



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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COMMONWEALTH TRANSPORTATION BOARD

We are concerned about your health, and we are committed to do all we can to reduce the risk and spread of novel coronavirus. Governor Ralph Northam declared a state of emergency in Virginia on Thursday, March 12 in response to COVID-19. In light of this action, we have decided to conduct the December 2020 Commonwealth Transportation Board (CTB) workshop meeting using electronic communications in accord with Item 4-0.01.g. of Chapter 1289 (2020 Acts of Assembly), as the COVID-19 emergency makes it impracticable or unsafe to assemble in a single location. The purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operation of the CTB and the discharge of its lawful purposes, duties, and responsibilities.

All board members will be participating remotely. The public may view the meeting via live stream by clicking the "View video" button at the following

link: http://www.ctb.virginia.gov/public_meetings/live_stream/default.asp. There will be opportunity for public comment at the beginning of the November 24, 2020 Action meeting which will start upon adjournment of this meeting. Public comment can be submitted by calling the following telephone number 1-669-220-6631 followed by PIN 104 881 279# when it is announced that public comment will begin. A caller may be placed on hold until others who have called in earlier have had opportunity to speak.

In the event there is an interruption in the broadcast of the meeting, please call (804) 729-6495.

Should you wish to offer comment regarding how meetings using electronic communications technology compare to traditional meetings when the CTB is physically present, you may complete the FOIA Council's Electronic Meetings Public Comment form appearing at the end of this agenda and submit it to the FOIA Council as described on the Form.

WORKSHOP AGENDA

December 9, 2020

9:00 a.m.

1. Hampton Roads Express Lanes Network
Chris Hall, Virginia Department of Transportation
2. Route 58
Ken King, Virginia Department of Transportation
Rob Griffith, Virginia Department of Transportation
Bart Thrasher, Virginia Department of Transportation

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3. Central Virginia Transportation Authority
Shane Mann, Virginia Department of Transportation
4. Urban & Arlington/Henrico County Street Maintenance Payments Update
Russ Dudley, Virginia Department of Transportation
5. Revenue Sharing FY21/22 Application Cycle Update
Russ Dudley, Virginia Department of Transportation
6. SMARTSCALE Update
Chad Tucker, Office Intermodal Planning and Investment
7. SMART SCALE Budget Increase for UPC 109419 I-81
State Route 75 (Exit 17) Interchange Modification.
Kimberly Pryor, Virginia Department of Transportation
8. I-495 American Legion Bridge Transit and TDM Plan Update
Jennifer DeBruhl, Virginia Department of Rail and Public Transportation
9. WMATA Annual Reporting Requirements
Jennifer DeBruhl, Virginia Department of Rail and Public Transportation
10. Rail Industrial Access: Tucker Timber
Jeremy Latimer, Virginia Department of Rail and Public Transportation
11. Fiscal Year 2021 Commonwealth Transportation Fund and VDOT Budgets
Laura Farmer, Virginia Department of Transportation
12. Virginia Passenger Rail Authority Annual Capital and Operating Budgets
Steve Pittard, Virginia Department of Rail and Public Transportation
13. Final FY 2021 – 2026 Six-Year Improvement Program
Kimberly Pryor, Virginia Department of Transportation
14. DRPT SYIP / Budget Update
Steve Pittard, Virginia Department of Rail and Public Transportation
15. Director's Items
Jennifer Mitchell, Virginia Department of Rail and Public Transportation
16. Commissioner's Items
Stephen Brich, Virginia Department of Transportation

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

#

HAMPTON ROADS EXPRESS LANE NETWORK

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

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

December 9, 2020

HREL Standard Project Agreements

- The CTB authorized the Commissioner to execute Standard Project Agreements (SPAs) for HREL Segments 1, 4A/4B and 4C at the November 24th, 2020 meeting
- Preliminary Engineering and Construction activities for the following projects of the HREL network are ready to commence and will be addressed by two individual SPAs:
 - HREL Segment 3: Installation of Infrastructure to support tolling operations on Interstate 64 from Settlers Landing Road in Hampton to the Interstate 564 Interchange in Norfolk. (HRBT Expansion Project)
 - HREL Toll Integration (System Integrator): Provide a tolling system integrator for overall HREL network.

Note: Pursuant to the MTA, VDOT and HRTAC are to enter into a Standard Project Agreement (SPA) for Funding and Administration to commence design and construction of any element of the HREL Network

Anticipated CTB Action

- **VDOT will be requesting that the Board authorize the Commissioner to enter into separate SPAs with HRTAC for Segment 3 and the Toll Integration projects**
- **The SPAs will be brought back to the Board at their next meeting for approval**

HAMPTON ROADS EXPRESS LANE NETWORK

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

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

December 9, 2020



ROUTE 58 LOVERS LEAP PROJECT

Ken King, PE, Salem District Engineer

December 9, 2020

Route 58 in Virginia

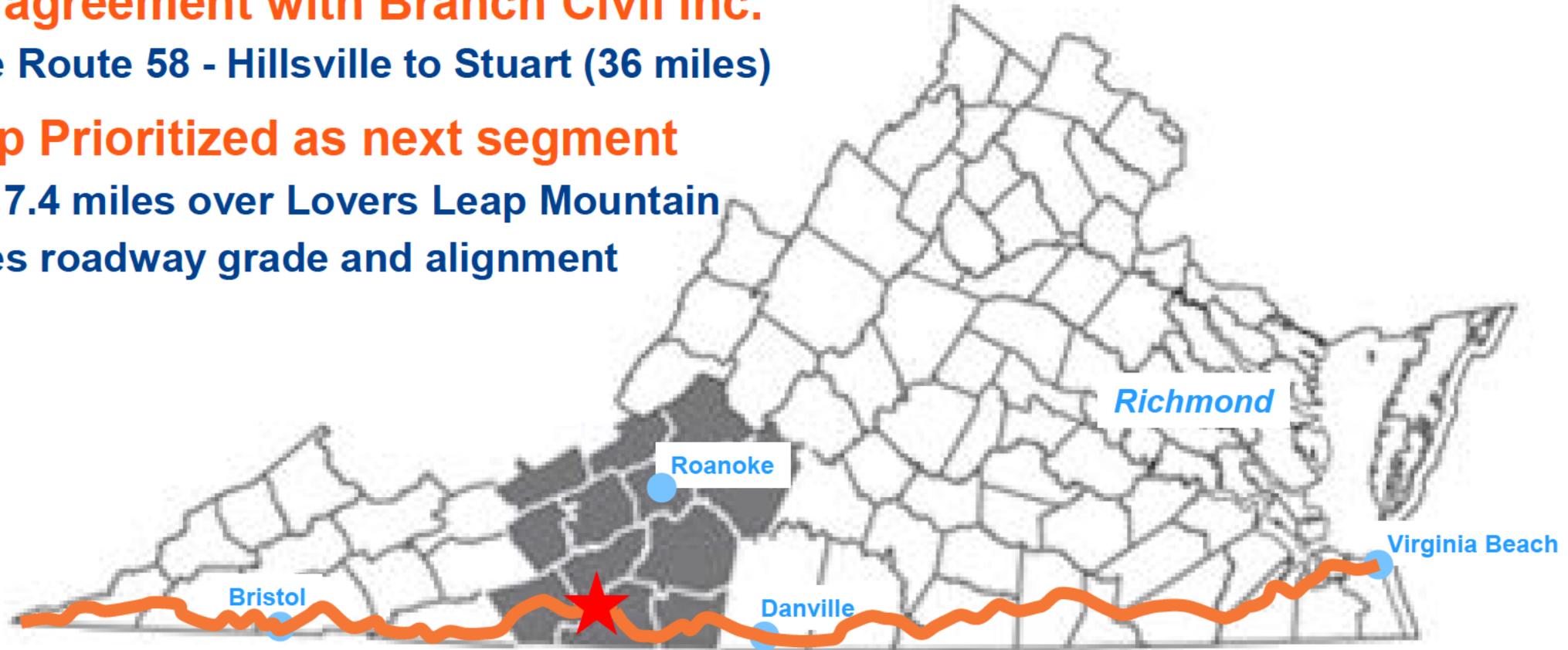
Route 58 Corridor Development Fund

2003 PPTA agreement with Branch Civil Inc.

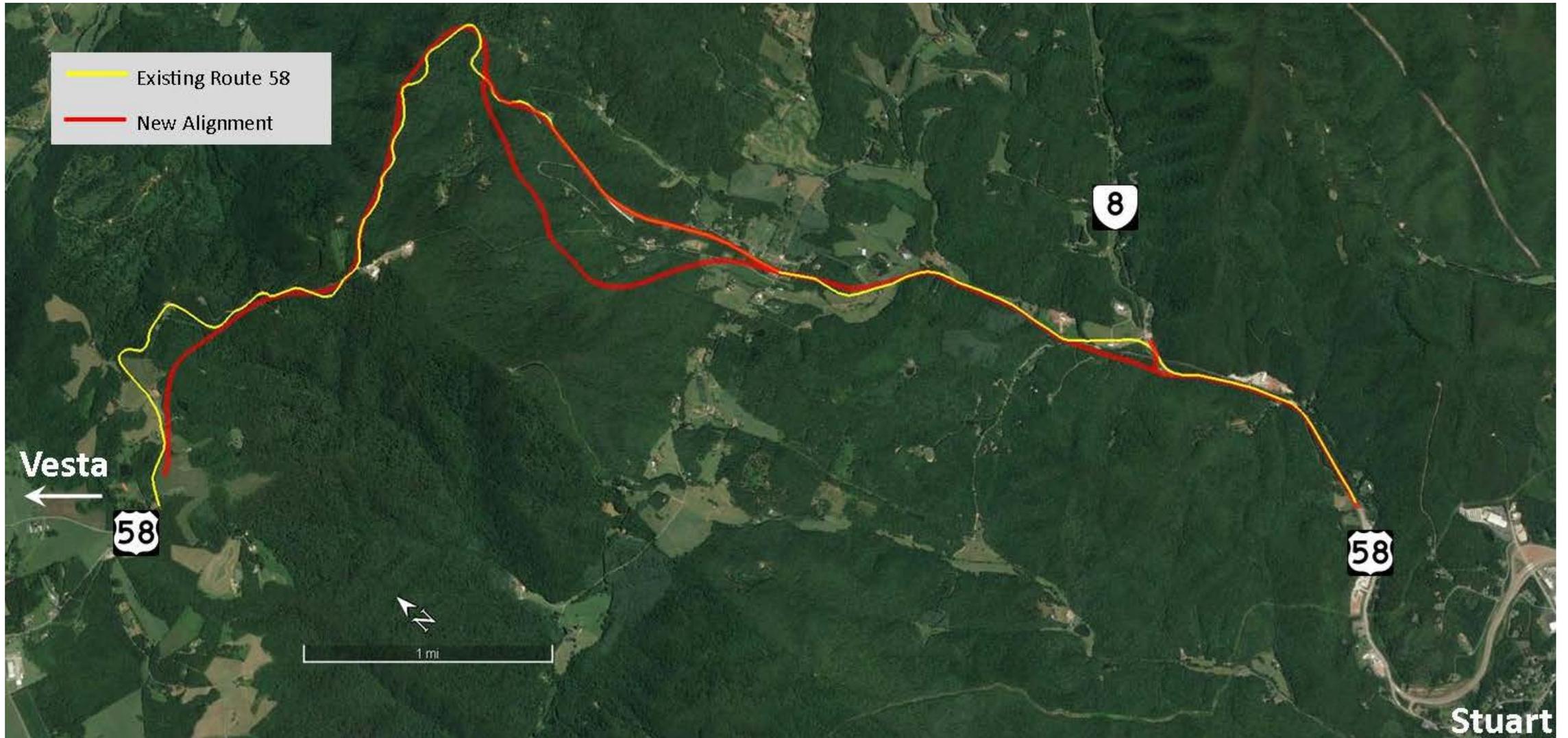
- Improve Route 58 - Hillsville to Stuart (36 miles)

Lovers Leap Prioritized as next segment

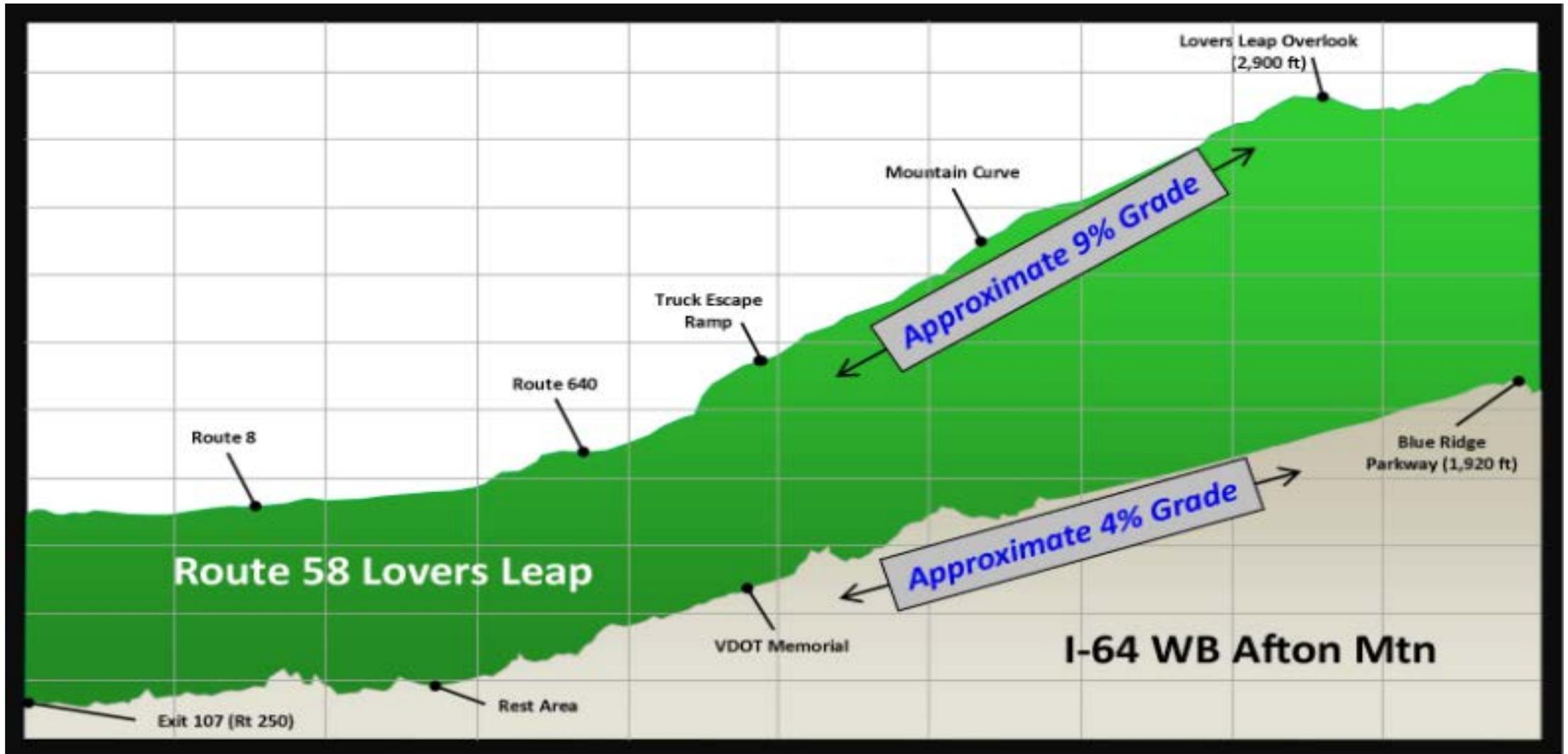
- Widens 7.4 miles over Lovers Leap Mountain
- Improves roadway grade and alignment



Route 58 – Lovers Leap Alignment



Lovers Leap versus WB I-64 Afton Mountain Elevations



Design and Permitting Activities

Refreshed 1990s preliminary design

Updated environmental review

Ensured environmental permits could be issued

Innovative Project Approach

Used a Progressive Design Build (PDB) process to advance the project

Co-located staff to increase collaboration and expedite decision making

Team members

- **Branch Civil Inc. (BCI)**
- **Salem District Project Delivery Team**
- **Central Office Environmental Division**
- **Central Office Construction Division**
- **Central Office Alternative Project Delivery Division**

Project Development Activities

Updated design

- Revised slopes to current standards
- Developed and evaluated design refinements

Completed draft environmental permit application

- Coordinated with federal and state regulatory agencies

Estimated project cost

- Independent cost estimate prepared by Michael Baker International
- BCI prepared project cost estimate
- Evaluated collaboratively via line-item, open-book review
- Significant gap identified in a few key areas

Project Pricing and Negotiation

Identified major differences in specific areas

- Design fee
- Excavation costs
- Construction duration

Innovative Approach - Obtained multiple subcontractor proposals

- VDOT directed solicitation of proposals from subcontractors in these areas
- Three design proposals and six excavation subcontractor proposals received

Negotiated final cost

- VDOT and BCI executives met multiple times (June - September)
- Detailed line-item, open-book review
- Final cost validated against the independent cost estimate

Route 58 Lovers Leap Project Process Outcome

Design-Build Project - \$300 million

Amended PPTA agreement executed - November 6, 2020

Notice to Proceed issued - November 30, 2020

Project completion - Late Spring 2026

Project Takeaways and Lessons Learned

Progressive Design Build approach and co-location (BCI, CO and District)

Promoted open communication and trust among team members

Facilitated collaboration and teamwork

Expedited decision making

Project Takeaways and Lessons Learned

Supported flexibility throughout the design and development process

Identified and evaluated risks from varying perspectives

Gained valuable insight from line-item, open-book pricing and solicitation of subcontractor proposals

Ensured fair and reasonable price for both parties

Provided a better understanding of the PDB process



MOA WITH THE CENTRAL VIRGINIA TRANSPORTATION AUTHORITY

Authorization for the Commissioner of Highways to Enter into a Memorandum of Agreement Between
VDOT and the Central Virginia Transportation Authority

 Shane Mann, P.E. – Richmond District Engineer

December 9, 2020

CVTA Memorandum of Agreement

- **The Central Virginia Transportation Fund (Fund) and Authority (CVTA) were established by HB 1541(Chapter 1235) of the 2020 Session of the Virginia General Assembly.**
- **Chapter 1235 provides for imposition of certain state taxes in localities comprising Planning District 15, and requires that the revenues derived from such taxes:**
 - **be deposited in the Fund;**
 - **be used solely for transportation purposes benefiting the Planning District 15 localities and certain administrative and operating expenses.**
- **A Memorandum of Agreement (MOA) is needed to facilitate VDOT's transfer of funds generated by Chapter 1235 to the CVTA.**

CVTA Memorandum of Agreement

- The MOA provides the conduit and processes for transfer of funds to the CVTA, and addresses various roles and responsibilities of VDOT and the CVTA with regard to the Fund and related activities.
- The MOA establishes a Standard Project Agreement (SPA) template for VDOT administration of CVTA projects, if requested by the CVTA.
 - In the event the CVTA requests VDOT to administer a particular project, the SPA for the project will be presented to the CTB for consideration and approval
- The MOA was unanimously approved by the Authority on December 4, 2020
- The MOA has been reviewed by the Office of the Attorney General

Anticipated CTB Action

- **The CTB has received a copy of the MOA approved by the CVTA and VDOT will be requesting that the CTB authorize the Commissioner to enter into the MOA with the CVTA.**
- **This item will be also be on today's Action Agenda to facilitate prompt execution of the MOA.**

MOA WITH THE CENTRAL VIRGINIA TRANSPORTATION AUTHORITY

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December 9, 2020



FY 2021 Street Maintenance Payments Overview

Urban Localities Arlington / Henrico

Urban Maintenance Program Local Maintenance Payments

Eligibility Requirements for Maintenance Payments:

- Urban street acceptance criteria established in Code Section 33.2-319
- CTB approves mileage additions/ deletions

Payment - General

- Payments based on moving lane miles (available to peak-hour traffic)
- CTB approves payment amounts to localities
- Localities annual growth rate is based upon the base rate of growth for VDOT's maintenance program
- Payments to localities made quarterly

Payment Categories – Based on Functional Classifications

1. Principal and Minor Arterial Roads
2. Collector Roads and Local Streets

County (Arlington/ Henrico) Maintenance Program

- **Eligibility Requirements**

- Established by Code Section: 33.2-366
- These counties maintain their own systems of local roads
- Annual submission of additions/ deletions provided by county
- Annual arterial inspection not required by Code

- **Payment - General**

- No differential in payment rates based on Functional Classifications
- CTB approves payment amounts to localities
- Annual growth rate is based upon the base rate of growth for VDOT's Maintenance Program
- Payments to localities made quarterly

Additional Quarterly Payments

Overweight Permit Fees – Distributed equally across Urban System and Arlington/Henrico Counties based on lane mileage

\$1 Million (\$250,000 quarterly) to City of Chesapeake for additional maintenance costs of Moveable Bridges

Virginia Port Authority Payment compensating Localities with Tax-exempt Real-estate (Newport News, Portsmouth, Norfolk, Warren County)

Propose supplemental payment of \$10,845 taken off the top to the Town of Leesburg due to 0.5 miles omitted from FY2020 quarterly payments

COVID Impacts to Payments

Localities rely on State payments to supplement their maintenance budgets and continue to maintain inventory

Due to Uncertainties to Transportation Revenues impacting ability to establish a final fiscal year 2021 budget, FY2020 maintenance payments were continued in the first quarter FY2021

Overweight Permit Fee were not included in first quarter payments FY2021

The 2nd quarter maintenance payments will include adjustments for 1st quarter payment and mileage (inventory) changes

Chesapeake \$1 Million payment and Payments for VPA Tax-exempt Real Estate are not impacted by current budget

Street Inventory Adjustments / GeoReferencing Project/Reconciliation

- **Approval of Urban Street Inventory Changes Necessary to Determine Overweight Permit Fees – Change Result From:**
 - Reported Inventory Changes from Localities, or
 - Reconciliations made during Urban Maintenance Inventory System (UMIS) Georeferencing project
 - 37 Localities Decreased Mileage; 44 Increased Mileage; 3 No Changes
- **UMIS Georeferencing Project**
 - Combining the UMIS into a geospatial layer with a centerline dataset on the Roadway Network System.
 - Transitioning our entire Urban Inventory from a collection of street segments in a dataset that can only be provided in tabular form.

UMIS DETAIL REPORT

Date: 6/18/2018
Time: 9:41:54AM

VIRGINIA DEPARTMENT OF TRANSPORTATION
LOCAL ASSISTANCE DIVISION
URBAN MAINTENANCE INVENTORY

(140) Town of Abingdon

Planning District: (03) Mount Rogers

Construction District: (01) Bristol

S E Q U E N C E	ROUTE(S)	FACILITY NAME	FROM	TO	F U N C T I O N A L C L A S S	S T A T E C L A S S	L E N G T H X.XX MILE	R / W	W I D T H F T	P A V E M E N T T H I C K N E S S F T	T Y P E O P E R	# T L	PEAK	MOVING
													HOUR	LANE MILES
101000	84 LUMBER RD		MAIN ST E	CUL DE SAC	LOC	LOS	0.06		50	30	2	2	0.12	
1000	A ST SE		GREEN SPRING RD	GREEN SPRING RD	LOC	LOS	0.31		0	22	2	2	0.62	
2000	A ST SE	0.31 W	GREEN SPRING RD	DEADMORE ST	LOC	LOS	0.15		0	22	2	2	0.30	
201000	ACADEMY DR		MAIN ST W	MAIN ST W	LOC	LOS	0.07			20	2	2	0.14	
202000	ACADEMY DR	0.07 N	MAIN ST W	MAIN ST W	LOC	LOS	0.40			12	1	1	0.40	
203000	ACADEMY DR	0.10 S	RUSSELL RD	RUSSELL RD	LOC	LOS	0.10			22	2	2	0.20	
205000	ALTAMONT ST		OLD ELEVEN DR	DEAD END	LOC	LOS	0.07		50	20	2	2	0.14	
301000	ARNOLD ST NE		WHITES MILL RD	WHITES MILL RD	LOC	LOS	0.08			18	2	2	0.16	
305000	AUGUSTA DR		WINTERHAM DR	SAWGRASS CIR	LOC	LOS	0.08		60	24	2	2	0.16	
306000	AUGUSTA DR		SAWGRASS CIR	WINTERHAM DR	LOC	LOS	0.24		60	24	2	2	0.48	
101000	B ST		SPRING ST	KINGS MOUNTAIN DR	LOC	LOS	0.32			21	2	2	0.64	
1000	BALTIMORE ST		RUSSELL RD	RUSSELL RD	LOC	LOS	0.04		30	16	2	2	0.08	
201000	BARTER DR NE		COURT ST	COURT ST	LOC	LOS	0.07			28	2	2	0.14	
202000	BARTER DR NE	0.07 E	COURT ST	COURT ST	LOC	LOS	0.07		0	22	2	2	0.14	
1000	BAUGH LA NE		MAIN ST E	WAYNE AVE	LOC	LOS	0.50		40	20	2	2	1.00	
2000	BAUGH LA NE		WAYNE AVE	FALCON DR	LOC	LOS	0.10		40	20	2	2	0.20	
3000	BAUGH LA NE		FALCON DR	MORNINGSIDE LA	LOC	LOS	0.04		40	20	2	2	0.08	
4000	BAUGH LA NE		MORNINGSIDE LA	EDGEMONT ST N	LOC	LOS	0.03		40	20	2	2	0.06	
5000	BAUGH LA NE		EDGEMONT ST N	EUCLID AVE	LOC	LOS	0.17		40	20	2	2	0.34	
6000	BAUGH LA NE		EUCLID AVE	PANACELLA DR	LOC	LOS	0.05		40	20	2	2	0.10	
7000	BAUGH LA NE		PANACELLA DR	WOODLAWN TER	LOC	LOS	0.08		40	20	2	2	0.16	
8000	BAUGH LA NE		WOODLAWN TER	NEW NCL	LOC	LOS	0.15		40	20	2	2	0.30	
1000	BEECHWOOD DR		SUNSET DR	CUL DE SAC	LOC	LOS	0.07		0	32	2	2	0.14	
307000	BEVERLY DR NE		CHARWOOD DR	EDMOND DR	LOC	LOS	0.18		50	20	2	2	0.36	
308000	BEVERLY DR NE		EDMOND DR	DEAD END	LOC	LOS	0.04		50	20	2	2	0.08	
305000	BEVERLY DR SW		CHARWOOD DR	MAIDEN ST	LOC	LOS	0.15		50	20	2	2	0.30	
306000	BEVERLY DR SW		MAIDEN ST	CUL DE SAC	LOC	LOS	0.16		50	20	2	2	0.32	
309000	BIRDIE DR		CUMMINGS ST	LONGVIEW DR	LOC	LOS	0.10		60	22	2	2	0.20	
309100	BIRDIE DR		LONGVIEW DR	PAR PLACE	LOC	LOS	0.09		60	22	2	2	0.18	
309600	BIRDIE DR		PAR PLACE	BOGEY DR	LOC	LOS	0.07		60	22	2	2	0.14	

Street Inventory Adjustments / GeoReferencing Project/Reconciliation

- To a publicly available georeferenced layer:

The screenshot displays the VDOT RIMS/UMIS Events web application interface. The top navigation bar includes the VDOT logo, the text 'RIMS/UMIS Events', and the website 'VirginiaRoads.org'. A search bar is present with the placeholder 'Find address or place'. The main map area shows a street network with a popup window for 'Bruce AVE (PR - City of Charlottesville)'. The popup contains the following information:

- Route Name: S-VA104PR BRUCE AVE
- Route Category Name: Urban Streets
- Route Type Name: Urban Road
- Peak Lane Count: 2
- Pavement Width: 35.00
- See attribute table for more details...
- Zoom to

Below the map is a table with the following columns and data:

OBJECTID	EVENT_SOURCE	RTE_COMMON_N	RTE_FROM_MSR	RTE_TO_MSR	LAD_UMIS_SEGM	LAD_UMIS_SOUR	LAD_UMIS_SOUR	LAD_UMIS_PEAK	LAD_UMIS_ROW	LAD_UMIS_PAVE	LAD_UMIS_PAY_A	LAD_UMIS_COMI
17650	503,241	Bruce AVE (PR - City of Charlottesville)	0.00	0.16	503,241	0.32	0.16	2		35.00	Y	Juris: 104- Facility: BRUCE AVE; Seq: 2501000; From: WELLFORD ST; To: CAMBRIDGE CIR; From

At the bottom of the table, it indicates '1 features 0 selected'. The interface also includes a legend, a scale bar (100m/300ft), and coordinate information (-78.486 38.050 Degrees).

Proposed FY21 Maintenance Payments Budget

- Urban and County Maintenance Payments

FY 21 Urban Payment Rates:

- Principal and Minor Arterial Roads = \$22,161.46 per lane mile
- Collector Roads and Local Streets = \$13,011.71 per lane mile

FY 21 Payment Rates:

- Arlington = \$19,406.40 per lane mile
- Henrico = \$14,121.14 per lane mile

FY21 Overweight Permit Fee \$1.93 per lane mile

- Continue \$1M to Chesapeake to address additional costs associated with movable bridges (payments began 2005)
- Va Port Authority Tax-Exempt Real Estate Payments = \$1M total

Next Steps

- **FY21 Maintenance Payments to Cities, Certain Towns and Warren County**
- **FY21 Maintenance Payments to Arlington and Henrico Counties**

CTB Approval to be taken at Action Meeting

FY 2021 Street Maintenance Payments

 Russ Dudley, Local Assistance Division

Date



REVENUE SHARING PROGRAM ALLOCATIONS

FY2021 and FY2022 APPLICATION CYCLE

Revenue Sharing Program Update FY21 and FY22 Application Cycle

- **Biennial application cycle**
- **\$5M = Maximum locality application per fiscal year**
- **\$10M = Maximum allocation (cumulative) per project**
- **Priority Tiers**
 - **Priority given to construction projects that have previously received Revenue Sharing funding**
 - **Next, priority given to construction projects that meet a transportation need identified in the Statewide Transportation Plan or projects that will be accelerated in a locality's capital plan**
 - **Next, priority given to projects that address deficient pavement resurfacing and bridge rehabilitation.**

Revenue Sharing Program Update FY21 and FY22 Application Cycle

FY21 and FY22 Application Timeline

- Call for pre-applications – April 3, 2019
- SMART Portal opened for pre-application intake – May 15, 2019
- Pre-application submittal deadline – July 1, 2019
- SMART Portal application submittal deadline – October 1, 2019
- 72 Localities submitted applications, 69 localities screened in
 - 12 localities requested maximum \$10M over two fiscal years
- Total requests – \$259M, \$246M screened in
 - Priority 1 – Existing Revenue Sharing projects **\$68.0M**
 - Priority 2 – Meet Statewide Transportation Need or accelerate project in locality capital improvement plan **\$164.0M**
 - Priority 3 – Address deficient pavement or bridge **\$9.9M**
 - Priority 4 – All other requests for eligible project work **\$4.3M**

Revenue Sharing Program Update FY21 and FY22 Application Cycle

DISTRICT	# Localities	Total <u>Submitted</u>	# Screened In Localities	Total <u>Screened In</u>
Bristol	6	\$1,039,072	6	\$1,039,072
Culpeper	5	\$11,362,805	5	\$11,362,805
Fredericksburg*	6	\$20,718,000	5	\$10,718,000
Hampton Roads*	10	\$55,004,647	10	\$54,329,647
Lynchburg	4	\$10,317,562	4	\$10,317,562
Northern Virginia*	13	\$69,831,609	13	\$69,175,779
Richmond*	9	\$42,221,299	8	\$42,024,816
Salem*	10	\$29,216,793	10	\$29,216,793
Staunton*	9	\$19,422,068	8	\$18,272,548
TOTAL	72	\$259,133,855	69	\$246,457,022

Revenue Sharing Program Update FY21 and FY22 Application Cycle

FY21 & FY22 Revenue Sharing Program:

- **FY21 & FY22 Total Requests:** \$ 239,198,478
- **Allocations Available:** \$ 200,000,000

Summary of Applications meeting Priority selection criteria for funding:

- **Priority 1 projects = \$ 67,248,901** Fund at 100%
- **Priority 2 projects = \$ 39,733,511** Fund at 100% (up to \$1M/locality)
- **Priority 2 projects = \$ 117,966,073** Fund at <79% (\$93,017,588)
- **Priority 3 projects = \$ 9,985,000** Fund at 0%
- **Priority 4 projects = \$ 4,264,993** Fund at 0%

Allocations programmed for FY25/26

REVENUE SHARING PROGRAM NEXT STEPS

- **CTB Approval Included in SYIP at Action Meeting**
- **Present list of projects for deallocation to CTB in January 2021**





COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

**SMART SCALE - Round 4
Screening and Validation**

December 2020





Comparison of Rounds

Total Cost of Submissions



District	# of Submissions	Total Cost	Total Requested
Bristol	34	\$212M	\$212M
Culpeper	38	\$374M	\$349M
Fredericksburg	36	\$562M	\$377M
Hampton Roads	53	\$1,221M	\$787M
Lynchburg	30	\$490M	\$451M
Northern Virginia	31	\$2,621M	\$1,637M
Richmond	78	\$956M	\$921M
Salem	60	\$629M	\$600M
Staunton	45	\$232M	\$229M
Grand Total	405	\$7,298M	\$5,568M

*Notes - Cost estimate validation is underway - there may be slight differences in totals when comparing tables on each slide

Round 4

Project Screening



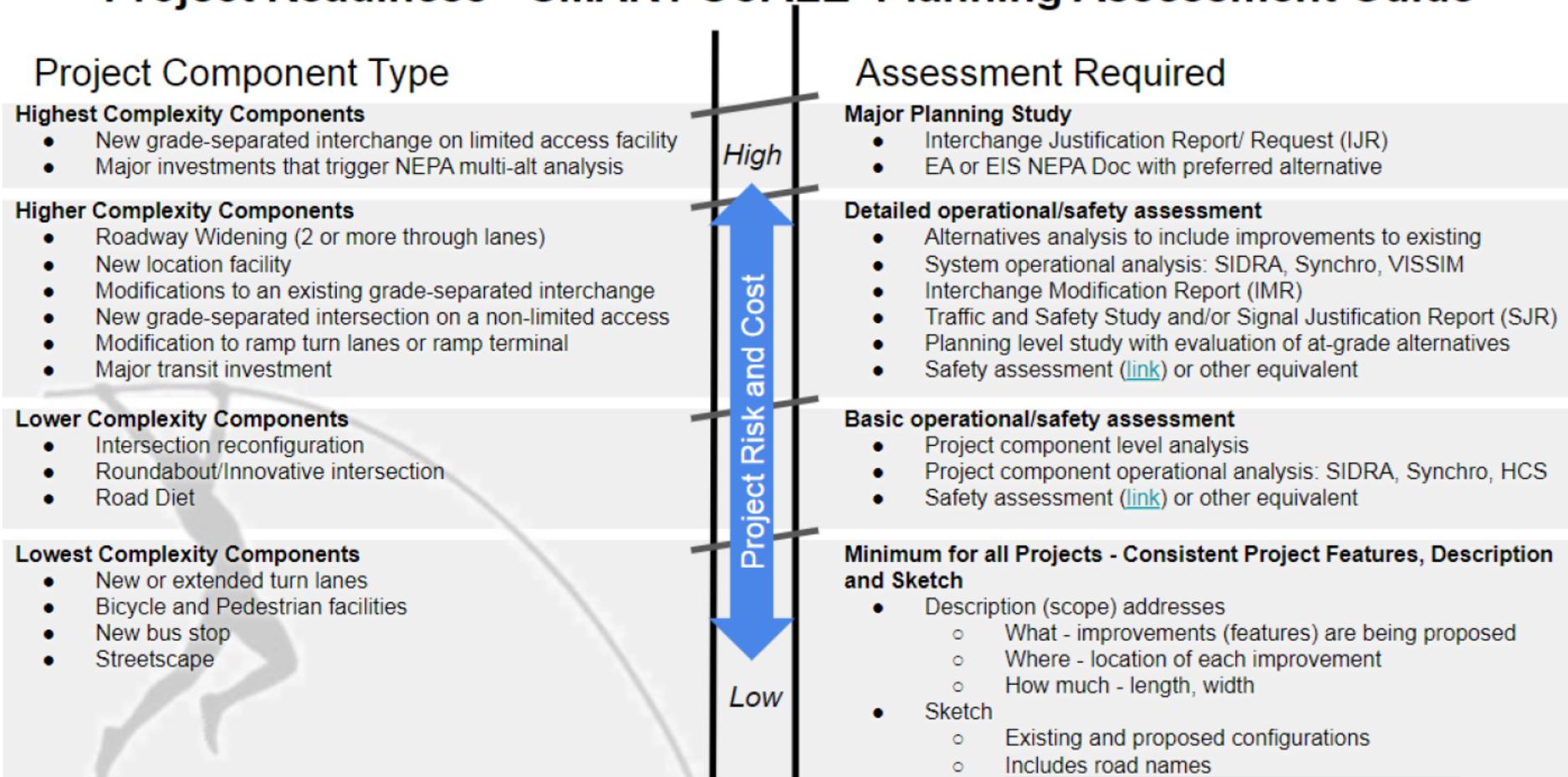
- **VTrans Need** - Review of each submission to ensure project is addressing a Board adopted VTrans need
- **Project Eligibility** - Review to ensure applications meet SMART SCALE eligibility requirements
 - Most common issue - Application were significant portion of project is replacement of existing assets - considered maintenance
- **Project Readiness** - Review to ensure applications meet CTB readiness requirements to minimize risks for project changes and cost increase
 - Readiness bar increase with the size and complexity of the project

Round 4

Project Screening - Readiness



Project Readiness - SMART SCALE Planning Assessment Guide



Screen Outs

Comparison of Rounds



**SMART
SCALE**

*Funding the Right
Transportation Projects
in Virginia*

District	Screen Out Decisions by Round			
	1 st	2 nd	3 rd	4 th
Bristol	10	5	4	0
Culpeper	0	0	0	2*
Fredericksburg	0	3	1	
Hampton Roads	5	9	2	
Lynchburg	2	0	2	
Northern Virginia	1	3	4	
Richmond	14	7	6	
Salem	2	3	4	
Staunton	0	3	0	
Grand Total	34 of 321 (10.6%)	33 of 437 (7.6%)	23 of 468 (4.9%)	

Round Three Screening Decisions



**SMART
SCALE**

*Funding the Right
Transportation Projects
in Virginia*

District	# of Apps	Screened Out	Reason to Screen Out		
			VTrans Need*	Project Eligibility*	Project Readiness*
Bristol	34		0		
Culpeper	38		0		2*
Fredericksburg	36		1		
Hampton Roads	53		0		
Lynchburg	30		1		
Northern Virginia	31		0	1	
Richmond	78		1		
Salem	60		0		
Staunton	45		0		
Grand Total	405		3	0	0

* applications withdrawn by the applicants

Application Validation



- District and DRPT staff conducting thorough review of applications to ensure accuracy and adherence to CTB policy
 - Clear project scope
 - Reasonable cost estimate and schedule
 - Eligible econ dev sites
- SMART Portal used to track and communicate edits needed and to document applicant concurrence

SMART PORTAL | Office of INTER Planning

Home Dashboard About

Viewing SMART SCALE Application

4th Street at Holston Road Turn Lane Improvements

Edit Application | District Validation | CO Validation | Print Version

Save as PDF | Rollback App | View Pre-Application | View "As Submitted"

Compare Differences

General | Location | Features | Factors | Deliv

General

Point of Contact Information

Project Point of Contact Name: Trevor Hacker | Project Point of Contact Email: trevorh@wytheville.org

Project Information

Project Title: 4th Street at Holston Road Turn Lane Improvements | Principi Highwa

District Validation (42 of 42 completed)

- General
 - Locality Applicant: Valid
 - Transit Applicant: Valid
- Location
 - Applicant Authority: Valid
 - Polygon Extent(s): Valid
- Features
 - Highway: Valid
 - Bike/Pedestrian: Valid
 - Bus Transit: Valid
 - Rail Transit: Valid
 - Freight Rail: Valid
 - Inter-City Rail (AMTRAK): Valid
 - TDM: Valid
 - Right of Way: Valid
- Accessibility Factor
 - Transit (Bus or Rail): Valid
 - Park-and-Ride: Valid
 - HOV/HOT: Valid
 - Bike Accomodation: Valid
 - Ped Accomodation: Valid
 - TDM: Valid
 - TMC/ITS: Valid
- Environmental Factors
 - Rail Transit: Valid
 - Bike Accomodation: Valid
 - Ped Accomodation: Valid
 - Park-and-Ride: Valid
 - Bus Transit: Valid
 - Hybrid/EV Accomodation: Valid
 - Alternative Fuel Fleet: Valid
- Economic Factor



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Thank you



SMART SCALE PROPOSED BUDGET INCREASE

I-81 EXIT 17 INTERCHANGE MODIFICATION – BRISTOL DISTRICT

Commonwealth Transportation Board

Kimberly Pryor – Director, Infrastructure Investment

December 2020

SMART SCALE Policy

CTB Policy for Scope Changes and/or Budget Increases, February 2020

- A project that has been selected for funding must be re-scored and the funding decision re-evaluated if there are significant changes to either the scope or cost of the project, such that the anticipated benefits relative to funding requested would have substantially changed.
- If an estimate increases prior to project advertisement or contract award that exceeds the following thresholds, and the applicant is not covering the increased cost with other funds, Board action is required to approve the budget increase:
 - i. Total Cost Estimate <\$5 million: 20% increase in funding requested
 - ii. Total Cost Estimate \$5 million to \$10 million: \$1 million or greater increase in funding requested
 - iii. Total Cost Estimate > \$10 million: 10% increase in funding requested; \$5 million maximum increase in funding requested

Project Information

I-81 Exit 17 Interchange Modification (UPC 109419)

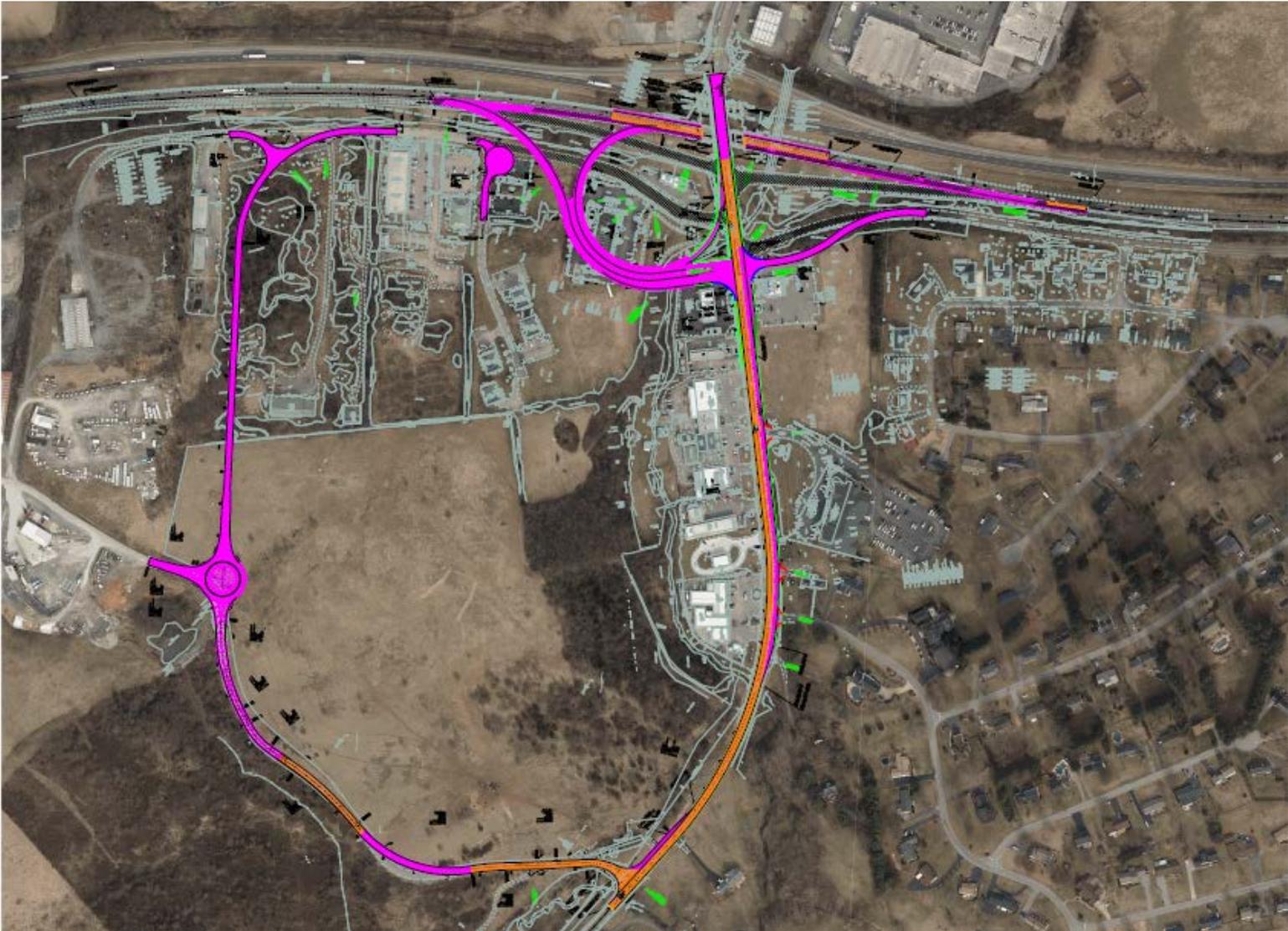
- Submitted by the Town of Abingdon in Round 1 of SMART SCALE
 - Total Original Project Cost: \$21,200,000
 - Total SMART SCALE Request: \$21,200,000
 - Request funded with DGP and HPP funds
- Project is VDOT administered
 - A \$10.6M budget increase was previously approved by the CTB in October 2018
 - Project was advertised and VDOT received bids on November 18, 2020
 - There is currently a \$1.5M shortfall for award
- Original Scope Included:
 - Relocate and extend I-81 northbound on- and off-ramps
 - Relocate intersection for I-81 northbound on- and off-ramps
 - Reconfigure property access due to road closures from construction of new ramps

Change in Project Design

What changed after Project Selection?

- Signal improvements at I-81 southbound ramps were included in the project scope
 - This allows both the northbound ramps signal and southbound ramps signal to be upgraded simultaneously and facilitates better operations of the interchange
- Proposed signal at Gravel Lake Road was removed from the project scope
 - During project development it was determined that the signal location would impact wetlands and further review indicated the signal was not warranted for the amount of traffic
- Roundabout was included in project scope along the realignment of Gravel Lake Road
 - During the public involvement process requests were made to include a roundabout at the proposed entrance for several industrial businesses along the proposed realignment for Gravel Lake Road

Project Location



Shortfall for Award

Factors contributing to \$1.5M shortfall for award

- Design refinements enhance safety operations of the interchange and do not adversely impact project benefits
- Design refinements do not contribute to the shortfall for award
- Additional costs related to environmental cultural resources monitoring at archaeological sites on project
- Higher unit prices for asphalt and aggregate
- Higher utility relocation costs

Project Budget Increase

- **VDOT received bids and has determined that price proposals are responsive and represent good competition**
 - Estimated budget increase required for award is \$1.5M
 - Total budget increase of \$12.1M or 57% increase overall
 - Sufficient deallocated DGP funds are available to cover the increase

	Original Application	Previously Revised (Approved 10-30-2018)	Current
Total \$	\$21.2M	\$31.8M	\$33.3M
SMART SCALE \$	\$21.2 (\$12.3 DGP+\$8.9MHPP)	\$31.8M (increase of \$10.6M funded with \$7.6M DGP+\$3.0M HPP)	\$33.3M (increase of \$1.5M)
Score	1.48	0.99	0.94
Funding Scenario	10/10	Dropped five spots; would not have been funded	Drops another spot
Expenditures as of 12/2/20			\$18.9M

Recommendation for Action

Approve budget increase request so that the project can be awarded

- Fund increase from surplus Bristol District DGP balances

Bristol DGP Surplus Funds	Amount
Surplus	\$12,157,875
Less Proposed Budget Increase for UPC 109419	\$1,499,746
Total Remaining	\$10,658,129



I-495 American Legion Bridge Transit and TDM Study Update

Commonwealth Transportation Board

December 9, 2020

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

Engagement Process

- Three Stakeholder Meetings held to date
 - July 16, 2020
 - August 28, 2020
 - October 16, 2020
- Upcoming Stakeholder Meeting scheduled for **December 11, 2020**
- Public Comment Period for Draft Recommendations: *Mid December – Late January*
- Public Meetings
 - DRPT/VDOT I-495 Public Meeting. November 18, 2020
 - I-495 ALB Transit and TDM Study Public Meeting. Early January
- Surveys
 - Survey 1: Purpose was to gain an understanding of commute choices in addition to driving alone. *Closed August 28, 2020*
 - Survey 2: Getting feedback on potential recommendations. *Ongoing*
- Keeping track of the Study is easy by connecting to DRPT's Major Initiatives Webpage.
- The study webpage includes a stakeholder comment link

www.drpt.virginia.gov/transit/major-initiatives/i-495american-legion-bridge-transit-and-tdm-study/

Study Process

1

Assess
Needs and
Gaps

- Why is transit needed?
- What transit is there today?
- What transit is planned in the future?

2

Review Travel
Markets
between VA
and MD

- Where are trips over the bridge coming from and going to?
- Which of those markets could be served by transit?

3

Develop and
Test Transit
Routes and
Commuter
Assistance
Programs

- Where and how often should the route stop?
- Where can transit use managed lanes?
- How can technology improve the transit experience?
- How will people get to and from the transit service?

4

Recommend
Potential
Improvements

- What is the overall forecasted affect on reducing congestion?
- How many people and jobs will be connected by new transit?
- How much will it cost to implement?

Legend

- Insufficient Travel Demand Along Corridor
- Not Competitive with Existing Transit Service
- Indirect Access to Managed Lanes
- Route Connection Advanced for Testing

Option	Virginia	↔	Maryland
1	Tysons		Bethesda ★
2			Friendship Heights
3a			Germantown ★
3b			Gaithersburg ★
4			White Flint
5a			Silver Spring ★
5b			White Oak via Silver Spring
6			Frederick ★

Option	Virginia	↔	Maryland
8a	Dunn Loring		Frederick
8b			Germantown
8c			Gaithersburg
8d			Rockville
8e			Silver Spring
8f			White Oak
8g			Bethesda ★

Option	Virginia	↔	Maryland
7a	Reston		Frederick
7b			Germantown
7c			Gaithersburg
7d			Rockville
7e			Silver Spring
7f			White Oak
7g			Bethesda ★

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

Prioritization Methodology

- Potential routes scored relative to each other based on three categories



Productivity – Maximizing ridership for the lowest cost



Equity – Serving areas with high concentrations of low-income and minority individuals



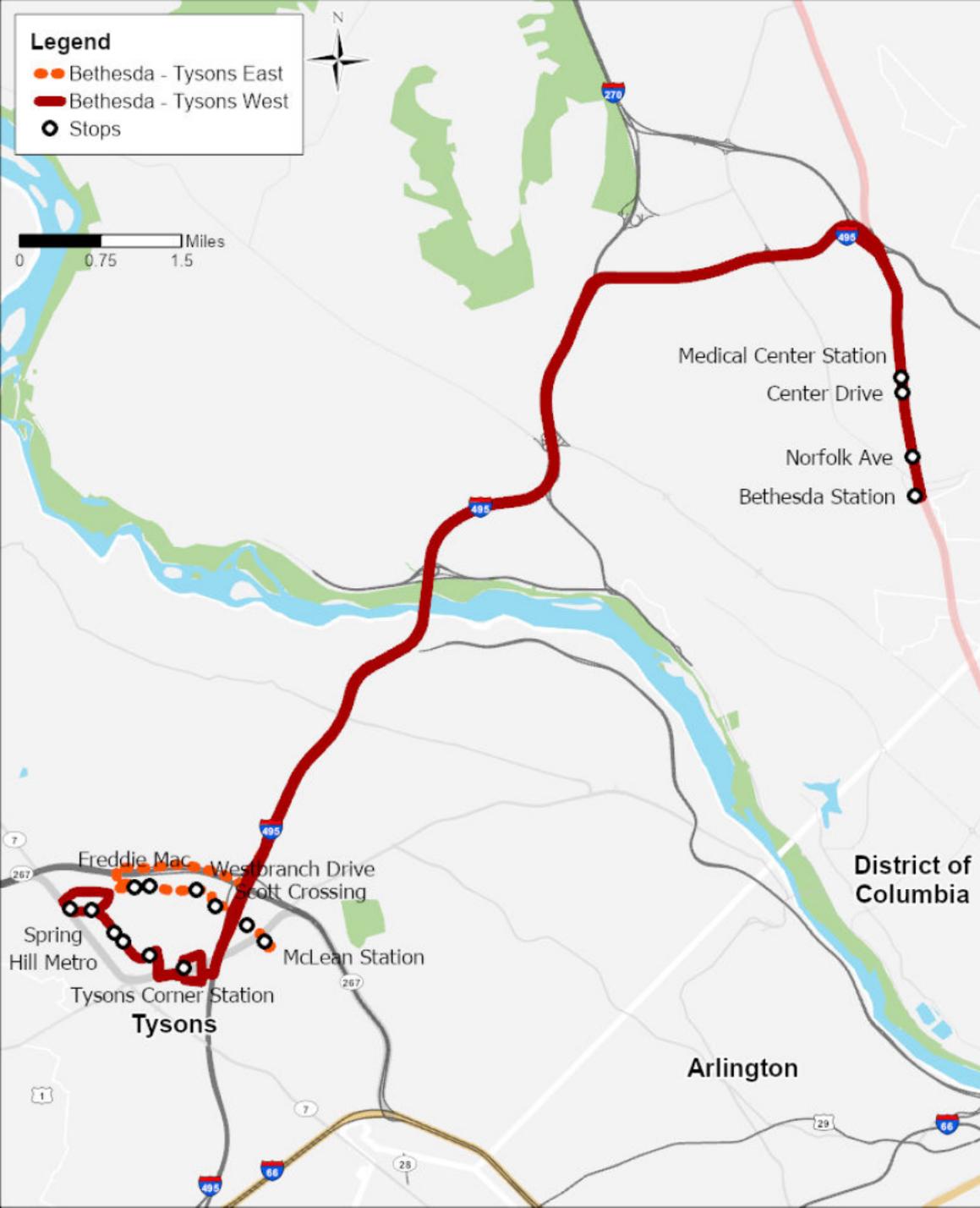
Connectivity – Providing access to the most jobs and people

Routes Retained:

- Bethesda – Tysons
- Germantown – Tysons
- Silver Spring – Tysons
- Gaithersburg – Tysons
- Frederick – Tysons
- Bethesda – Reston
- Bethesda – Dunn Loring
- Frederick – Arlington

SCORING KEY

HIGH ● ● ●
MEDIUM ● ●
LOW ●



1. Bethesda – Tysons

- Service both directions during peak periods
- Transit and Rail Connections:
 - Red Line Metrorail
 - Silver Line Metrorail
 - Planned Purple Line
 - Planned Route 7 BRT
 - Planned MD 355 BRT
 - Local Bus and Regional Bus

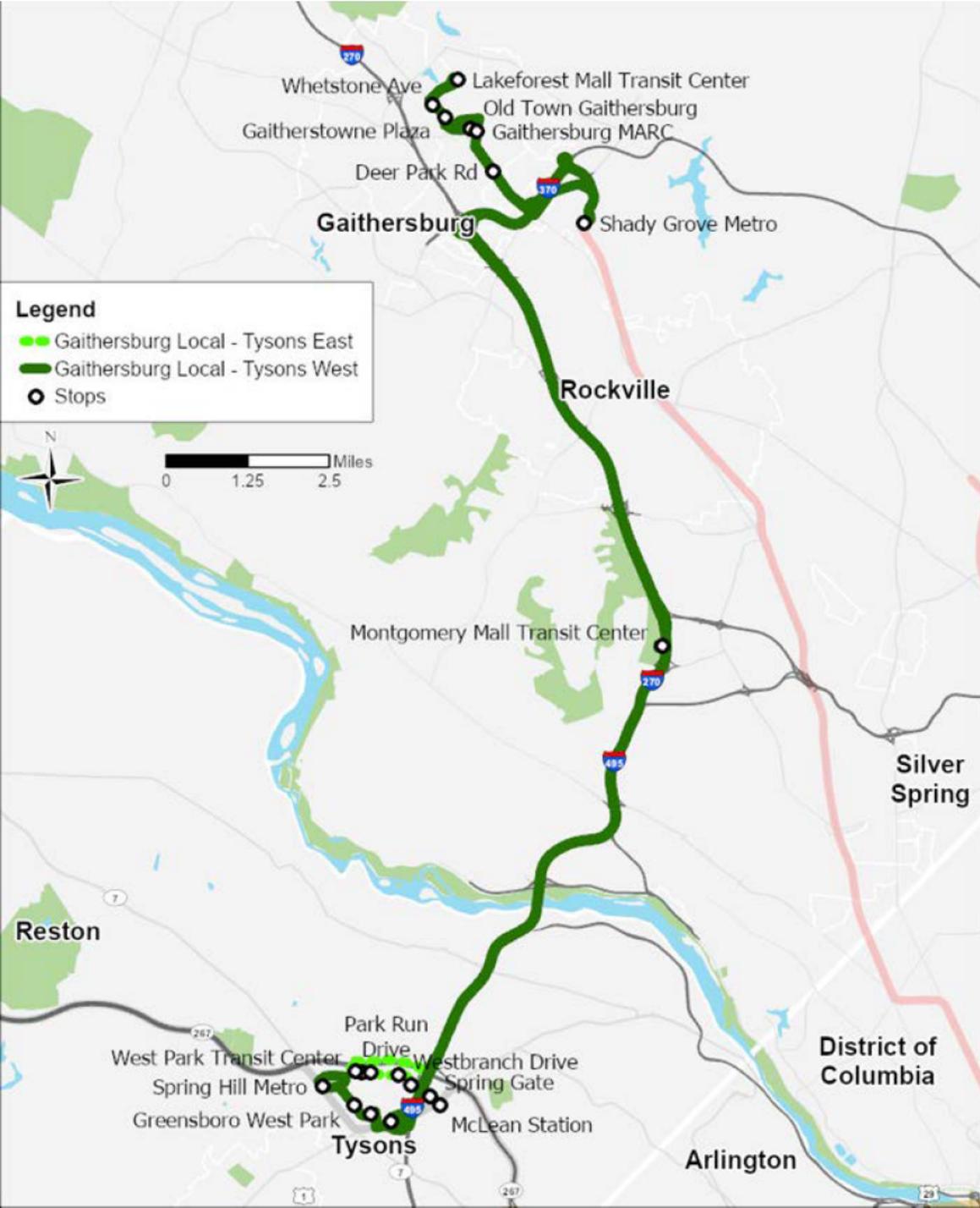
Metric	Score
Productivity	● ● ●
Equity	●
Connectivity	● ●
Rank	# 2



3a. Germantown – Tysons

- Service from Germantown to Tysons during AM peak period and Tysons to Germantown during PM peak period.
- Transit and Rail Connections:
 - Silver Line Metrorail
 - Planned Route 7 BRT
 - Planned Corridor Cities Transitway
 - Planned Randolph Road BRT
 - Local Bus and Regional Bus

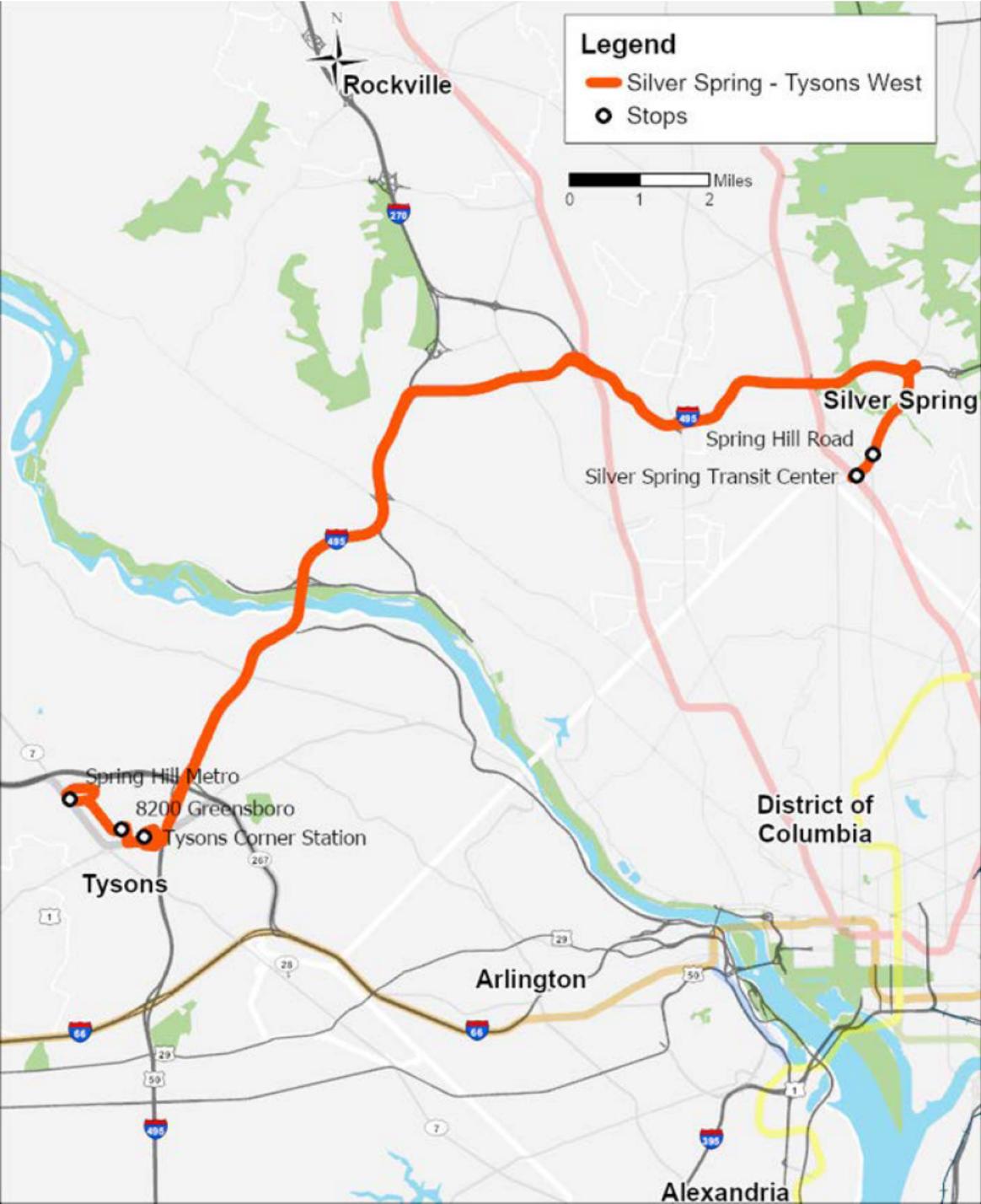
Metric	Score
Productivity	● ●
Equity	● ● ●
Connectivity	● ●
Rank	# 4



3b. Gaithersburg – Tysons

- Service from Gaithersburg to Tysons during AM peak period and Tysons to Gaithersburg during PM peak period.
- Transit and Rail Connections:
 - Red Line Metrorail
 - Silver Line Metrorail
 - Gaithersburg MARC
 - Planned Route 7 BRT
 - Planned Corridor Cities Transitway
 - Planned MD 355 BRT
 - Planned Randolph Road BRT
 - Local Bus and Regional Bus

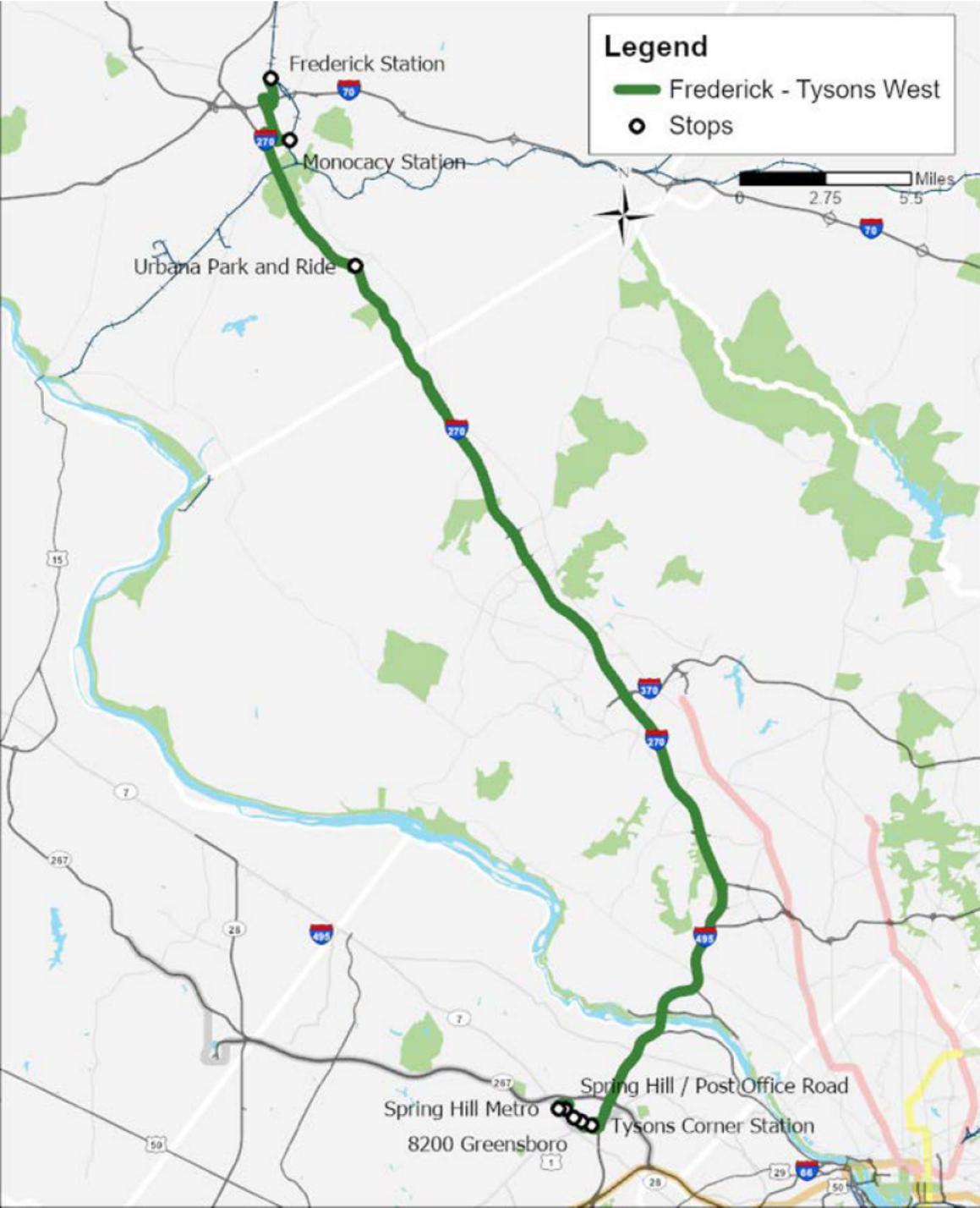
Metric	Score
Productivity	● ● ●
Equity	● ● ●
Connectivity	● ● ●
Rank	#3



5a. Silver Spring – Tysons

- Service from Silver Spring to Tysons during AM peak period and Tysons to Silver Spring during PM peak period.
- Transit and Rail Connections:
 - Red Line Metrorail
 - Silver Line Metrorail
 - Planned Purple Line LRT
 - Planned Route 7 BRT
 - US 29 FLASH BRT
 - Local Bus and Regional Bus

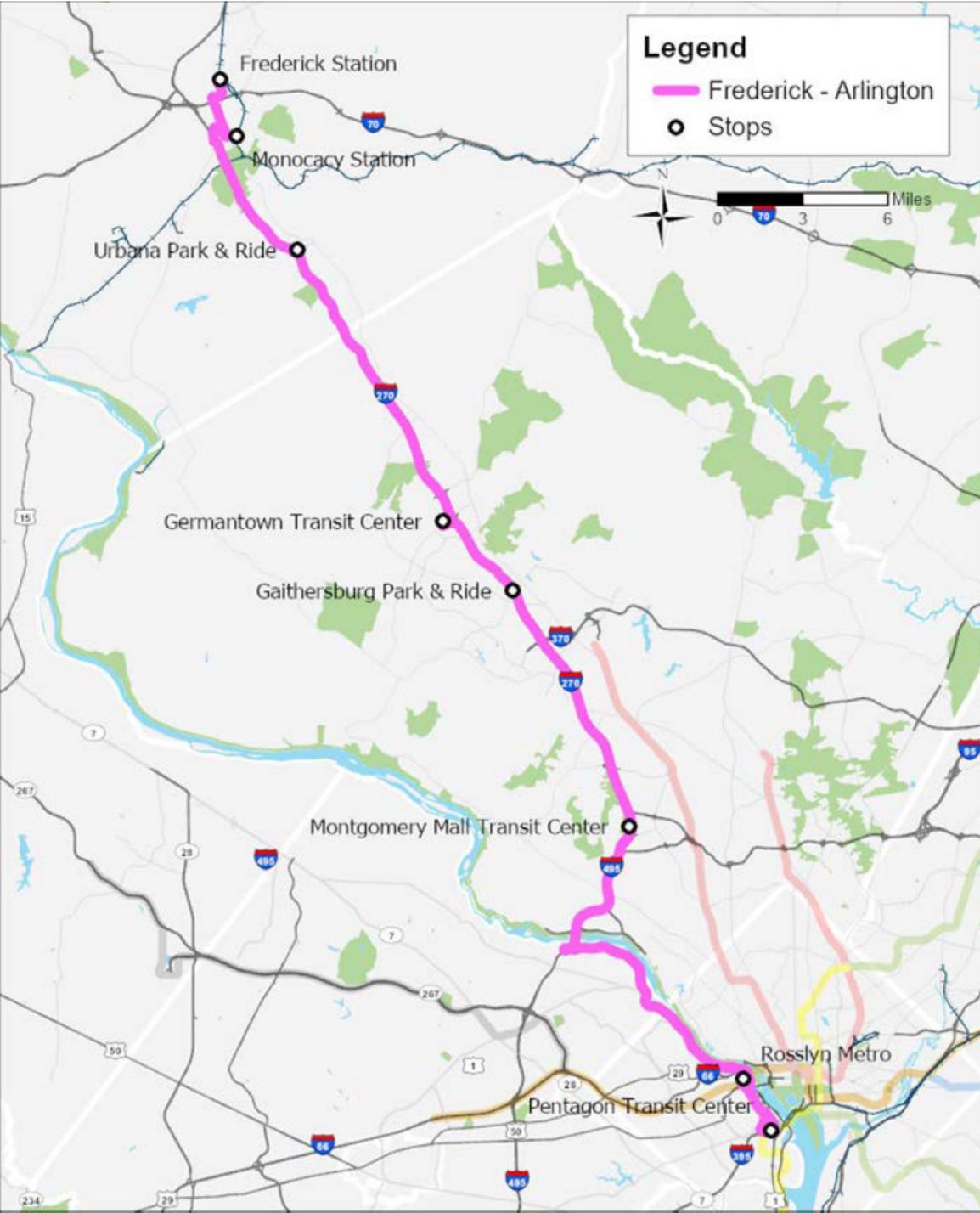
Metric	Score
Productivity	● ●
Equity	● ● ●
Connectivity	● ●
Rank	#5



6. Frederick – Tysons

- Service from Frederick to Tysons during AM peak period and Tysons to Frederick during PM peak period.
- **Transit and Rail Connections:**
 - Silver Line Metrorail
 - Planned Route 7 BRT
 - Local Bus and Regional Bus

Metric	Score
Productivity	●
Equity	● ● ●
Connectivity	● ●
Rank	#8



7a. Frederick – Arlington

- Service from Frederick to Arlington during AM peak period and Arlington to Frederick during PM peak period.
- Transit and Rail Connections:
 - Orange Line Metrorail
 - Silver Line Metrorail
 - Blue Line Metrorail
 - Yellow Line Metrorail
 - Planned Randolph Road BRT
 - Planned Corridor Cities Transitway
 - Local Bus and Regional Bus

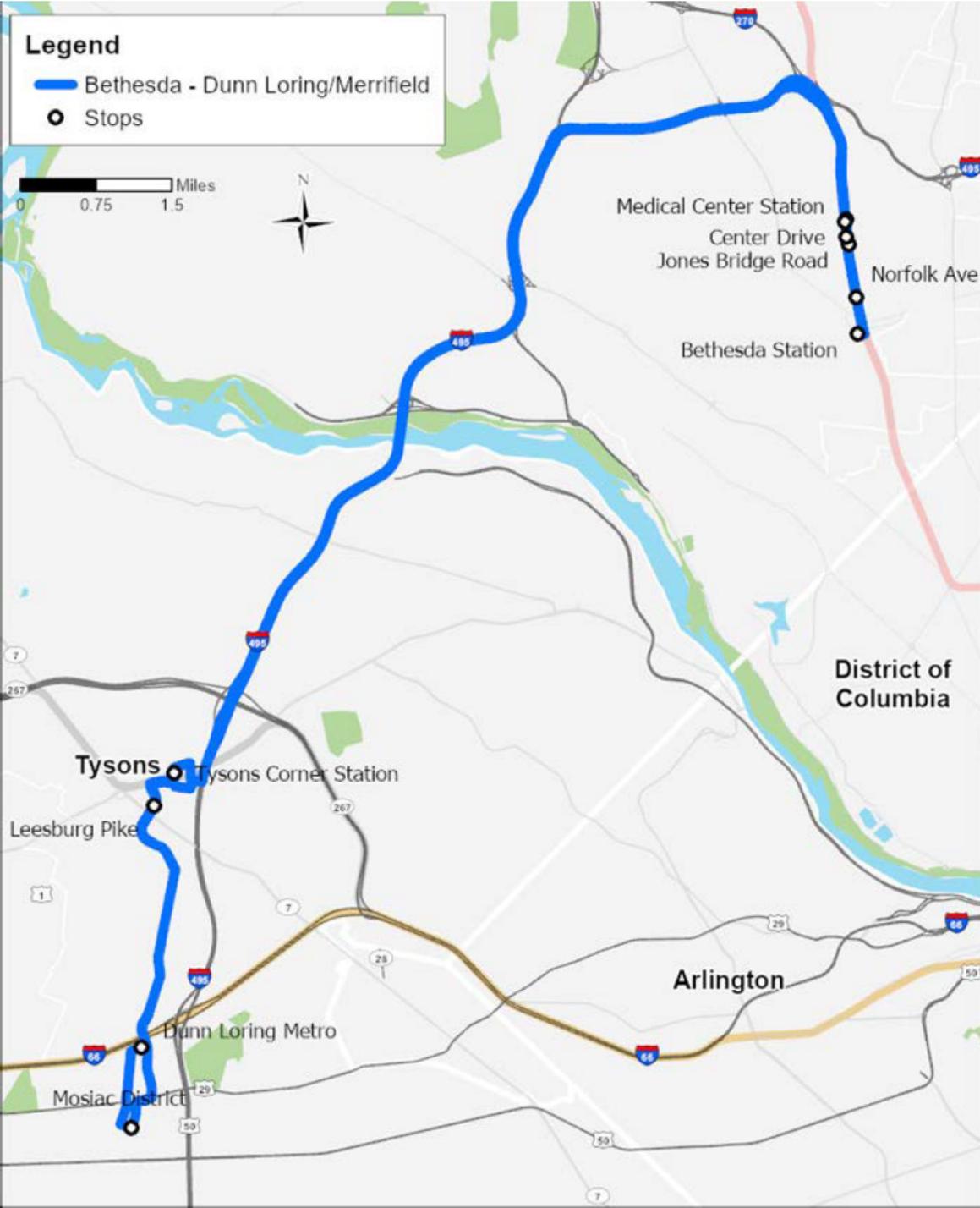
Metric	Score
Productivity	● ●
Equity	● ●
Connectivity	● ●
Rank	#6



7g. Bethesda – Reston

- Service both directions during peak periods
- Transit and Rail Connections:
 - Red Line Metrorail
 - Silver Line Metrorail
 - Planned Purple Line LRT
 - Planned MD 355 BRT
 - Local Bus and Regional Bus

Metric	Score
Productivity	● ●
Equity	● ●
Connectivity	● ● ●
Rank	#7



8g. Bethesda – Dunn Loring via Tysons

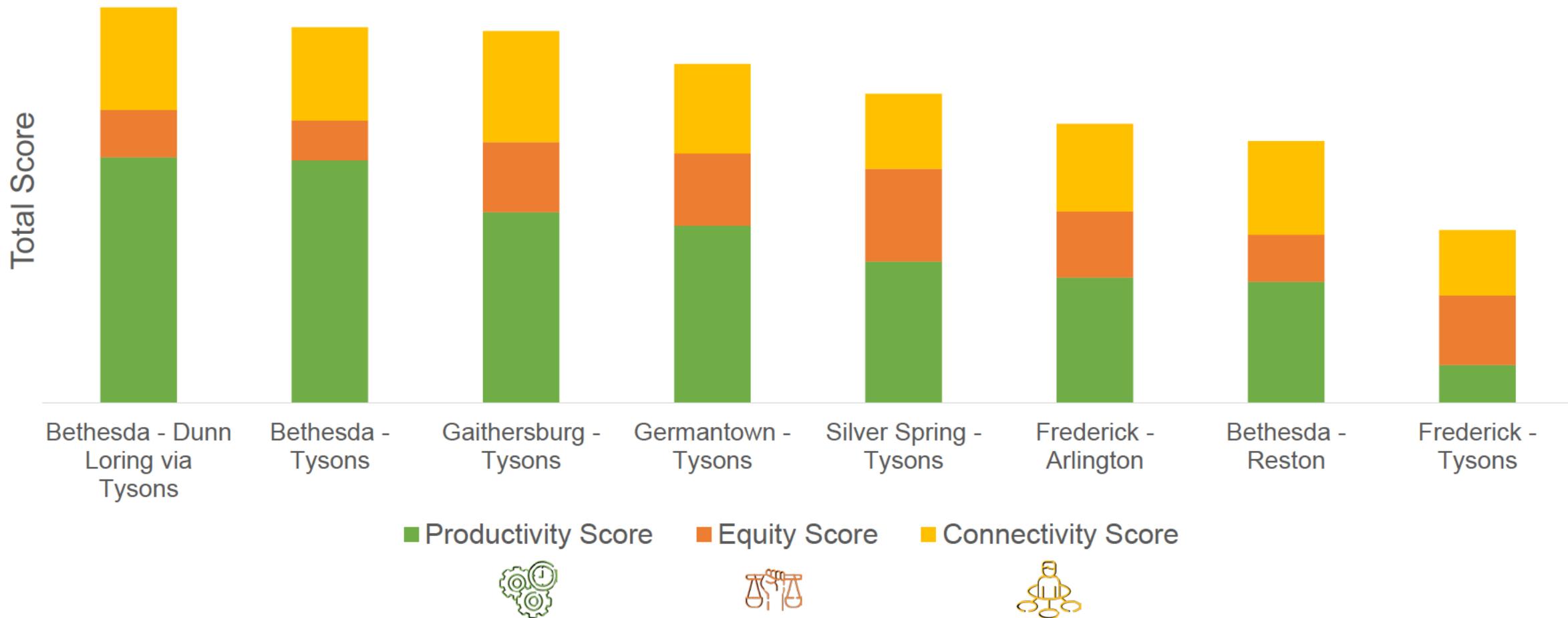
- Service both directions during peak periods
- Transit and Rail Connections:
 - Red Line Metrorail
 - Silver Line Metrorail
 - Planned Purple Line LRT
 - Planned Route 7 BRT
 - Planned MD 355 BRT
 - Local Bus and Regional Bus

Metric	Score
Productivity	● ● ●
Equity	● ●
Connectivity	● ● ●
Rank	#1

Preliminary Route Ranking Summary Table

Preliminary Rank	Options for Evaluation	Productivity Score 	Equity Score 	Connectivity Score 
1	Bethesda - Dunn Loring via Tysons	● ● ●	● ●	● ● ●
2	Bethesda - Tysons	● ● ●	●	● ● ●
3	Gaithersburg - Tysons	● ● ●	● ● ●	● ● ●
4	Germantown - Tysons	● ●	● ● ●	● ●
5	Silver Spring - Tysons	● ●	● ● ●	● ●
6	Frederick - Arlington	● ●	● ●	● ●
7	Bethesda - Reston	● ●	● ●	● ● ●
8	Frederick - Tysons	●	● ● ●	● ●

Preliminary Route Scoring



Technology and Commuter Assistance Program Options

Commuter Parking
Information System

Vanpool Formation and
Expansion Program

Real-Time Toll and
Transit Information

Carpool Promotion Programs

Real-Time Arrival Information

Corridor-Specific Mobility
Options Marketing Campaign

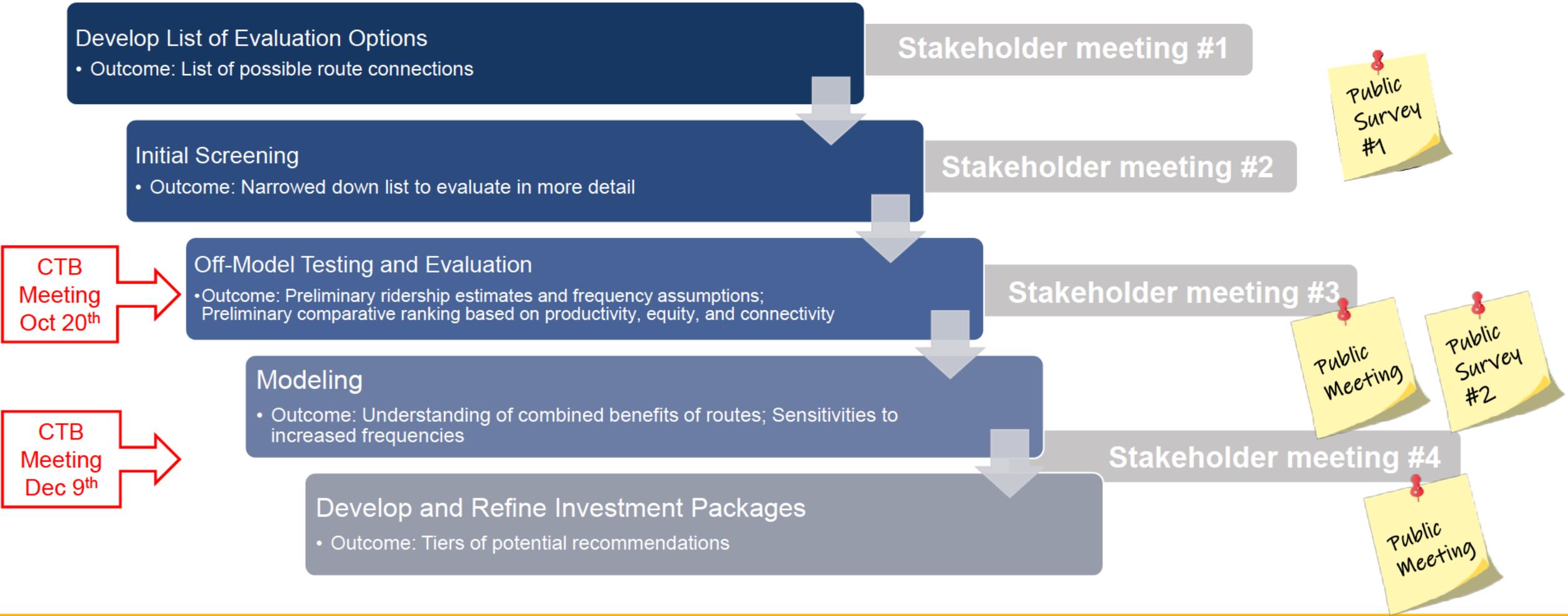
Real-Time Passenger
Load Information

Targeted Residential Outreach

Transit Signal Priority

Targeted Employer Outreach

Transit Potential Recommendations Development



I-495 American Legion Bridge Transit and TDM Study Update

Commonwealth Transportation Board

December 9, 2020

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

WMATA Annual Reporting Requirements

December 9, 2020

Commonwealth Transportation Board

Jennifer DeBruhl, Chief of Public Transportation



WMATA Reporting Requirements

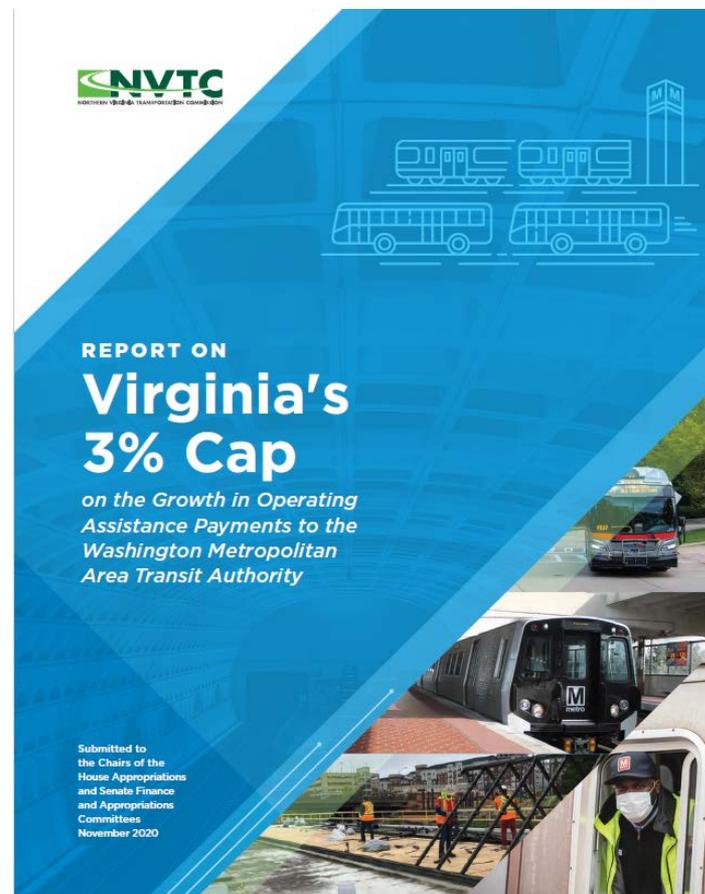
- **WMATA must annually certify compliance with applicable law and CTB policy for the following items:**
 - » *Board Governance*
 - » *Operating Assistance*
 - » *Strategic Plan*
 - » *Capital Improvement Plan*

Biennial Review of CTB Policy

- **Policy Resolution adopted in September 2018 states that the CTB will consider revisions or updates to the policy every two years**
- **There are three actions from the 2020 General Assembly that require a review of the policy:**
 - » *HB 1586 - Provides that increases in service approved by the Washington Metropolitan Area Transit Authority Board shall not be included in the calculation of the annual three percent cap on Virginia's annual operating subsidy.*
 - » *HB 30 (Budget Amendment) - Northern Virginia Transportation Commission shall convene a workgroup to review the impact of the three percent cap on operating assistance in the approved WMATA budget and report on the usefulness of the cap and whether additional items should be excluded.*
 - » *SB 848 - Changes the due date of the NVTC Report on the Condition and Performance of WMATA from November 1 to December 15.*

NVTC 3% Working Group

- The 2020 General Assembly directed the Chair of NVTC to convene a working group to discuss the effectiveness of the 3% cap on WMATA operating expenses and determine if additional exceptions were warranted.
- The working group consisted of the Director of DRPT, local transportation directors, and representatives of the private sector.
- NVTC submitted their report on November 10th



NVTC 3% Working Group Recommendations

- No changes should be made to the existing 3% cap legislation and no additional items should be excluded at this time
- No legislative changes should be considered before the cap has been in place for five WMATA budget development cycles
- The group recommended minor updates to the CTB policy to clarify exclusions related to legal expenses
- NVTC will continue to evaluate the impact of Virginia's 3% cap legislation

Recommended Policy Updates

- **Process has been only been in place for two years, with no major issues or non-compliance.**
- **Modifications required by legislative changes:**
 - » *Insert language to establish that service increases approved by the WMATA Board are excluded from calculation of the 3% cap*
 - » *Modify the due date for the NVTC Annual Review on the Condition and Performance of WMATA from November 1st to December 15th*
- **Modifications recommended for clarification:**
 - » *Addition of language to clarify exclusion for legal expenses does not include day-to-day operational costs of WMATA's legal department*
 - » *Clarification that the policy will be reviewed at least every two years*

Next Steps

- December – NVTC to submit Annual Report by December 15th
- January – Present modified CTB policy for approval

WMATA Annual Reporting Requirements

December 9, 2020

Commonwealth Transportation Board

Jennifer DeBruhl, Chief of Public Transportation





COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Richmond, Virginia 23219

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Agenda item #

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January X, 2021

MOTION

Made By: Seconded By: Action:

Title: Approval of Policy and Guidelines for Implementation of Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority (WMATA)

WHEREAS, the Commonwealth Transportation Board (CTB), the Northern Virginia Transportation Commission (NVTC), and the jurisdictions that comprise the NVTC, who provide local funding and receive transit service from the Washington Metropolitan Area Transit Authority (WMATA), are mutually interested in the success of the WMATA; and

WHEREAS, WMATA was established pursuant to an interstate compact between Virginia, Maryland, and the District of Columbia to operate a regional mass transit system in the Washington, D.C. metropolitan area; and

WHEREAS, NVTC was founded in part to represent the interests of the Commonwealth of Virginia during the establishment of WMATA; and

WHEREAS, NVTC's member jurisdictions – the cities of Alexandria, Falls Church and Fairfax and the counties of Arlington and Fairfax – are the current WMATA Compact funding partners, with Loudoun County to become a funding partner in advance of the start of operations on Phase 2 of the Silver Line; and

WHEREAS, Section 33.2-1936 of the *Code of Virginia* establishes that the Northern Virginia Transportation District has unique needs and that the operation of the rapid heavy rail mass transportation system and the bus mass transportation system by WMATA provides particular and substantial benefit to the persons living, traveling, commuting, and working in the localities embraced by the NVTC; and

WHEREAS, Section 33.2-3401 of the *Code of Virginia*, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, establishes a WMATA Capital Fund to provide Virginia's agreed upon share of regional dedicated capital funding to WMATA; and

WHEREAS, Section 33.2-1526.1 of the *Code of Virginia*, pursuant to Chapter 854 of the 2018 Virginia Acts of Assembly, restructures the Commonwealth Mass Transit Fund so that 53.5 percent of its funds shall be annually allocated to NVTC for distribution to WMATA on behalf of its local jurisdictions for capital purposes and operating assistance ("Commonwealth Mass Transit Fund WMATA Allocation"), as determined by NVTC; and

WHEREAS, the enactment clauses of Chapter 854 of the 2018 Virginia Acts of Assembly requires the Commonwealth Transportation Board to withhold funding available to WMATA pursuant to Section 33.2-1526.1(C)(3) of the *Code of Virginia* Allocation under the following conditions:

1. The seventh enactment requires the CTB shall withhold 20 percent of the funds available if (i) any alternate directors participate or take action at an official WMATA Board meeting or committee meeting as Board directors for a WMATA compact member when both directors appointed by that same WMATA Compact member are present at the WMATA Board meeting or committee meeting or (ii) the WMATA Board of Directors has not adopted bylaws that would prohibit such participation by alternate directors.
2. The eighth enactment requires that, beginning July 1, 2019, the CTB shall withhold 20 percent of the funds available each year unless (i) WMATA has adopted a detailed capital improvement program covering the current fiscal year and, at a minimum, the next five fiscal years, and at least one public hearing on such capital improvement program has been held in a locality embraced by the NVTC; and (ii) WMATA has adopted or updated a strategic plan within the preceding 36 months, and at least one public hearing on such plan or updated plan has been held in a locality embraced by the NVTC. The first strategic plan adopted to comply with such requirements shall include a plan to align services with demand and to satisfy the other recommendations included in the report submitted pursuant to Item 436 R of Chapter 836 of the Acts of Assembly of 2017.
3. The first enactment requires that, in any year that the total Virginia operating assistance in the approved WMATA budget increases by more than 3 percent from the total operating assistance in the prior year's approved WMATA budget, the Board shall withhold an amount equal to 35 percent of the funds available. The following items shall not be included in the calculation of any WMATA budget increase: (i) any service, equipment, or facility that is required by any applicable law, rule, or regulation; (ii) any capital project approved by the WMATA Board before or after the effective date of this provision; and (iii) any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.

WHEREAS, it is in the best interest of the CTB, NVTC, and the jurisdictions that are WMATA Compact funding partners to ensure that WMATA receives the full allocation of funding from the Commonwealth Mass Transit Fund that is distributed by the NVTC on behalf of its jurisdictions; and

NOW THEREFORE, BE IT RESOLVED that the Board hereby adopts the following policy and guidelines to govern future Board decisions related to the Governance and Funding Reforms for the Washington Metropolitan Area Transit Authority enacted by the General Assembly of Virginia in 2018:

Participation by Alternate Directors of the WMATA Board (Enactment Clause 7 of Chapter 854 of the 2018 Virginia Acts of Assembly)

1. The CTB shall withhold funding if the WMATA Board of Directors has not adopted bylaws that prohibit the participation of alternate directors specified in clause (ii) of Enactment Clause 7.
2. When determining whether to withhold funding in response to an action taken by an alternate director that is prohibited by clause (i) of Enactment Clause 7, the CTB shall consider the following as prohibited activities by alternate directors at an official WMATA Board or committee meeting (unless the alternate director is acting in the absence of a Board director who serves on the committee): (i) participating in the discussion among Board directors; (ii) making or seconding a motion; (iii) voting on motions, resolutions or other Board actions; (iv) being counted toward the required quorum; (v) attendance or participation in any Executive Session of the WMATA Board or its committees; (vi) any action in violation of WMATA Bylaws in regards to the activities of alternate directors. Attendance by alternate directors at official WMATA Board or committee meetings, excluding Executive Sessions, shall not be a basis for withholding funding, nor shall the provision of information or reports to directors at a WMATA committee meeting in response to a request to do so by the director chairing the committee meeting.
3. WMATA shall provide a written notification to the CTB by July 1 of each year that it has adopted bylaws that prohibit the participation of alternate directors specified in clause (ii) of Enactment Clause 7 and that no violations of the bylaws by alternate directors have occurred during the previous year.
4. WMATA shall immediately notify the CTB in writing if a violation of its bylaws by an alternate director or some other action prohibited by this CTB policy occurs.

Adoption of a Detailed Capital Improvement Program (Enactment Clause 8(i) of Chapter 854 of the 2018 Virginia Acts of Assembly)

1. The CTB shall withhold funding if:
 - a. Beginning July 1, 2019, WMATA has not annually adopted or updated by July 1 of each year a detailed capital improvement program covering the current fiscal year and the next five fiscal years, including projections of funding sources and uses for the six-year period.
 - b. Beginning July 1, 2019, WMATA has not annually held by July 1 of each year at least one public hearing on such capital improvement program held in a locality embraced by the NVTC.
2. WMATA shall provide a written notification to the CTB by July 1 of each year that it has: (i) adopted a capital improvement program that complies with the above requirements; and (ii) held a public hearing on the capital improvement program in a locality embraced by the NVTC.

Adoption or Update of a Strategic Plan (Enactment Clause 8(ii) of Chapter 854 of the 2018 Virginia Acts of Assembly)

1. The CTB shall withhold funding if:
 - a. Beginning July 1, 2019, the WMATA Board has not adopted or updated a strategic plan within the preceding 36 months. After submission of the first strategic plan, WMATA must submit updated plans every 3 years thereafter.
 - b. Beginning July 1, 2019, WMATA has not held at least one public hearing on such strategic plan held in a locality embraced by the NVTC.
2. The first strategic plan adopted to comply with such requirements shall include a plan to align services with demand and to satisfy the other recommendations included in the report submitted pursuant to Item 436 R of Chapter 836 of the Acts of Assembly of 2017.
3. WMATA shall provide a written notification to the CTB by July 1 of the year of any strategic plan update that it has: (i) adopted or updated a strategic plan that complies with the above requirements; and (ii) held a public hearing on the strategic plan or strategic plan update in a locality embraced by the NVTC.

3% Cap on Growth in Total Virginia Operating Assistance (Enactment Clause 1 of Chapter 854 of the 2018 Virginia Acts of Assembly)

1. The CTB shall withhold funding if:
 - a. The total operating subsidy for Virginia in the current year approved WMATA budget increases (effective July 1) by more than 3 percent over the prior year approved WMATA budget (as of June 30).

2. The following items shall not be included in the calculation of any WMATA budget increase:
 - a. Any service, equipment, or facility that is required by any applicable law, rule, or regulation.
 - i. Includes, but is not limited to, compliance with any safety directives to WMATA issued by the Metrorail Safety Commission (MSC), the Federal Transit Administration (FTA), the National Transportation Safety Board (NTSB) or any other relevant safety oversight agency; actions taken to comply with the Americans with Disabilities Act (ADA); and actions taken to comply with Title VI requirements.
 - b. Any major capital project approved by the WMATA Board before or after the effective date of this provision.
 - i. Includes operating subsidy increases related to major capital projects that improve WMATA's state of good repair, support a major system expansion project (such as the planned Potomac Yard Metrorail Station in Alexandria and the Silver Line Metrorail Phase 2 project in Fairfax and Loudoun Counties), and respond to service disruptions caused by implementation of approved capital projects to address state of good repair needs or from emergency system shutdowns.
 - c. Any payments or obligations of any kind arising from or related to legal disputes or proceedings between or among WMATA and any other person or entity.
 - i. This exclusion is not intended for expenses related to the day to day operations of WMATA's legal department.
 - d. Any service increases approved by the WMATA Board pursuant to Section 33.2-1526.1(J) of the Code of Virginia.
 - e. Operating subsidies for specific WMATA transit services that are funded in whole by one or more WMATA member jurisdictions and/or from other non-WMATA funding sources.
 - e.f. Regularly scheduled adjustments of the inputs to the regional subsidy allocation formulas by WMATA.
3. WMATA shall provide a written notification to the CTB no later than July 1 of each year of the annual growth in total Virginia operating assistance, including a detailed description of the costs contributing to the increased operating subsidy and a year over year comparison of such costs. WMATA shall also provide a detailed description and justification of costs considered exempt from the calculation of the annual growth rate in operating subsidy. The written notification shall include sufficient documentation to

allow the CTB to perform its own verification of the annual growth rate and amount of total Virginia operating assistance.

4. By July 1 of each year, WMATA shall notify the CTB if it is scheduled or plans to adjust the regional subsidy allocation formulas in the budget to be proposed for the next fiscal year.

Resolution of Withholding of Funds

1. The CTB will release any withheld funding upon approval or implementation of an approved mitigation action.
 - a. The CTB will determine what constitutes an approved mitigation action, except that approval by the WMATA Board of a budget amendment reducing the amount of annual operating assistance required by Virginia to no more than 3 percent greater than the prior year shall be considered an approved mitigation action for a violation of the restriction related to the 3% cap on growth in Virginia operating assistance.
2. The CTB shall retain as a penalty any funding withheld during a fiscal year in response to a violation for which there is no mitigation.

Additional Considerations

1. The CTB, the Virginia Department of Rail and Public Transportation (DRPT), WMATA, the NVTC, and NVTC's member jurisdictions shall proactively collaborate to avoid activities that would require the CTB to withhold funding.
2. WMATA shall submit the documents required to demonstrate compliance to DRPT by the deadlines specified. DRPT will analyze the information received from WMATA and present to the CTB, in September of each year (beginning in 2019), a recommendation on enforcement actions, if any, that are required to be taken by this policy.
3. DRPT will provide regular reports to the CTB on observations related to compliance with this policy throughout the year.
4. After ~~November~~December 15 of each year, the NVTC shall present to the CTB the findings included in its report on the performance and condition of WMATA required under Section 33.2- 3403 of the *Code of Virginia*.
5. The CTB reserves the right to approve exceptions to this policy at any time in response to special or extraordinary circumstances.
6. Given that the condition of the WMATA system may change over time, the CTB will consider revisions and/or updates to these guidelines at least every two years.



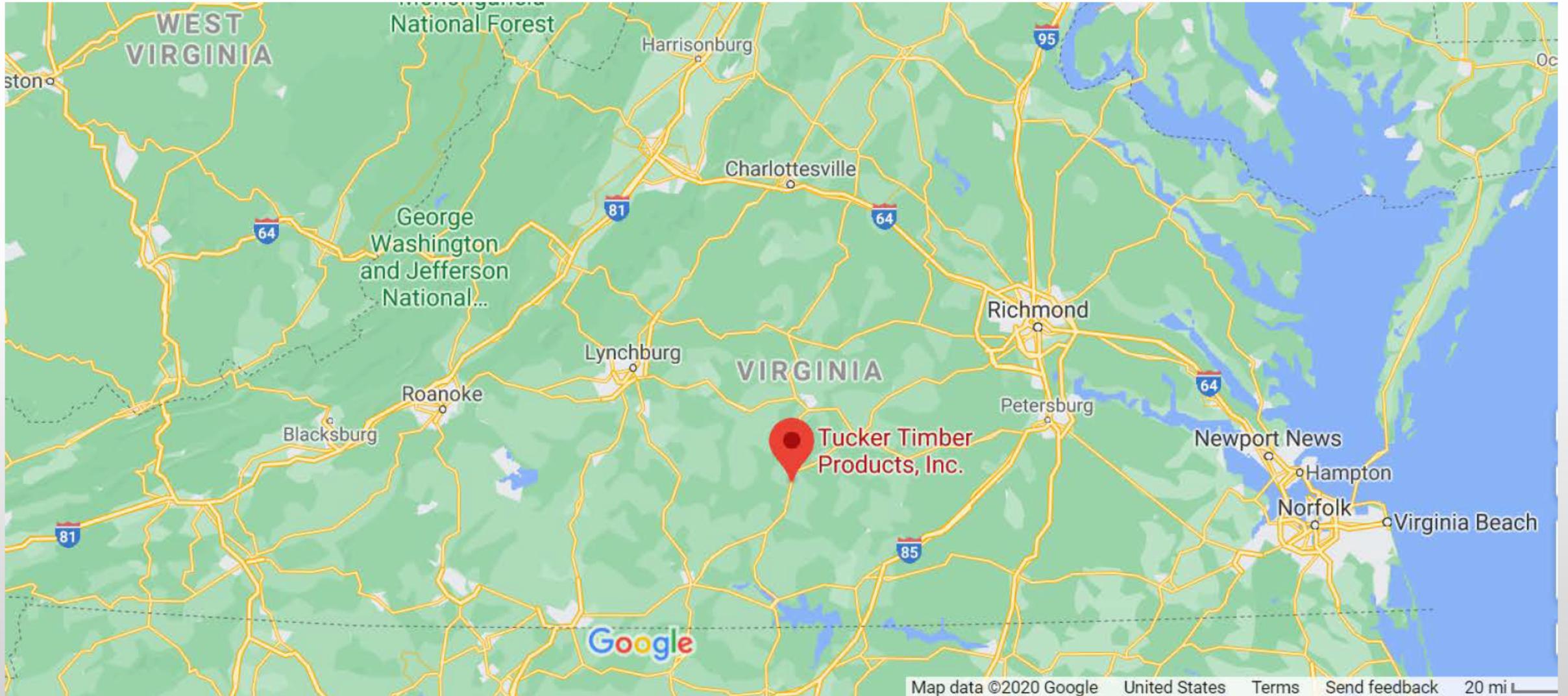
Virginia Department of Rail and Public Transportation

Rail Industrial Access Application

Tucker Timber Products, Inc.

Town of Keysville, VA

Project Location: Keysville, Virginia



Tucker Timber Products, Inc.



Project Overview

- Tucker Timber Products, Inc. produces railroad cross ties in addition to flooring lumber and pallets.
- Largest producer of cross ties in the Eastern Region
- Expanding existing facility in Town of Keysville
 - Rail will allow the facility to serve new markets in the Midwest at competitive costs.
 - Company has coordinated with VEDP and Buckingham Branch RR.
 - Small, family owned business.
- This project will secure employment (40 employees) and add an additional 2 employees.

Project Overview



- Currently utilizes BBRR mainline track for loading outbound shipments.
- Small business: grant will offset significant upfront cost of rail.
- Builds on DRPT partnership with BBRR to grow business on the Virginia Southern Division.

Application Summary

- Application for \$422,678
 - \$603,825 Total Estimate Rail Cost (also total capital investment)
 - Applicant required to provide minimum 30% match
 - Total Applicant match: \$181,147
- Standard Program Requirements
 - All capital expenditures above grant amount will be paid by applicant.
 - Cost overruns are the responsibility of the applicant.

Public Benefits

- Application Score: 53 of 100 points
 - Minimum 50 points needed for staff recommendation to CTB
- Benefits Include:
 - 201 new railcars annually
 - Minimum threshold is 101 new carloads
 - 2 new jobs associated with new facility
 - Supports 40 existing jobs
 - 14% of outbound shipments by rail

Thank you.

Jeremy Latimer

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804-786-4440



Recommended Commonwealth Transportation Fund (CTF) Financial Plan Assumptions

Fiscal Year 2021 Commonwealth Transportation Fund and VDOT Budgets

Laura Farmer, Chief Financial Officer

December 9, 2020

Commonwealth Transportation Fund (CTF) Financial Plan Overview

The Financial Plan reflects the impacts of recent transportation legislation:

- Governor's Omnibus Bill (HB1414/SB 890)
- Central Virginia Transportation Authority (HB 1541)
- Hampton Roads Regional Transit Program (HB 1726/SB 1038)
- Interim state revenue update from August
- Flexibility granted in Biennial Budget actions from Special Session

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

Commonwealth Transportation Fund

Recommended Financial Plan - Estimated Revenues (in millions)

	2021	2022
State Transportation Revenues		
Commonwealth Transportation Fund	\$ 3,560.6	\$ 3,869.3
Prior year funding	303.7	191.4
Local & Regional Project Participation/Revenue	1,643.6	1,075.7
Other Revenue	284.2	341.1
Total	<u>5,792.0</u>	<u>5,477.5</u>
Federal Revenues	<u>1,153.3</u>	<u>1,154.5</u>
Total Revenues	<u>6,945.3</u>	<u>6,632.0</u>
Other Financing Sources		
GARVEE Bonds	98.0	76.3
Capital Improvement Bonds	50.0	-
Route 58	-	218.4
Total	<u>148.0</u>	<u>294.7</u>
Total Operating Revenues and Other Financing Sources	<u>\$ 7,093.3</u>	<u>\$ 6,926.7</u>
Pass Through Revenues		
Regional Transportation Funds	610.8	677.8
WMATA Capital Fund Revenue	116.8	116.8
Grand Total	<u>\$ 7,820.9</u>	<u>\$ 7,721.3</u>

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

Includes re-allocation of prior year revenue in FY 2021 and FY 2022 totaling \$495 million from Revenue Sharing.

Commonwealth Transportation Fund

Recommended Financial Plan - Estimated Allocations (in millions)

	FY 2021	FY 2022
Debt Service	\$ 405.2	\$ 412.2
Other Agencies & Transfers	50.3	50.6
Maintenance & Operations	2,210.3	2,230.7
Administration & Other Programs	529.0	523.3
Toll Programs	65.7	93.6
Special Structures	-	5.0
Rail and Public Transportation	691.7	703.0
Port Trust Fund	43.3	45.3
Airport Trust Fund	24.7	25.9
Commonwealth Space Flight Fund	16.8	15.8
Department of Motor Vehicles	13.9	13.9
Construction	2,964.4	2,727.4
Total Operating Programs	\$ 7,015.5	\$ 6,846.8
Pass Through Programs		
WMATA Capital Fund	161.2	157.8
Central Virginia Transportation Fund	136.9	187.2
Northern Virginia Transportation Authority Fund	299.3	309.0
Hampton Roads Regional Transit Fund	26.1	32.5
Hampton Roads Transportation Fund	181.9	188.0
Subtotal	805.4	874.5
Total	\$ 7,820.9	\$ 7,721.3

Allocations reflect flexibility granted in state budget approved in the 2020 Special Session

**Changed value from preliminary assumptions*

Recommended VDOT FY 2021 Budget

	(in millions)		
	FY 2020	Recommended FY 2021	Increase (Decrease)
VDOT Programs			
Environmental Monitoring and Evaluation (514)	\$ 23.5	\$ 40.9	\$ 17.4
Ground Transportation Planning and Research (602)	77.7	79.1	1.4
Highway Construction Programs (603)	2,686.8	2,987.1	300.4
Highway System Maintenance (604)	1,728.1	1,741.9	13.8
Commonwealth Toll Facilities (606)	85.5	68.6	(16.8)
Financial Assistance to Localities (607)			
VDOT Programs	473.8	484.3	10.6
Regional Programs	485.1	644.2	159.1
Non-Toll Supported Transportation Debt Service (612)	402.4	407.9	5.5
Administrative and Support Services (699)	297.6	300.4	2.8
VDOT Capital Outlay (998)	30.0	64.3	34.3
Total VDOT Programs	\$ 6,290.4	\$ 6,818.9	\$ 528.5
Support to Other State Agencies	75.0	50.3	(24.7)
Support to DRPT Programs & Virginia Passenger Rail Authority	65.0	123.4	58.4
TOTAL	\$ 6,430.4	\$ 6,992.6	\$ 562.2
TOTAL OPERATING BUDGET (Net Regional Programs)	\$ 5,945.3	\$ 6,348.4	\$ 403.1

Updates include:

- Federal funding and associated state match (CMAQ and Regional STP) reflected with DRPT in Six-Year Improvement Program
- Reduced toll revenue expectations for I-66 Express Lanes and adjustments for I-64 Express Lanes

**Changed value from preliminary assumptions*



Virginia Passenger Rail Authority FY 2022 Operating and Capital Budget

December 9, 2020

Steve Pittard
Department of Rail and Public Transportation



Code of Virginia

The law establishing the Virginia Passenger Rail Authority (VPRRA) also established that the CTB should prescribe the form of the VPRRA operating plan and budget.

- [33.2-298](#). *Annual budget.*

The Authority shall prepare and submit a detailed annual operating plan and budget to the Transportation Board by February 1 of each fiscal year. The Authority shall also prepare and submit for approval any proposed capital expenditures and projects for the following fiscal year to the Transportation Board by February 1. The Transportation Board shall have until May 30 to approve or deny any capital expenditures, and, in the event the Transportation Board has not approved or denied the Authority's proposed capital expenditures by such deadline, such expenditures shall be deemed approved. The operating plan and budget shall be in a form prescribed by the Transportation Board and shall include information on expenditures, indebtedness, and other information as prescribed by the Transportation Board.

VPRA Budget Requirements

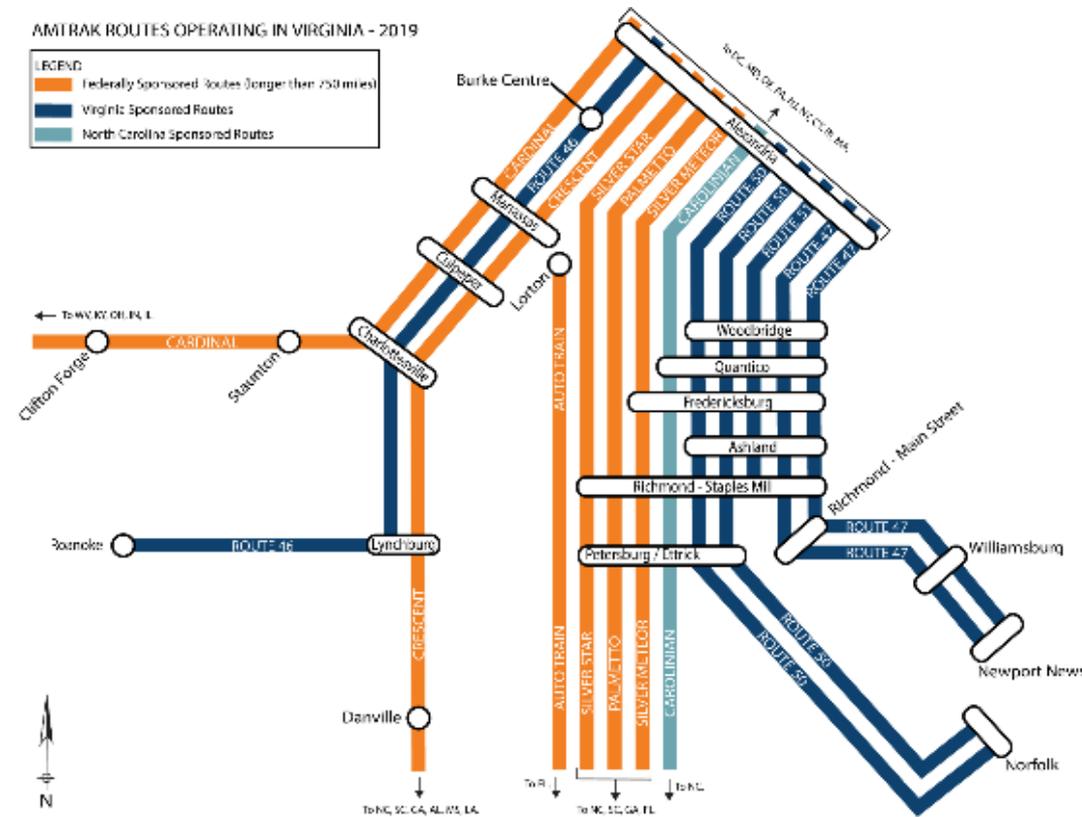
- By February 1st of each year, submit an annual operating and capital budget to the CTB
- The CTB has until May 30th each year to approve or deny any capital expenditures in the budget
- CTB provided the ability to prescribe the format and contents of the operating budget

Basic Assumptions – Operating Budget

- One year budget (FY2022); will include an estimate for FY2021 for comparison
- Based on anticipated expenditures as accrual basis required
- Zero-based estimate for FY2022
- Two main elements of Operating Budget:
 - Amtrak Operations Costs
 - VPR Administration

Amtrak State-Supported Operating Budget

- Presents the costs of the six state-supported Amtrak trains
- Includes funding for marketing, train operating costs, and for Virginia's share of contributions for Amtrak equipment
- Presents net subsidy required by route



VPRA Administration Budget

- Develop at general ledger account level
- Include Payroll, IT support, Other Support Services, Office building and related costs, and other Admin expenses.
- Present using a roll-up by certain classifications of expenditures. For example:
 - Payroll will include base salaries and all fringes
 - IT will include telecomm, network, hardware, software and maintenance

TOTAL PAYROLL
TELECOMM SERVICE
VOICE/DATA TRANS. EQUIP
COMPUTER SYSTEMS & SUPPORT
MOBILE CLIENT COMPUTERS
NETWORK COMPONENTS
OTHER COMP. EQUIPMENT
COMPUTER SOFTWARE PURCHASES
COMPUTER OPERATING SUPPLIES
TOTAL INFORMATION TECHNOLOGY
CLERICAL SERVICES
AUDITING SERVICES
CONSULTING SERVICES
PERSONNEL MANAGEMENT SERVICES
LEGAL SERVICES
MANUAL LABOR SERVICES
TOTAL OUTSIDE SUPPORT SERVICES
EMPLOYEE INCENTIVES
EMP TRNG COURSE, WKSHP, CONF
TRAVEL, SUBSISTENCE AND LODGING
ORG. MEMBERSHIPS
FOOD AND DIETARY SERVICES
APPAREL SUPPLIES
TOTAL TRAINING TRAVEL OTHER
PROPERTY INSURANCE
BUILDING RENTALS
OFFICE APPURTENANCES
OFFICE FURNITURE
CONSTRUCTION, BLDG IMP
TOTAL OFFICE BUILDING & RELATED
PUBL. SUBSCRIPTIONS
OFFICE SUPPLIES
PRINTING SERVICES
EQUIP. REPAIR & MAINT.
POSTAL SERVICES
TOTAL OTHER ADMINISTRATIVE
TOTAL FY2022 BUDGET

Basic Assumptions – Capital Budget

- Will include current year expenditures and (FY2021), budget for following fiscal year (FY2022) and five-year forecast (FY2023-FY2027)
- Based on cash flows - approximate accrual based expenditures
- Includes existing projects (~30 projects) and planned future efforts (Transforming Rail Initiative)
- Two sections:
 - **Capital Grants** section: Projects managed by external grantees
 - **Capital Projects** section: VPRA-managed projects
- Will include one-page narrative description with status update on each project

Next Steps

- DRPT staff to present draft VPRA budget to the VPRA Board on December 14th after incorporating feedback received from CTB
- After consultation with the VPRA Board and Audit and Budget Committee, Draft budgets will be presented to the VPRA Board in late January for their approval to submit to the CTB.
- DRPT will submit a draft VPRA operating and capital budget to CTB by February 1st; a presentation will follow at February CTB workshop.

Questions?



FINAL FY 2021 – 2026 SIX-YEAR IMPROVEMENT PROGRAM

 Kimberly Pryor, Infrastructure Investment Director

December 9, 2020

Background

- **General Assembly Special Session ended November 9, 2020**
- **Governor Northam signed the Budget November 18, 2020**
 - **Approved budget includes provisions for certain flexibilities related to virtual public meetings, the Six-Year Improvement Program, and mitigating impacts of the revenue reductions resulting from the COVID-19 pandemic**
- **During this unprecedented time, we are striving to be as efficient as possible**
- **Our goal is to keep projects moving on-time and on-budget**

Background

- **Flexibility language provided by Item 430 of Chapter 56 of the 2020 Acts of Assembly (Special Session 1)**
 - **The FY2020-2025 SYIP adopted June 19, 2019, and as amended may remain in effect through June 30, 2021, or until a new SYIP is adopted that is based on the official Commonwealth Transportation Fund revenue forecast reflecting the impacts of COVID-19 Pandemic**
 - **Assistance provided for fiscal year 2021 may be maintained up to the levels allocated in the FY2020-2025 SYIP until a new SYIP is adopted**
 - **CTB may use previously allocated funds not currently needed to support project delivery to mitigate impacts from revenue reductions resulting from the COVID-19 pandemic and replace those allocations in the year needed to support current project schedules**

Background

- **Flexibility language provided by Item 430 of Chapter 56 of the 2020 Acts of Assembly (Special Session 1)**
 - **The CTB shall take all actions necessary to ensure appropriate coverage ratios for debt backed by the Transportation Trust Fund and distribute funds to the modal programs and Highway Maintenance and Operating Fund in such a manner as to protect core programs, services, and existing projects**
 - **The Secretary shall report to the Governor and Chairs of the House Appropriations and Senate Finance and Appropriations Committees on the funding actions planned to be taken under this authority, including a listing of the programs and projects impacted as well as any deviation from the proposed plan**

FY2021-2026 SYIP COVID-19 Update Plan

- **Recommendation**

1. Build upon actions approved to date to amend and modify the FY2020-2025 SYIP
2. Execute a targeted approach focused on updating specific funding programs
3. Defer certain processes and procedures of a typical SYIP update

FY2021-2026 SYIP COVID-19 Update Plan

- 1. Build upon actions approved to date to amend and modify the FY2020-2025 SYIP based on funding levels in the FY2020-2025 SYIP**
 - ✓ Updated various federal and state funding programs through amendment and transfer actions approved by the CTB through November 2020
 - ✓ Continued to advance approved projects according existing schedules

FY2021-2026 SYIP COVID-19 Update Plan

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

- **Current Solicitation Cycles for SGR Local and VDOT Bridges and Revenue Sharing**
 - Added new FY2021 selected Local and VDOT bridges, leaving FY2026 un-programmed
 - Added new FY2021/2022 selected Revenue Sharing projects using FY2025-2026 allocations
- **Existing Revenue Sharing Projects**
 - Implemented an allocation strategy utilizing previously allocated funds not currently needed to support project delivery to mitigate impacts from revenue reductions resulting from the COVID-19 pandemic and replace those allocations in FY2021-2024 as necessary to support current project schedules
 - No funding commitments were reduced and no projects were delayed due to the proposed allocation restructuring strategy
 - Biennial solicitation cycle will continue with awards in the last two years of the SYIP

New State of Good Repair Bridge Project Selections

District	VDOT Projects		Locality Projects		Total	
	# of Projects	Cost (millions)	# of Projects	Cost (millions)	# of Projects	Cost (millions)
Bristol	6	\$36.8	2	\$5.5	8	\$42.3
Culpeper	3	\$17.2	1	\$7.2	4	\$24.4
Fredericksburg	3	\$28.0	0	\$0	3	\$28.0
Hampton Roads	0	\$0	2	\$24.2	2	\$24.2
Lynchburg	1	\$26.4	1	\$4.3	2	\$30.6
Northern Virginia	6	\$19.8	1	\$0.9	7	\$20.8
Richmond	4	\$52.1	3	\$6.9	7	\$60.7
Salem	9	\$28.3	1	\$6.0	10	\$34.3
Staunton	2	\$11.3	0	\$0	2	\$11.3
Total	34	\$219.9	11	\$54.9	45	\$274.8

New Revenue Sharing Project Selections

District	# of Projects	Total Local and State Match (millions)
Bristol	8	\$1.7
Culpeper	22	\$18.2
Fredericksburg	8	\$18.6
Hampton Roads	29	\$95.4
Lynchburg	15	\$16.0
Northern Virginia	26	\$105.6
Richmond	41	\$69.1
Salem	29	\$45.6
Staunton	19	\$29.8
Total	197	\$400.0

Summary of Revenue Sharing Allocations Used to Mitigate COVID-19 Revenue Reductions (millions)

	<i>Planned Number of Projects</i>	<i>State Match in Previous Planned to be Provided by FY24</i>	<i>Actual Number of Projects</i>	<i>State Match in Previous Actually Provided by FY24</i>
Bristol	6	\$8.2	6	\$8.1
Culpeper	18	\$16.9	18	\$17.7
Fredericksburg	12	\$27.2	12	\$27.1
Hampton Roads	55	\$144.9	55	\$142.0
Lynchburg	14	\$10.3	14	\$10.6
Northern Virginia	65	\$142.5	65	\$141.3
Richmond	55	\$51.8	55	\$54.6
Salem	36	\$18.9	36	\$18.3
Staunton	29	\$24.3	29	\$25.1
Deallocations		\$49.9		\$50.3
Grand Total	290	\$495.0	290	\$495.0

- Adjustments to preliminary strategy reflect changes based on project activity since March 2020
- No project schedules will be delayed
- No funding commitments will be reduced
- Average change to amount was -\$1,122

FY2021-2026 SYIP COVID-19 Update Plan

3. **Defer certain processes and procedures of a typical SYIP update**

- **Retain the existing structure of the FY2020-2025 SYIP and reflect adjustments to the new transportation funding formula and distribution factors in the FY2022-2027 SYIP Update**
- **Deferred adjustments to the I-81 program to reflect adjustments to the revised tax structure and debt financing until the FY2022-2027 Update**
 - Project schedules were not be impacted by this delay
- **Defer traditional Spring and Fall Public Meetings until the FY2022-2027 Update**
 - Held a virtual public hearing November 24, 2020

FY2021-2026 SYIP COVID-19 Update Plan

Limited adjustments to FY2021 were made to support FY2021 budget posting

- **SMART SCALE Programs**
 - Reduced DGP funds by \$10.0M and replaced funds with new Supplemental DGP
 - Remaining \$82.0M of Supplemental DGP was programmed to district DGP balance entries
 - Reduced HPP funds by \$10.0M by releasing surplus allocations from the HPP balance entry
- **SGR**
 - Reduced SGR funds by \$1.3M and replaced with remaining 40/30/30 formula funds that must be transferred to the SGR program per the Appropriation Act
- **Interstate Corridor Funds**
 - Reduced I-81 Corridor Funds by \$60.7M and replaced with \$55.1M in new I-81 funds from new fuel tax for a net decrease of \$5.6M
 - Reduced I-95, I-64 and Other Interstate Corridor Funds by 0.5M by releasing unprogrammed funds from balance entries
- **Virginia Highway Safety Improvement Program**
 - Programmed \$26.0M in additional funding to the Safety balance entry





FY 2021 SYIP and Budget Final

December 9, 2020

Steve Pittard

Department of Rail and Public Transportation



FY2021 Plan - Assumptions

- Update the project analysis and review performed in March of 2020
- Propose allocation of funds targeting FY21
 - Utilize updated revenue data from August 2020
 - Meet operating needs at a minimum of FY20 levels
 - Deliver on long term commitments
 - 5 year transit capital plan not updated due to uncertainty
- Adjust the rail allocations to accommodate establishment of the Virginia Passenger Rail Authority as of July 1, 2020

Transit Operating Assistance

- COVID has significantly increased operating expenses and decreased revenues for transit agencies
- Total funding level \$101.6M for FY21 (slight increase from FY20)
- Individual agencies will see fluctuations based on 2020 performance metrics



Transit Capital Funding

- Prioritized under MERIT process – primarily state of good repair
 - CTB briefed on prioritization in March 2020
- Prioritized projects reevaluated in October for readiness:
 - Availability of local matches and other funding commitments
 - Updated project schedules
- Capital recommendations reflect both prioritization and updated readiness evaluation



WMATA Operating and Capital Funding

- WMATA is facing significant challenges due to the impacts of COVID
- Draft FY21 SYIP recommendations:
 - Maintain \$50M for PRIIA Match
 - \$173.6M to NVTC to support WMATA operating and capital needs (increase of \$14.6M from FY20)
 - Maintain \$154.5M in dedicated capital funding, part of \$500M regional commitment including MD and DC
 - *If this commitment is not met by VA, DC or MD, WMATA's total capital program would be reduced proportionally*

Proposed Transit Allocations Summary

\$ in millions	FY20	FY21 Draft	FY21 Final	Variance
Operating	\$125	\$119	\$119	-
Capital	198	135	132	(3)
Other	11	7	7	-
WMATA	364	378	378	-
Total	\$698	\$639	\$636	(\$3)

- Decrease from Draft due to grantee providing more funding on a capital project
- Operating does not include ~\$15M of normal FTA 5311 allocations covered by CARES Act allocations from FY2020
- FY2020 included several large capital projects related to the Amazon HQ project

Commonwealth Rail Fund

- 2020 Transportation Omnibus bill established the Virginia Commonwealth Rail Fund
 - Receives 7.5% of the Transportation Trust Fund (\$96.8M for FY21 with anticipated growth to ~\$150M by FY26)
 - 7% dedicated to DRPT freight and planning projects
 - 93% dedicated to Virginia Passenger Rail Authority (VPRA) to develop program for passenger rail operations and capital improvements
 - VPRA share is directly disbursed based on Code language

Transforming Rail in Virginia Initiative

Proposed Allocations of State Controlled Funds

\$ in millions

Source	Prior	FY21	FY22	FY23	FY24	FY25	FY26	Total
PTF - Excess	-	53	19	21	8	26	31	158
PTF - AG	75	33	33	33	32	-	-	206
I66 Tolls / Financing	-	4	6	22	24	614	29	699
Total	75	90	58	76	64	640	60	1,063

- PTF AG – existing allocations to the 2018 Atlantic Gateway initiative that is now a part of the broader project
- I66 Inside Toll Funding – peak only, and net of existing MOA

DRPT FY2021 Budget

	\$ in millions			
	Adopted			Change
	FY20	Draft FY21	Final FY21	Draft - Final
Public Transportation Programs	\$590.7	\$604.8	\$620.2	\$15.4
Other Transit Programs	29.7	25.6	25.6	-
Rail Programs	95.6	20.0	20.0	-
Agency Operating Budget	14.5	17.2	17.2	-
Other Transfers - VPRA	0.0	393.2	393.2	-
Agency Total	\$730.5	\$1,060.8	\$1,076.2	\$15.4

- Change from Draft due to inclusion of projected expenditure of \$15.4M for the I-95/395 Commuter Choice program
- Rail programs reflect shift to VPRA of passenger rail activities and funding

Next Steps

- CTB action in December 2020 on proposed allocations and budget
- Application process opened on December 1st, 2020 for the SYIP process for FY22-FY27

10. If there were any presentations (PowerPoint, etc.), were you able to hear and see them?

Poorly
1 2 3 4 5
Clearly

COMMENT _____

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

Less
1 2 3 4 5
More

COMMENT _____

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

With the other members present:

Very Different
1 2 3 4 5
No Difference

With members participating from other locations:

Very Different
1 2 3 4 5
No Difference

With the public:

Very Different
1 2 3 4 5
No Difference

COMMENT _____

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

Hindered
1 2 3 4 5
Helped

COMMENT _____

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

Poor
1 2 3 4 5
Excellent

COMMENT _____

THANK YOU. Please send your completed form by mail, facsimile or electronic mail to the FOIA Council using the following contact information:

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