Michigan to South Carolina travel shed; and,**
- **Address Congressional intent for the high priority corridor.**

# Estimated Impacts

## Comparison of Impacts for I-73 Corridor and HCA Portion

Resource	I-73 Corridor	Henry County portion within I-73 Corridor	Henry County Alternative (HCA)
Length (miles)	71.7	19.6	21.3
Residential Relocations	249	106	169
Stream (miles)	11.8	4.3	4.4
Forested Impacts (acres)	3,370	91	120

# Actions Taken Since CTB Location Decisions

- **No funding has been identified to advance since CTB decisions**
- **I-73 federal earmarks were repurposed in 2016**
  - **Access management projects along the corridor**
  - **Route 220 Arterial Management Plan (complete)**
  - **Martinsville Southern Connector Study**

# VDOT Recommendation

- **Rescind the May 2001 decision for the I-73 Corridor and the June 2011 decision for HCA**
  - **Re-evaluation of Final EIS or a new EIS followed by an FHWA Record of Decision**
  - **Funding to demonstrate fiscal constraint**



Virginia Department of Transportation

# POWHITE PARKWAY PROJECT

## Location Decision Introduction

| Scott Smizik, Assistant Environmental Division Director

July 16, 2024

# Chesterfield County Powhite Projects: Background

Long-term master plan efforts have led to roadway and residential growth

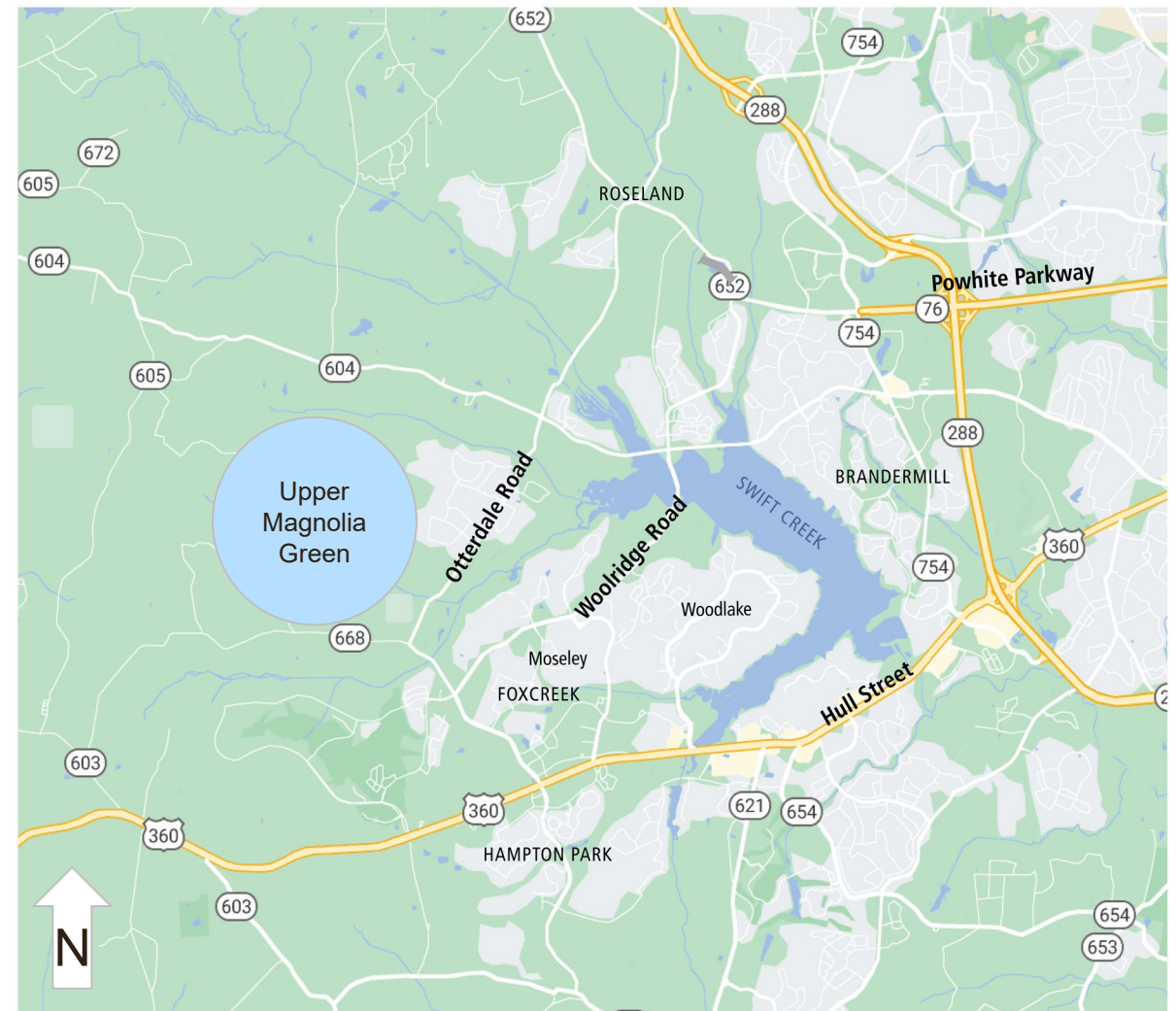
- Route 288, Route 360, and Powhite Parkway
- Brandermill and Woodlake

Planning advances to

- Bring more jobs to the region
  - Upper Magnolia Green
- Improve connections to the surrounding region
- Reduce congestion in residential areas

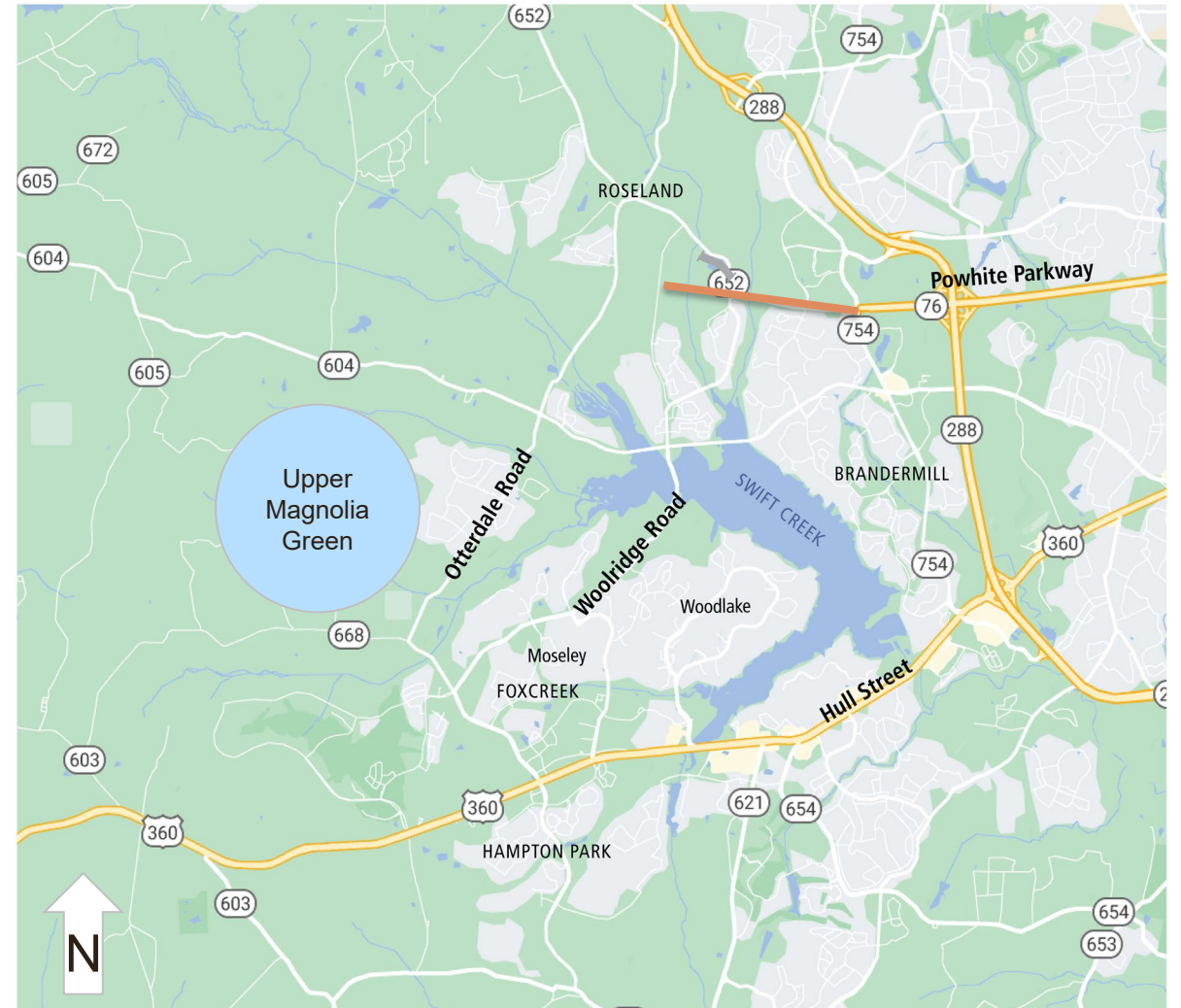
Transportation improvements focus:

- Expansion and extension of existing networks
- Consideration of new roadways



# Chesterfield County Powwhite Projects

— = Widening and Extension of Powwhite Parkway from Charter Colony Parkway to Woolridge Road

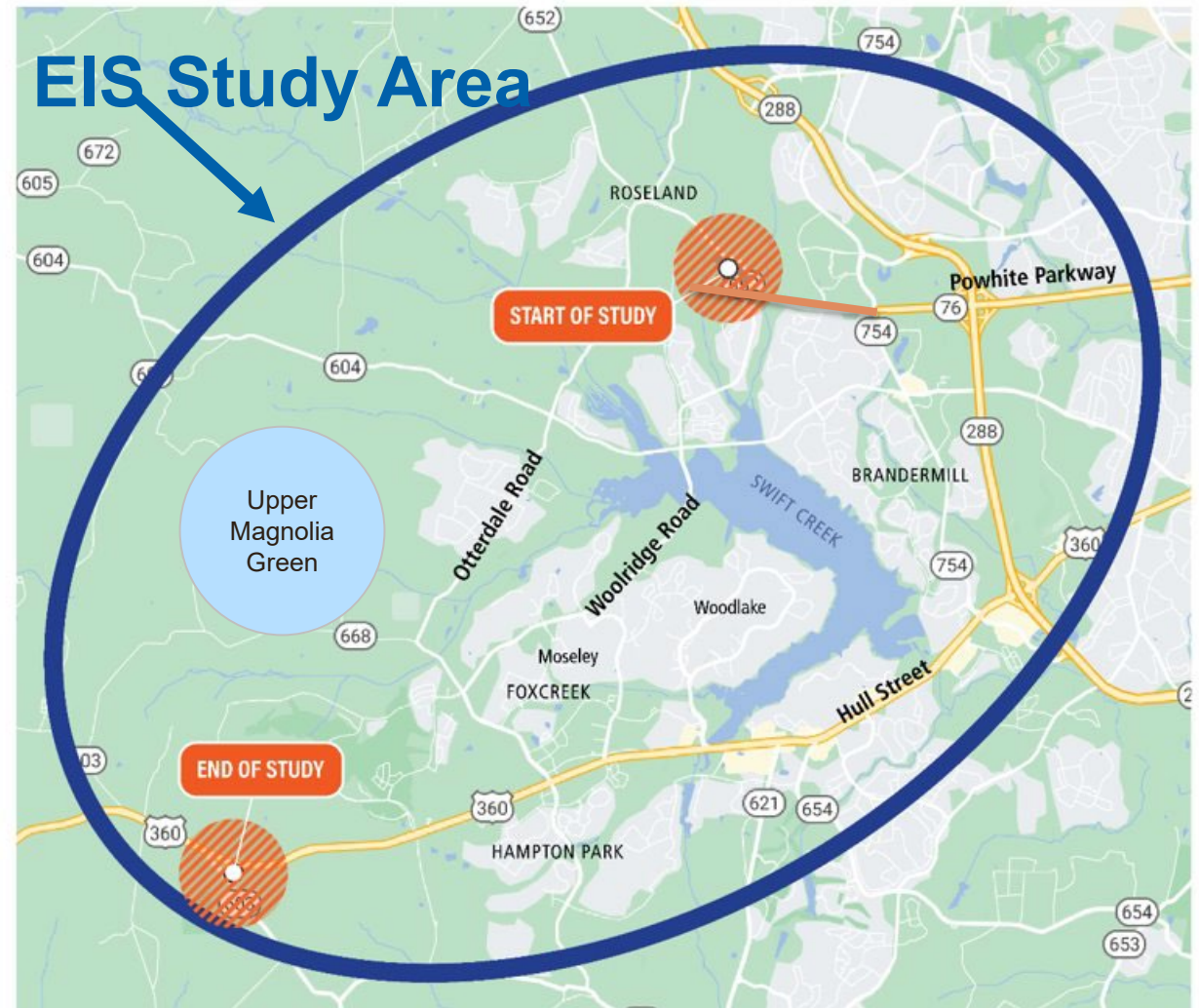





# Chesterfield County Powwhite Projects

— = Widening and Extension of Powwhite Parkway from Charter Colony Parkway to Woolridge Road

Woolridge Road to Hull Street Road on new alignment (subject of EIS study)



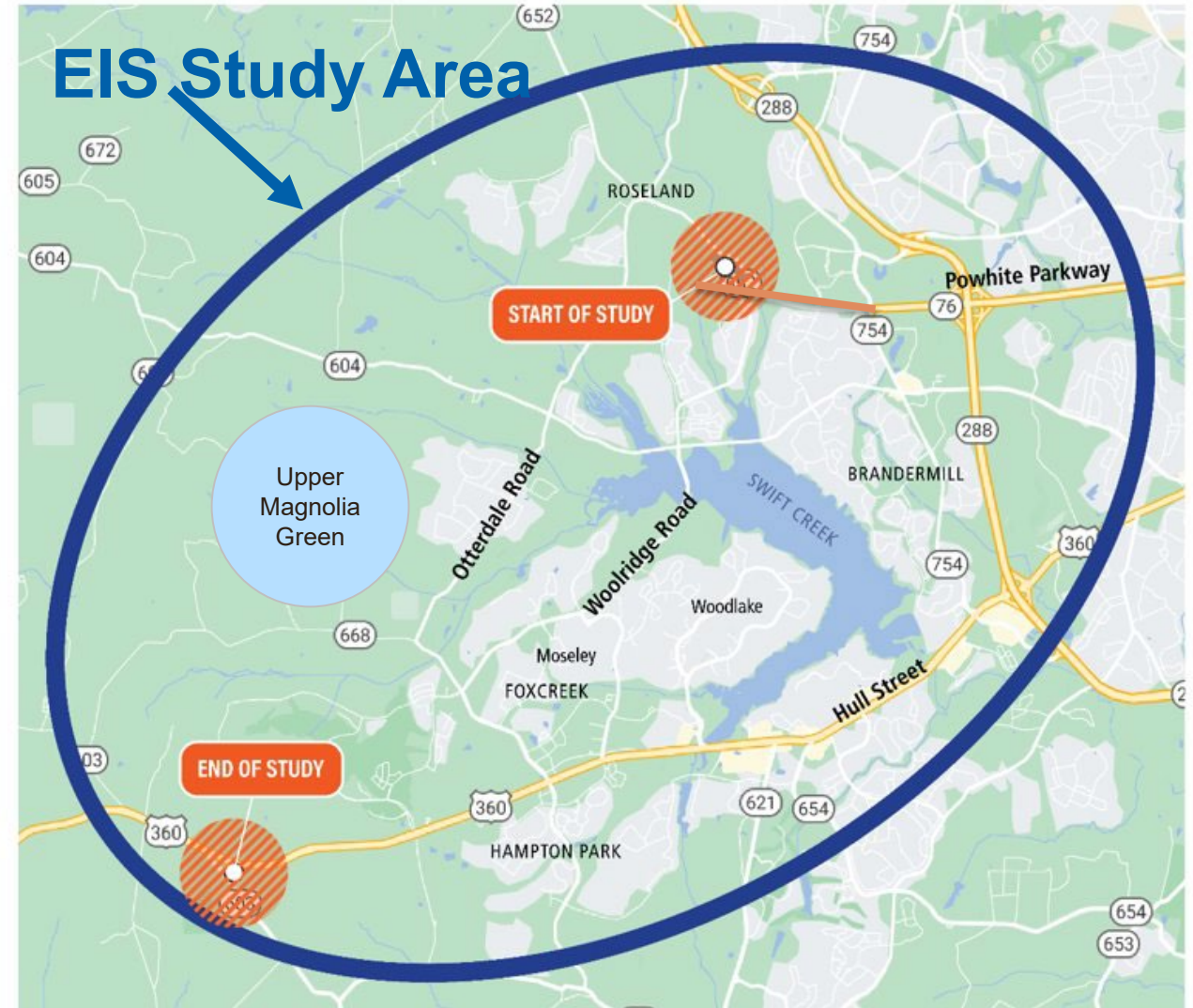
# Chesterfield County Powwhite Projects

 = Widening and Extension of Powwhite Parkway from Charter Colony Parkway to Woolridge Road

Woolridge Road to Hull Street Road on new alignment (subject of EIS study)

## Independent Projects

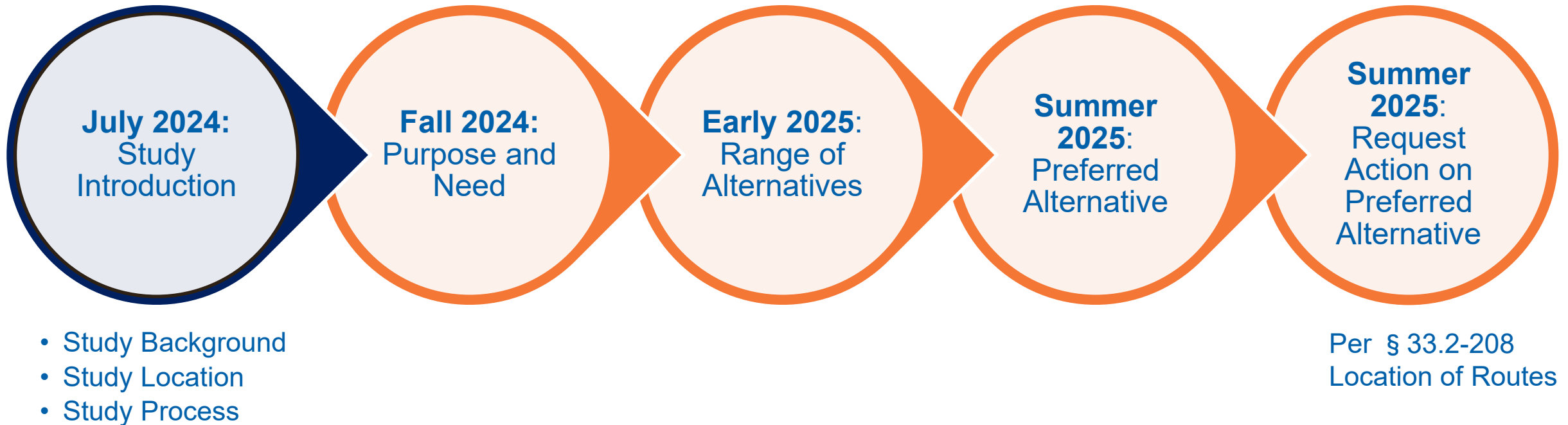
- Powwhite Parkway at Chippenham Safety Improvements
- Widening of Woolridge Road to Otterdale Road
- Widening of Otterdale Road to Hull Street Road



# NEPA Process Introduction

- The National Environmental Policy Act (NEPA) applies to projects with a federal action, federal land, and/or federal funding
- For projects on new location, VDOT seeks direction from the CTB on the location of the preferred alternative ( § 33.2-208) that is to be included in the NEPA document
- Projects that will result in significant impacts require an Environmental Impact Statement (EIS) to comply with NEPA
- When the level of impact is undetermined, an Environmental Assessment (EA) is prepared to comply with NEPA
- Multi-alternative EAs and EISs are the most complex

# Presentations to CTB on the Powhite Parkway EIS





# EIS BACKGROUND

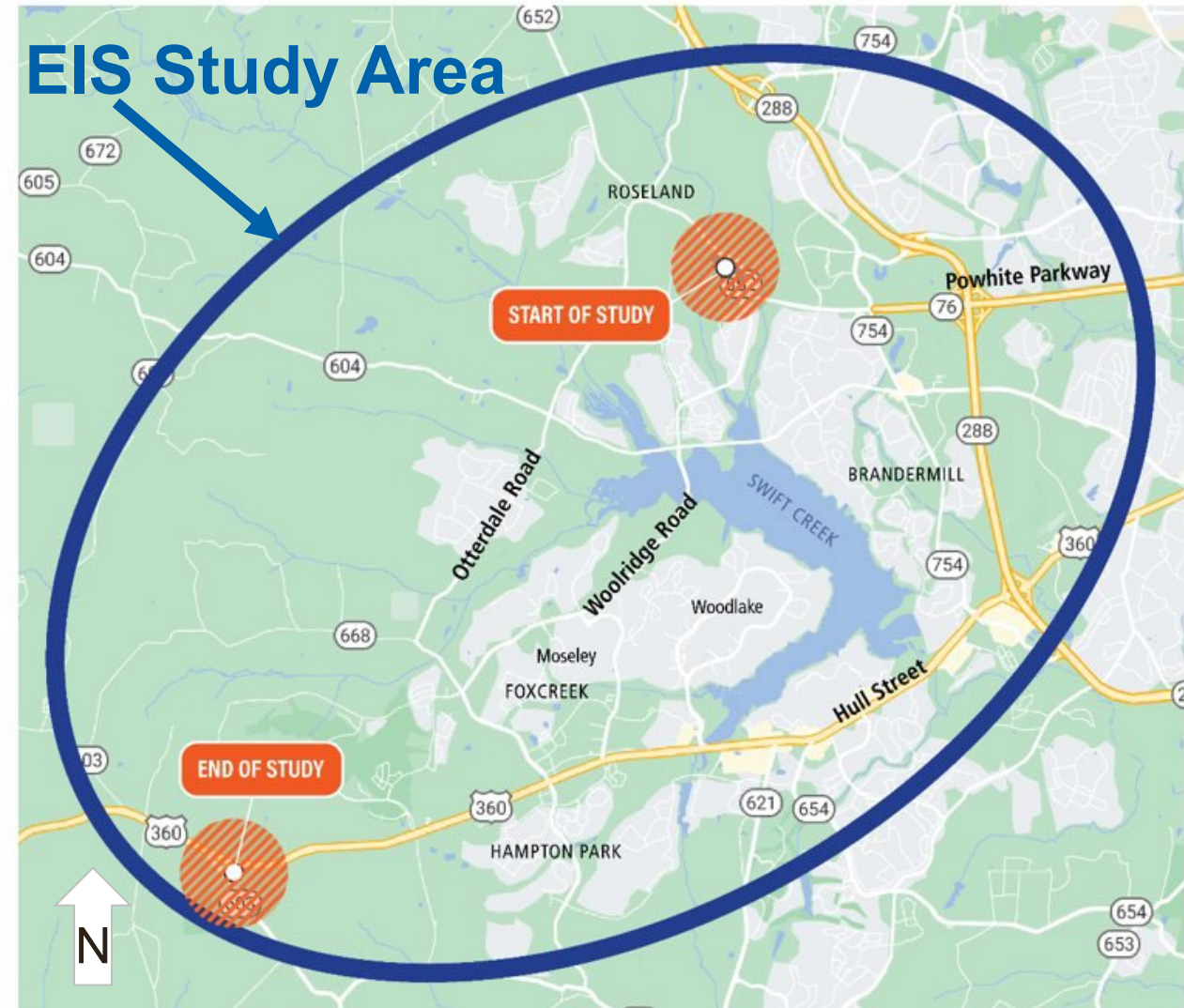
- April 2023: VDOT/Chesterfield County execute a Project Agreement for VDOT to administer the NEPA process for the project extending from Woolridge Road to Hull Street Road
- October 2023: VDOT initiates agency coordination under NEPA with federal environmental agencies and relevant state and local entities
- Spring 2024: Chesterfield County, FHWA, and VDOT agree to use an EIS to comply with NEPA

# Scope of the EIS

The EIS will consider a reasonable range of alternatives within the study area, including:

- Improvements to existing roads
- New roadway alignments
- Transit and other efficiencies

Alternatives retained will address the purpose and need between the project's termini



# NEXT STEPS with CTB

Activity	Timeframe
CTB Briefing: Purpose and Need	Fall 2024
CTB Briefing on Range of Alternatives	Early 2025
CTB Action on Location Decision/Preferred Alternative	Summer 2025

Schedule subject to change as NEPA process advances







# Director's Report

## July CTB Meeting



# 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.**

- On June 24, the Town of Wytheville approved a resolution supporting the relocation and construction of its Virginia Breeze bus stop at a more central location. DRPT has funding secured for the project and has moved into the design phase. Once designed, DRPT will work with DGS to construct the shelter. This may likely be DRPT's first construction project.
- DRPT initiated work on the FTA Areas of Persistent Poverty grant to develop a Comprehensive Operational Analysis and Accessibility GAP Assessment for the City of Petersburg/Petersburg Area Transit. This effort supports the Partnership for Petersburg initiative through the analysis of non-emergency medical transportation and the improvement of efficiencies in the current service area.

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

- WMATA reported 22 million passengers in May, including non-Virginia passengers. That is a 12% increase year-over-year. Metro is on track to reach its FY24 target of 19.9 million average monthly customers. WMATA Virginia ridership was 6.9 million in April. DRPT will have May Virginia ridership at the next CTB meeting.
- Statewide transit ridership was 4.9 million in April, the busiest month since the pandemic and an 18% increase year-over-year

- **Promote factors driving economic vitality and development.**

- A new report from WMATA highlights its economic impact on the Northern Virginia area. The report estimates that 40% of the region's jobs are in areas immediately around a WMATA rail station and 70% are within a half mile of a WMATA rail or bus stop. Buildings near WMATA stations generate around \$3.2 billion in property tax revenue.



# Foster innovative practical solutions

- **Be the ‘go-to’ organization for best practices, technical assistance, and implementation of innovative transportation solutions.**
  - On May 24, Buckingham Branch Railroad submitted a 2024 Consolidated Rail Infrastructure & Safety Improvements (CRISI) federal grant application for its Piedmont Tie Replacement project. On May 28, the Town of Bedford submitted a CRISI application for design/environmental for a Bedford passenger rail stop. Both applications received technical assistance from DRPT. Award announcements are expected from the Federal Railroad Administration (FRA) in October 2024.
  - DRPT assisted in the design of numerous rail and transit projects across the Commonwealth. Below are a few highlights of recent progress:
    - CAT: Belmont Park transit stop, the first DRPT-designed transit stop, has reached 100% design, and the plan has been submitted to the City of Charlottesville.
    - GRTC (Richmond): Pulse West Extension and North-South BRT: NEPA underway.
    - PAT (Petersburg): The NEPA process has begun for the Arlington Street maintenance/operations facility.
    - Suffolk Transit: The NEPA process has begun for a new maintenance/operations facility.
    - The Blacksburg Transit multimodal transfer facility went into service the week of June 24th
- **Minimize complexities and facilitate pragmatic solutions.**
  - On June 10, DRPT moved its Open Data Portal from a third-party site to the DRPT website. This will make the information easier for members of the public to find.
  - DRPT’s Chief of Rail Transportation met with a VEDP site selection team to review potential rail-served sites or transload facilities in the Lynchburg region, and with a Lynchburg Business Alliance roundtable to discuss how freight rail is used in the region. She also conducted a site visit at the Buckingham Branch RR Transload Facility in Doswell. These meetings will factor into the Central Virginia Rail Economic Development Study.

# Convene with partners and stakeholders

- **Collaborate proactively with partners and stakeholders.**

- On June 18, DRPT joined GRTC (Richmond) and various elected, government, business, and community leaders in hosting the Regional Transportation Alliance, a regional business leadership group in the metropolitan Research Triangle area of North Carolina. The representatives visited Richmond to learn about the improvements the City has made to public transportation. DRPT will brief Durham officials on the Pulse Bus Rapid Transit and its impact on the community.
- The General Assembly appointed two new members to the Virginia-North Carolina Interstate High-Speed Rail Compact, Senator Sturtevant and Delegate Taylor. DRPT has reached out to both individuals offering a briefing with DRPT and VPRA. No meetings have been scheduled yet. DRPT is working with its partners at the North Carolina Department of Transportation to schedule a Compact meeting over the summer.

- **Engage with partners and stakeholders at the right time to maximize DRPT's influence.**

- Staff from DRPT attended the annual conference of the Virginia Transit Association in Harrisonburg VA on May 22-23. Staff gave conference presentations on transit technology, construction of transit facilities, and reporting of performance data.
- On June 6, the American Public Transportation Association announced WMATA as the recipient of this year's Gold Safety Award for Heavy Rail Systems. WMATA received the award for its Station Overrun/Just Culture Pilot program.

# Cultivate a sustainable well-managed organization

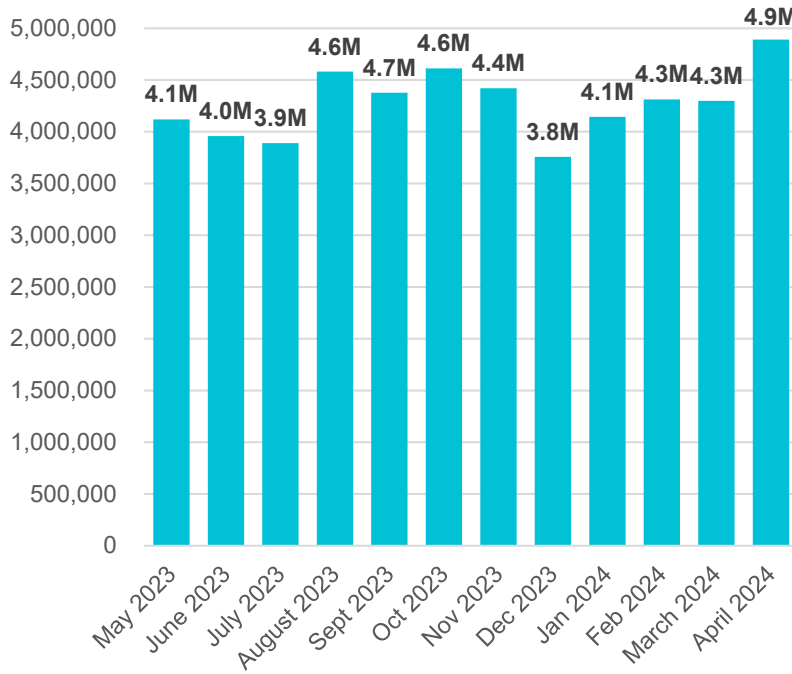
- **Attract, develop, and retain a diverse and engaged workforce focused on customer service.**
  - DRPT has hired Adriana Fiscella to be the agency's executive assistant.
  - Aaron Clark has joined DRPT to serve as a transit programs manager.
  - DRPT's Rail Team has brought on Spencer Warner as an intern for the summer.
- **Promote DRPT's compelling story and valuable contribution with internal and external stakeholders.**
  - On May 21, DRPT representatives attended an event to mark the completion of a rehabilitation of the Fredericksburg VRE station. The \$14.1 million project extended existing platforms, built a new stairway for direct access from the commuter lot, improved access to elevators for people with disabilities, and added new signage, sidewalks and lighting, and a fresh coat of paint.
  - On June 21, Grace Stankus and Dan Sonenklar presented a DRPT/Virginia Transit Association lunch and learn on the agency's open data portal to transit partners.
  - Two more staff members joined them on June 24 to present on the open data portal at the meeting of the American Planning Association of Virginia.
- **Be good stewards of public resources.**
  - DRPT staff are engaged in an effort in the Northern Virginia area called DMVMoves that is a joint initiative by the Metro Washington COG and WMATA to develop a sustainable funding model for public transit in the region

# Performance Measures

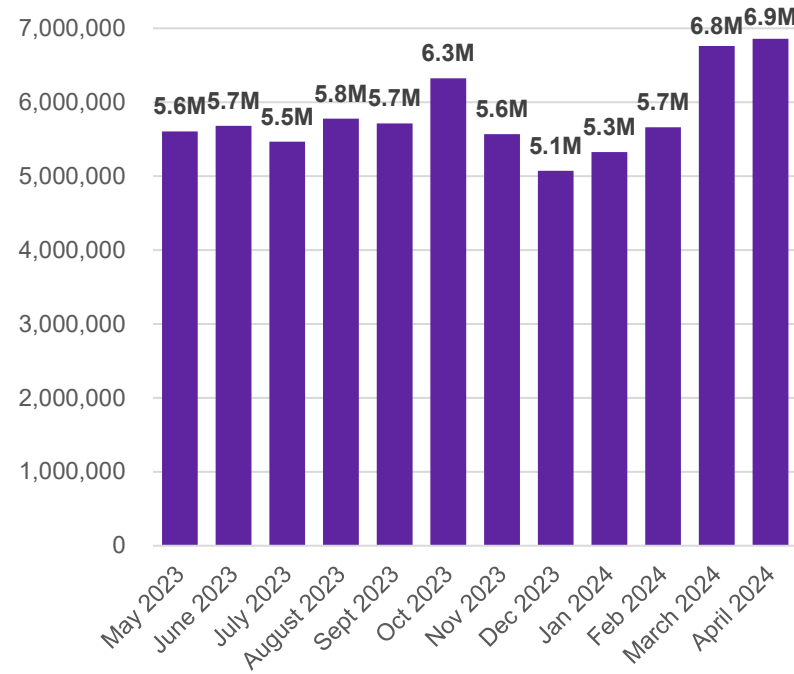


# Statewide Transit Ridership

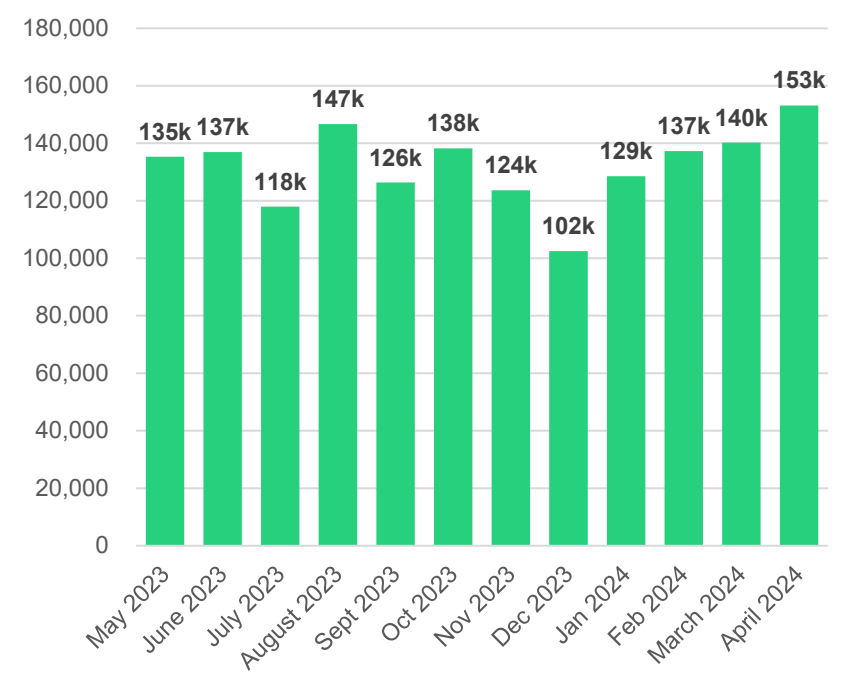
Statewide Transit Ridership – May 2023 to April 2024



Virginia Agencies



WMATA



VRE

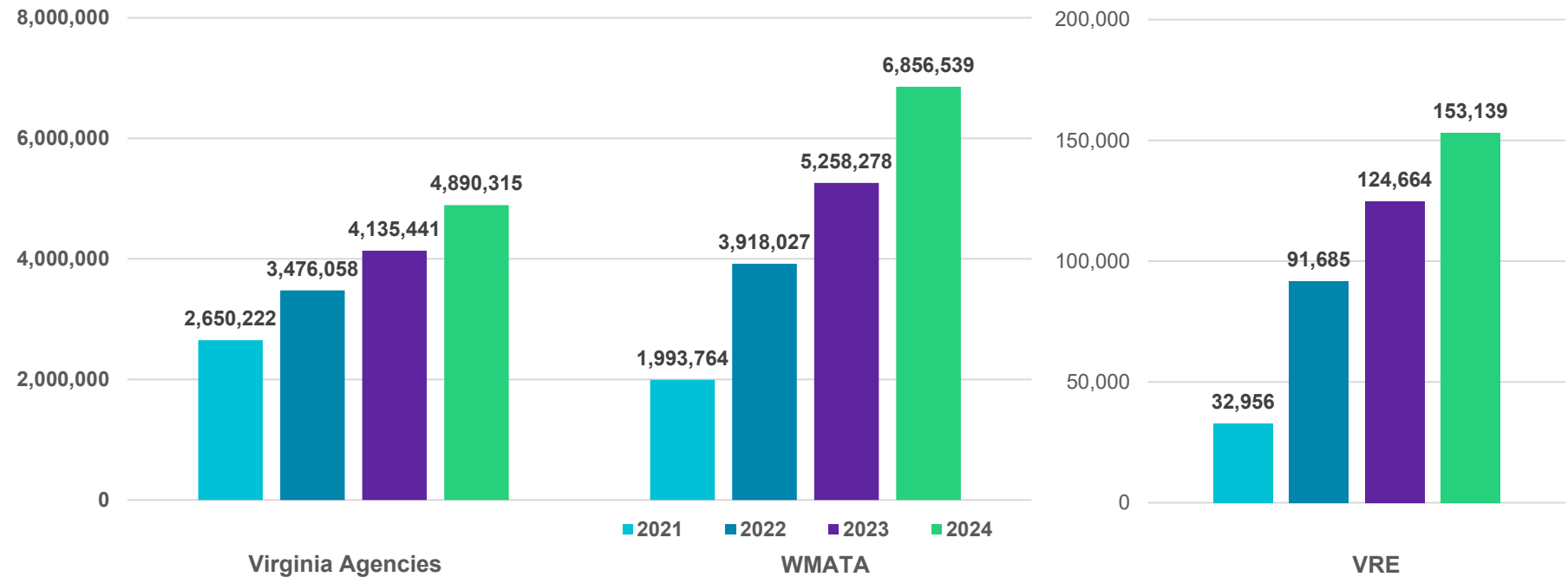
Agencies	May 2023	June 2023	July 2023	August 2023	Sept 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	March 2024	April 2024	Total
Virginia Agencies	4,118,535	3,958,207	3,890,336	4,581,111	4,376,334	4,612,571	4,420,770	3,757,682	4,143,883	4,312,798	4,298,157	4,890,315	51,360,699
VRE	135,314	136,900	117,951	146,686	126,328	138,189	123,610	102,453	128,540	137,284	140,182	153,139	1,586,576
WMATA	5,603,271	5,679,896	5,465,891	5,777,047	5,712,322	6,323,067	5,566,283	5,072,553	5,324,597	5,660,243	6,759,533	6,856,539	69,801,242
<b>All Agencies + VRE + WMATA</b>	<b>9,857,120</b>	<b>9,775,003</b>	<b>9,474,178</b>	<b>10,504,844</b>	<b>10,214,984</b>	<b>11,073,827</b>	<b>10,110,663</b>	<b>8,932,688</b>	<b>9,597,020</b>	<b>10,110,325</b>	<b>11,197,872</b>	<b>11,899,993</b>	<b>122,748,517</b>

# Statewide Ridership Comparison: April Year-to-Year

**April 2019 (pre-pandemic):**

Ridership for all Virginia Agencies + VRE + WMATA was 16,034,734

**Ridership Comparison: Year-to-Year  
2021 – 2024**



Mode	2021	2022	2023	2024	2024 vs 2021	2024 vs 2022	2024 vs 2023
Virginia Agencies	2,650,222	3,476,058	4,135,441	4,890,315	85%	41%	18%
VRE	32,956	91,685	124,664	153,139	365%	67%	23%
WMATA	1,993,764	3,918,027	5,258,278	6,856,539	244%	75%	30%
<b>All Agencies + VRE + WMATA</b>	<b>4,676,942</b>	<b>7,485,770</b>	<b>9,518,383</b>	<b>11,899,993</b>	<b>154%</b>	<b>59%</b>	<b>25%</b>

# Virginia Breeze Ridership - April

In April 2024, ridership on VA Breeze routes totaled 4,668 which was:

- 163% higher than original estimates, and
- 1% lower than April 2023

For the month of April 2024, the VA Breeze contributed to a reduction of 299 metric tons of CO<sub>2</sub> equivalent emissions.

## Valley Flyer:

- Ridership – 3% lower than April 2023
- Farebox Rev. – 3% lower than April 2023

## Piedmont Express:

- Ridership – 1% lower than April 2023
- Farebox Rev. – 1% lower than April 2023

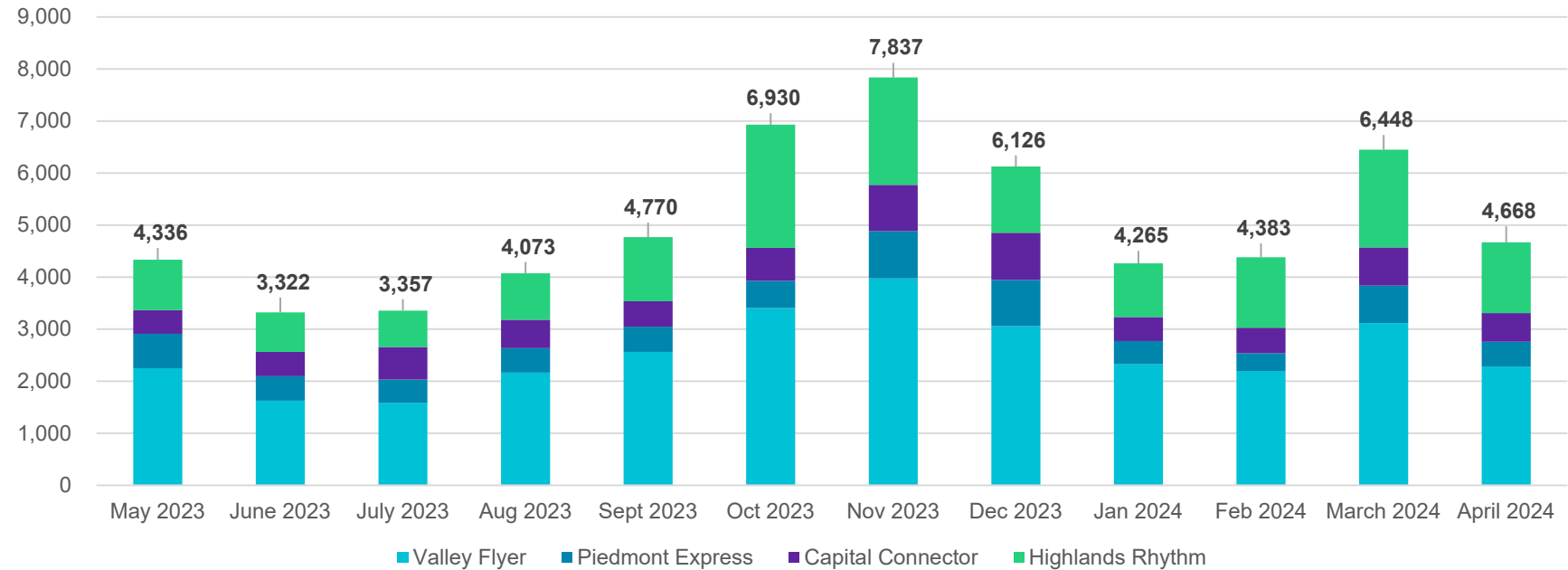
## Capital Connector:

- Ridership – 12% higher than April 2023
- Farebox Rev. – 14% higher than April 2023

## Highlands Rhythm:

- Ridership – 3% lower than April 2023
- Farebox Rev – 3% higher than April 2023

Virginia Breeze Ridership by Route – April 2023 to April 2024



Route	May 2023	June 2023	July 2023	Aug 2023	Sept 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	March 2024	April 2024	Total
Valley Flyer	2,248	1,627	1,586	2,166	2,562	3,407	3,975	3,058	2,326	2,196	3,117	2,281	30,549
Piedmont Express	664	468	446	469	486	521	907	887	447	343	719	476	6,833
Capital Connector	455	468	625	545	488	634	891	908	462	488	736	551	7,251
Highlands Rhythm	969	759	700	893	1,234	2,368	2,064	1,273	1,030	1,356	1,876	1,360	15,882
<b>All Routes</b>	<b>4,336</b>	<b>3,322</b>	<b>3,357</b>	<b>4,073</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>60,515</b>

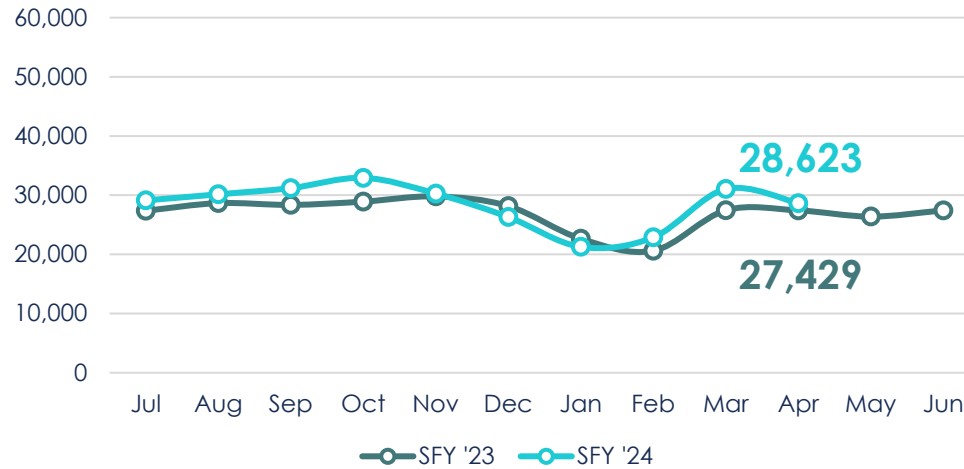
# Amtrak Virginia Ridership (Virginia Passenger Rail Authority)

# Virginia-Supported Monthly Ridership by Route SFY '24 vs SFY '23

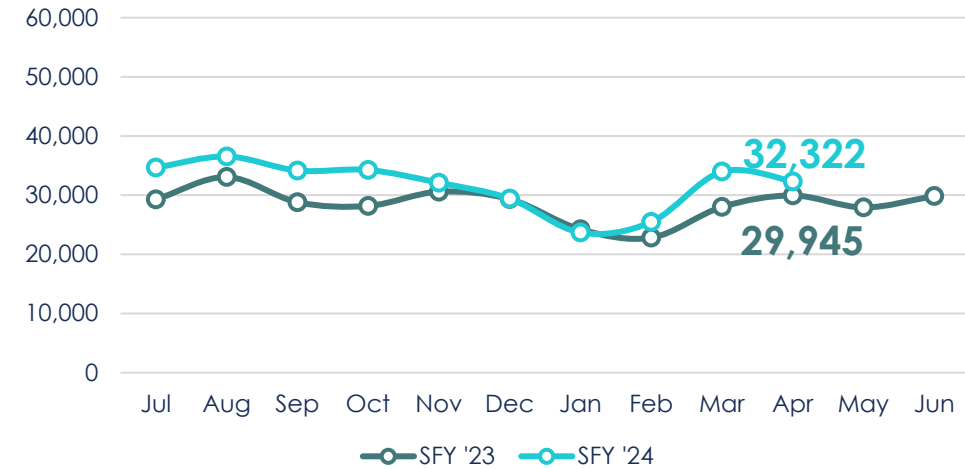
All four routes saw ridership increases year over year.

State Fiscal Year (SFY) YTD Ridership: 1,155,736

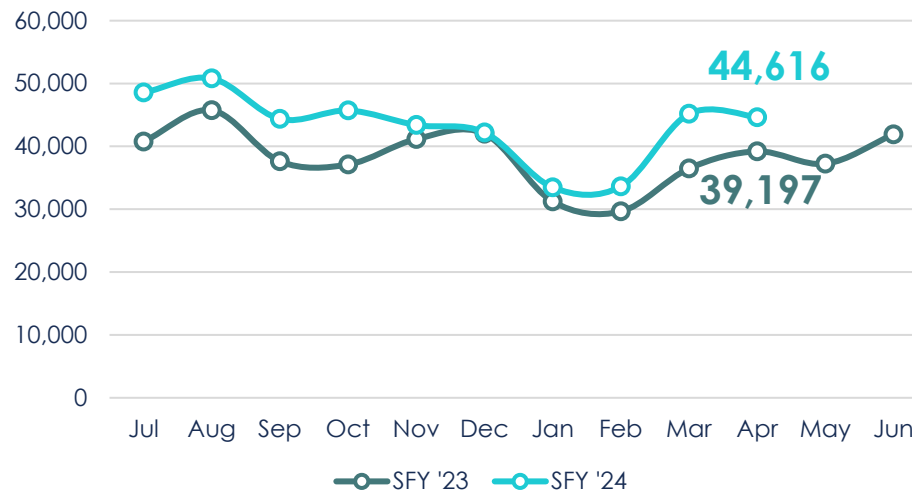
### Route 46: Roanoke (+4.4%)



### Route 47: Newport News (+7.9%)



### Route 50: Norfolk (+13.8%)



### Route 51: Richmond (+13.7%)

