



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

MINUTES MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD WORKSHOP MEETING

Ronald Reagan National Airport

Historic Terminal

2401 Smith Boulevard

Arlington, VA 22202

October 17, 2023

9:00 a.m.

The workshop meeting of the Commonwealth Transportation Board was held in the Historic Terminal of Ronald Regan National Airport on October 17, 2023. The Chairman, Sheppard Miller, presided and called the meeting to order at 9:00 a.m.

Present: Messrs. Byers, Coleman, Davis, Fowlkes, Kasprovicz, Lawson, Laird, Merrill, Smoot, Stant, Yates, Ms. Green, Ms. Hynes, Ms. Sellers, Mr. Brich, ex officio, Commissioner of Highways and Ms. Debruhl, ex officio, Director of the Department of Rail and Public Transportation.

Absent: None

Agenda Item 1. Washington Metropolitan Area Transit Authority Annual Update

Randy Clarke, WMATA General Manager

Paul Smedberg, WMATA Board Member

Matt Letourneau, WMATA Board Member

Referenced by attachment of Presentation.

Agenda Item 2. SMART SCALE Program Updates

Brooke Jackson, Office Intermodal Planning and Investment

Referenced by attachment of Presentation.

The Chair suspended the meeting at 12:35 p.m. on October 17, 2023, in order for the Board to proceed with the tour portion of the CTB meeting.

The Chair called the suspended meeting to order at 8:30 a.m. on October 18, 2023.

Agenda Item 3. Maintenance and Operations Comprehensive Review Briefing

Kevin Gregg, Virginia Department of Transportation

Referenced by attachment of Presentation.

- Agenda Item 4.** Proposed Through Truck Restriction
Route 206 (Dahlgren Road) King George County
Kevin Gregg, Virginia Department of Transportation
Referenced by attachment of Presentation.
- Agenda Item 5.** Policy Index Review
Jo Anne Maxwell, Virginia Department of Transportation
Andrew Wright, Virginia Department of Rail and Public Transportation
Referenced by attachment of Presentation.
- Agenda Item 6.** Updated Memorandum of Agreement with the Central Virginia Transportation Authority
Dale Totten, Virginia Department of Transportation
Referenced by attachment of Presentation.
- Agenda Item 7.** Director's Items
Jennifer DeBruhl, Virginia Department of Rail and Public Transportation
- Agenda Item 8.** Commissioner's Items
Stephen Brich, Virginia Department of Transportation
- Agenda Item 9.** Secretary's Items
Shep Miller, Secretary of Transportation

ADJOURNMENT:

The meeting adjourned at 9:38 a.m. on October 18, 2023.

Respectfully Submitted:

Carol Mathis,

Assistant Secretary to the Board

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COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

**Ronald Reagan National Airport
Historic Terminal
2401 Smith Boulevard
Arlington, VA 22202
October 17, 2023
9:00 a.m.**

1. Washington Metropolitan Area Transit Authority Annual Update
*Randy Clarke, WMATA General Manager
Paul Smedberg, WMATA Board Member
Matt Letourneau, WMATA Board Member*
2. SMART SCALE Program Updates
Brooke Jackson, Office Intermodal Planning and Investment
3. Maintenance and Operations Comprehensive Review Briefing
Kevin Gregg, Virginia Department of Transportation
4. Proposed Through Truck Restriction
Route 206 (Dahlgren Road) King George County
Kevin Gregg, Virginia Department of Transportation
5. Policy Index Review
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6. Updated Memorandum of Agreement with the Central Virginia Transportation Authority
Dale Totten, Virginia Department of Transportation
7. Director's Items
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WMATA Update

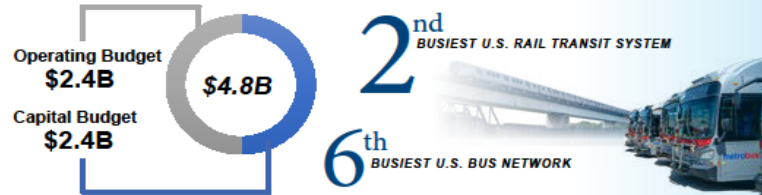
Virginia Commonwealth Transportation Board

Paul Smedberg, Matt Letourneau, Randy Clarke
October 17, 2023



Metro at a Glance

METRO | AT A GLANCE



METROBUS METRORAIL METROACCESS



128 MILES OF RAIL 98 RAIL STATIONS



Rail stations and miles of rail includes Potomac Yard station, which opened in May 2023. Throughout this book, chart and table totals may not sum due to independent rounding.



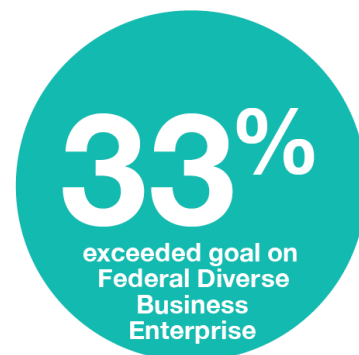
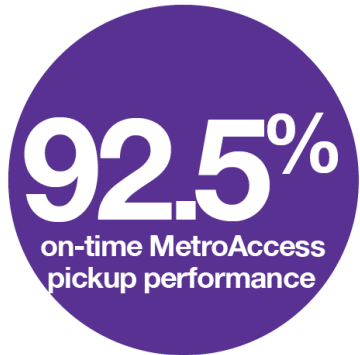
**Silver Line Extension Opening Day
November 15, 2022**



**Potomac Yard Station Opening Day
May 19, 2023**



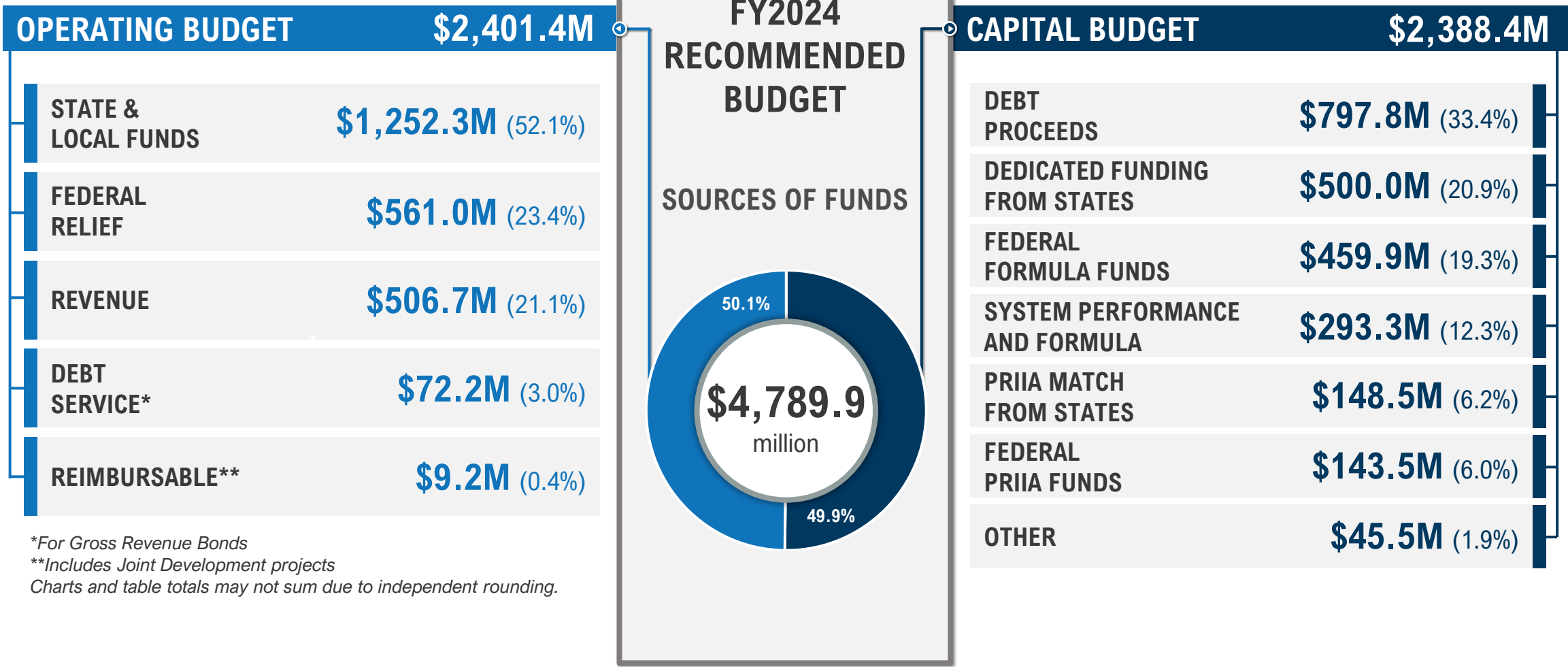
FY23: A BUSY YEAR FOR METRO



12,000 employees. Countless achievements.

ONE Metro.

FY2024 Budget – Sources of Funds



*For Gross Revenue Bonds
 **Includes Joint Development projects
 Charts and table totals may not sum due to independent rounding.



Metro and the Region are Growing Together



Within ½ mile of Metrorail stations and bus stops in the Compact area:

- 60% of population • 2.8M people
- 70% of jobs • 1.7M jobs
- 50% of employers • 134,400 businesses

The ½ mile around Metrorail stations is just 3% of the region's land but contains:

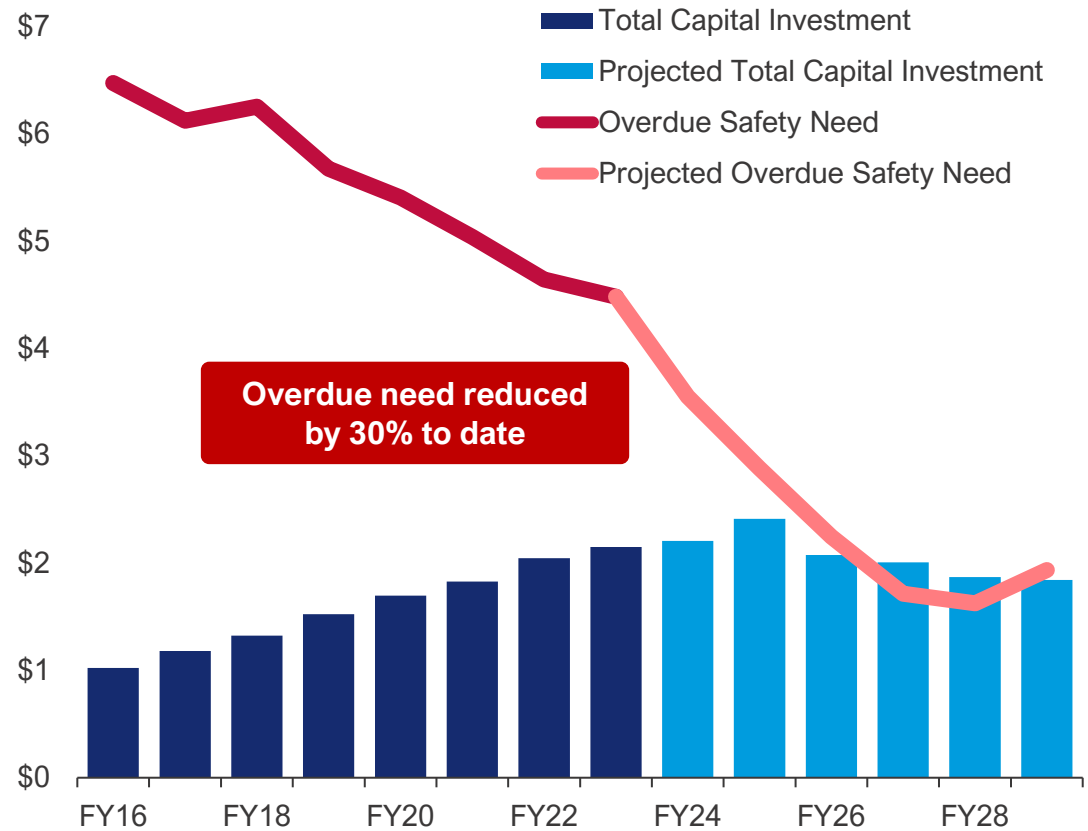
- 30% of property value • \$328B
- 40% of jobs
- 65% of new office development
- 50% of new apartments
- 25% of affordable housing
- 13 Fortune 500 headquarters

Sources: U.S. Census Bureau (2020, 2021); MWCOG Multifamily Rental Housing Construction Indicators Report (Oct. 2022); MWCOG Commercial Construction Indicators Report (Jun. 2022)

The Region is Investing in Renewing and Modernizing Metro

Capital investments have renewed system assets and substantially reduced the state of good repair backlog.

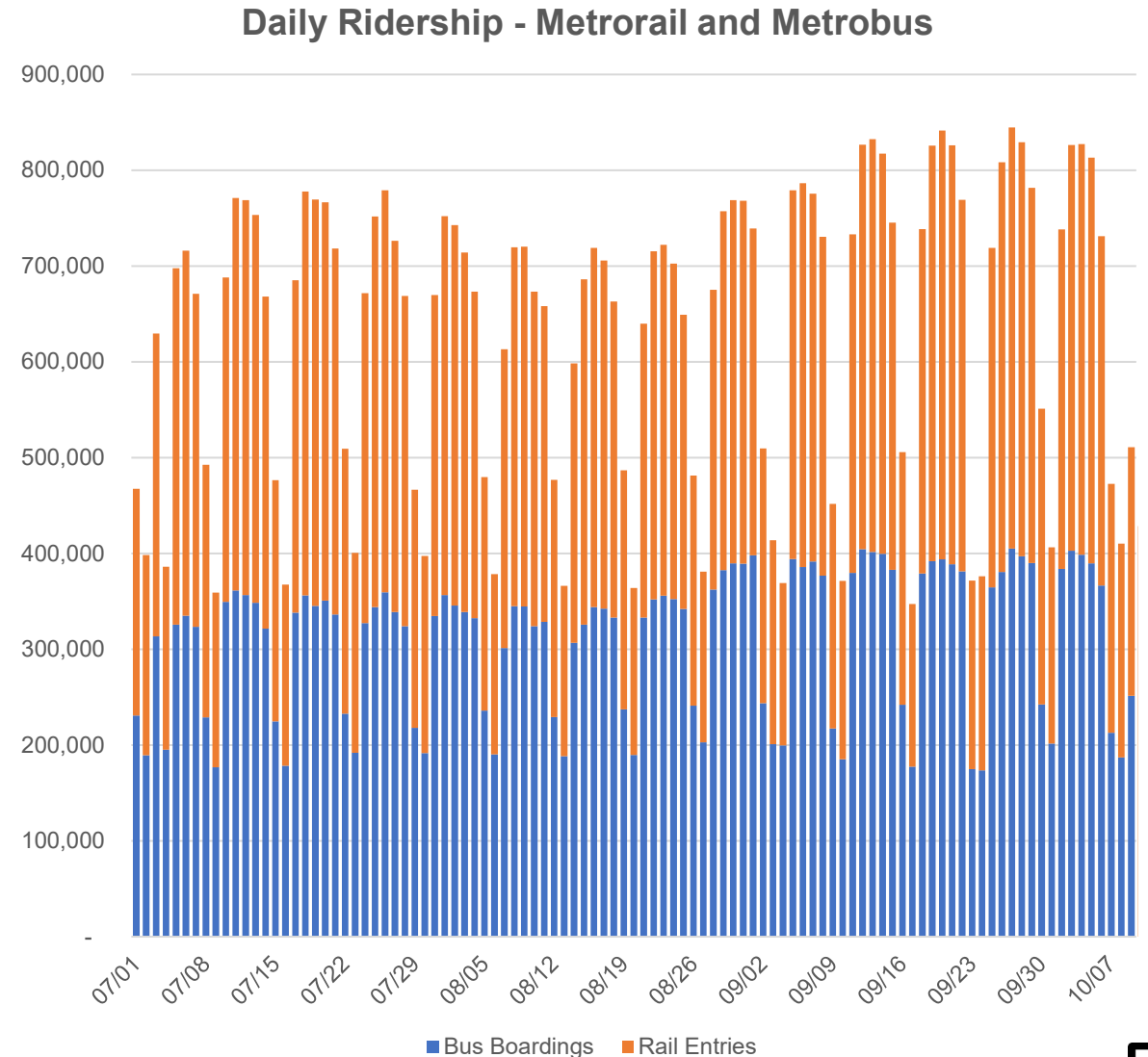
Overdue State of Good Repair Need (\$B) & Capital Investment



Includes state of good repair and modernization investment



- September 2023 had the highest *weekday* average ridership since the pandemic:
 - 398k daily entries on rail (54% of weekday avg in 2019)
 - 389k on bus (87% of 2019)
- September average *weekend* ridership was **91%** of September 2019 on Metrorail and **105%** on Metrobus.
- September 27th was the highest combined bus and rail ridership day at nearly 850,000 trips.
- The 4 busiest weeks (Mon-Fri) of ridership for bus and rail combined have all occurred since Labor Day.

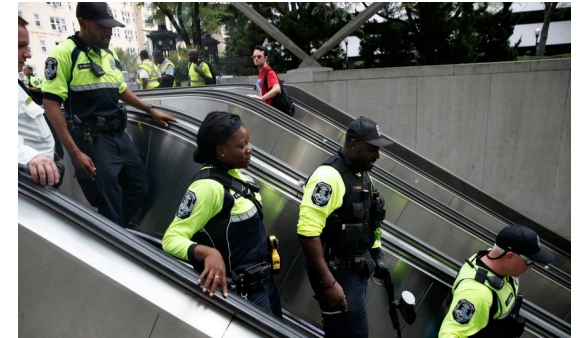




Enhanced Visibility – Enforcement

- Enforcement is up 274% compared to 2022

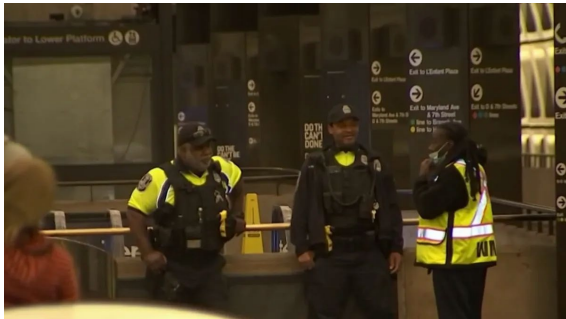
| Enforcement (Department-wide) | | | |
|--|--------------|--------------|-------------|
| Enforcement Type | 2022 | YTD 2023 | % Change |
| Arrests | 1,283 | 2,459 | 92% |
| Summonses/Citations | 501 | 4,103 | 719% |
| Warnings | 33 | 230 | 597% |
| Warning – Panhandling | 0 | 2 | 200% |
| Warning – Loitering | 0 | 1 | 100% |
| Warning – Fare Evasion | 27 | 217 | 704% |
| Warning – Alcohol Violation | 2 | 0 | -200% |
| Warning – Smoke or Carry Lighter, Pipe, etc. | 4 | 7 | 75% |
| Warning – Disorderly Affray | 0 | 1 | 100% |
| Total | 1,817 | 6,792 | 274% |





Enhanced Visibility – Fare Enforcement

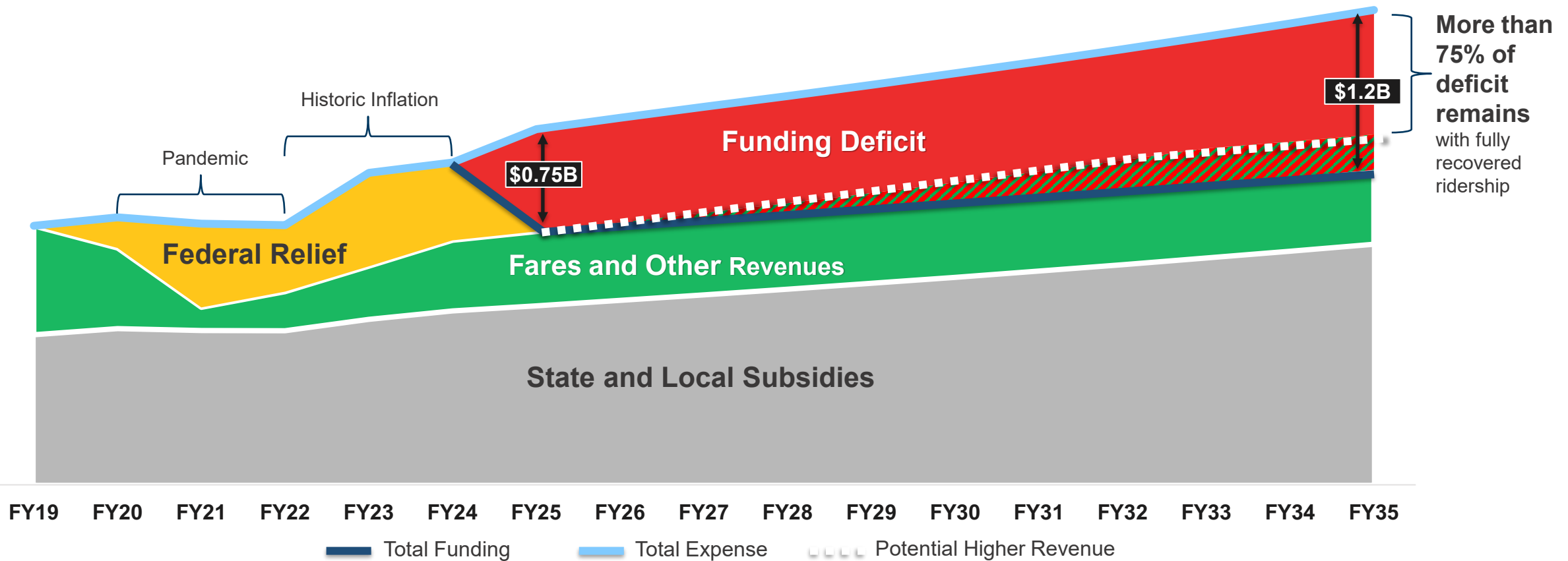
- Fare enforcement increased >1200% YTD 2023
- Point-of-Entry policing has reduced crime and disorderly conduct



| Disposition | 2022 | 2023 (As of 9/27) | % Change |
|----------------------|------------|----------------------|---------------|
| Adult Arrest | 31 | 344 | 1,010% |
| Summons/ Citation | 286 | 3,787 | 1,224% |
| Juvenile Arrest | 1 | 27 | 2,600% |
| Total | 318 | 4,158 | 1,208% |

Each arrest may have multiple offenses

FY2025: Initial Operating Deficits Forecast



* Projection as of June 2023

FY2025 \$750M Deficit Drivers in Detail

Jurisdiction Subsidy Credit

\$196M

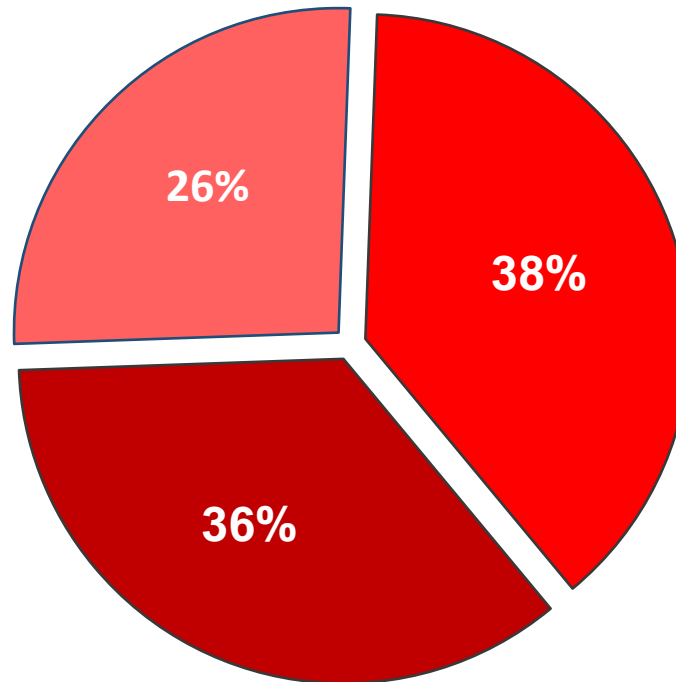
At the onset of the pandemic, Metro provided support to jurisdictions in the form of a subsidy reduction and forgone 3% increases.

Inflation & Collective Bargaining Agreements

\$266M

Metro's contractual commitments and inflation soared by 10% in one year during the pandemic and FY2025 outlook assumes continued inflation of approximately 5%. Inflation from FY2024 to FY2025 grew on average about 5%.

FY2025 Operating Gap



Decreased Revenue Since Pandemic

\$288M

Overall ridership forecast to be approximately 25% below pre-pandemic levels along with greater prevalence of shorter distance trips outside of weekdays. Parking and advertising revenues also impacted.

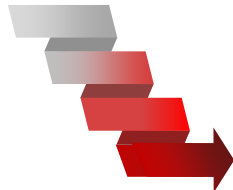
Balancing Budget with Service Cuts Would Devastate Region




Impacts of a 67% cut to Metro

- Decreased service, quality, security, and accessibility
- Stops ridership recovery; below current capacity needs

Could serve only **300,000** rail and **200,000** bus trips a day

- Triggers transit **death spiral**

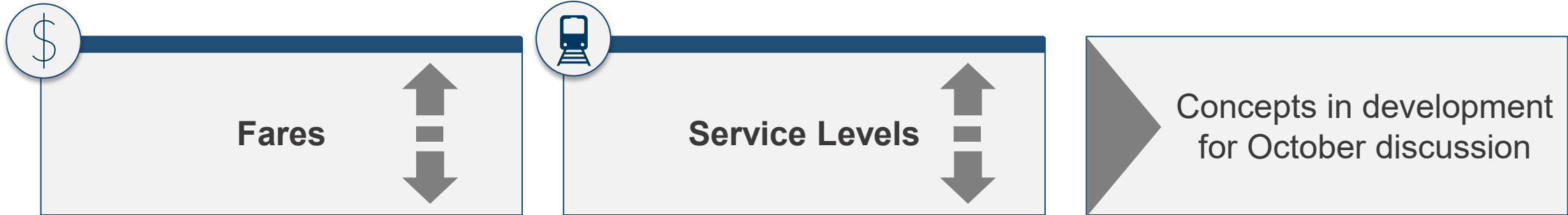


| | | |
|---|-------------------------|-----------------------|
|  | Ridership Impact | -95M (-40%) |
|  | FTE Impact | -5,300 (-41%) |
|  | Operating Budget Impact | |
| | Expense | -\$947M (-37%) |
| | Revenue | -\$197M (-37%) |
| | Net | -\$750M |
| | Deficit | \$0 |
| Assumes Full Jurisdictional Subsidy | | |

Note: amounts may not sum due to independent rounding

FY2025: Key Decisions

Fares and Service...



Ways Metro Can Reduce Deficit...

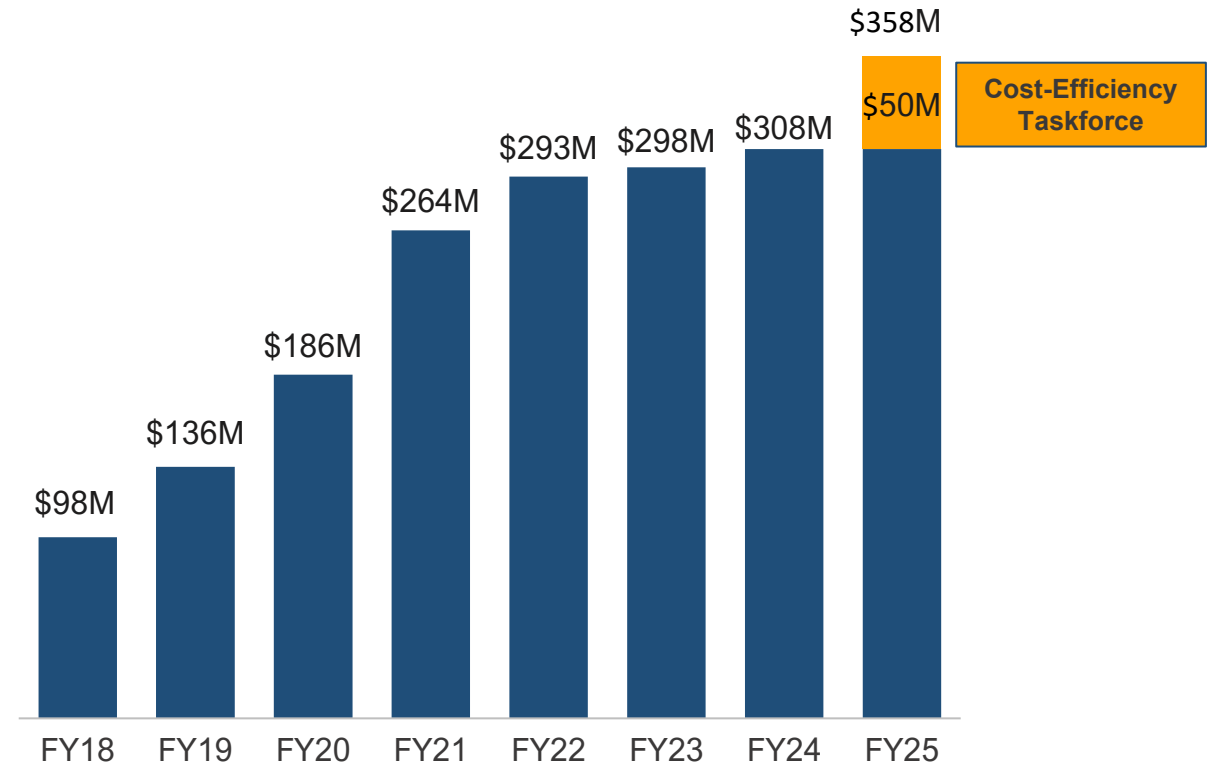
This section contains four distinct strategy boxes, each with an icon and a title. 1. 'FY2023-2024 Financial Management:' with a circular refresh icon, describing the goal to 'Closely manage operating expenses to maximize potential carryover'. 2. 'Internal Efficiencies:' with a bar chart icon, describing 'Opportunities to further reduce operating costs and increase productivity in FY2025 and beyond'. 3. 'Preventive Maintenance:' with a wrench icon, describing 'Costs for operating maintenance that can be reimbursed by the capital budget subject to FTA approval'. 4. 'Federal Revenue Recovery:' with a classical building icon, describing 'Potential replacement for Federal SmartBenefits revenue'.

Aggressive Management Actions Focused on Savings

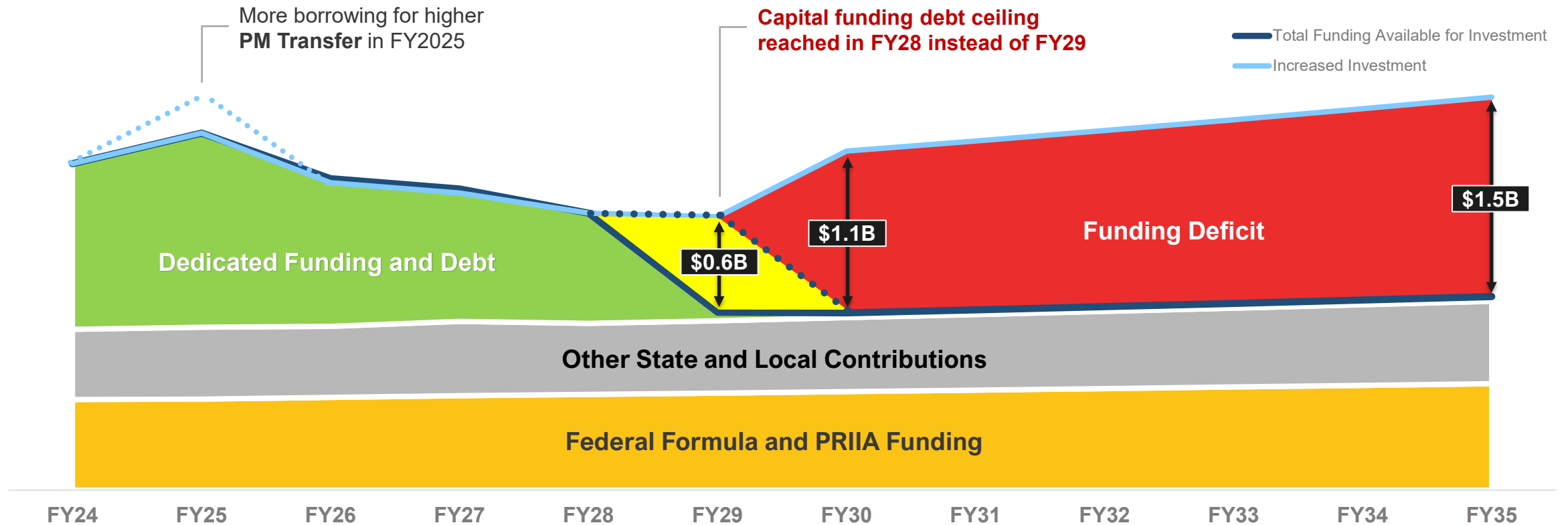
Cost-Efficiency Examples

- Healthcare cost-sharing
- Maximizing real estate assets
- Office consolidation
- Recovery plan, hiring/vacancy freeze, defer material supply purchase
- Elimination of positions through efficiencies and planned reductions
- Non-revenue fleet reduction, enhanced contractor management, call center consolidation (FY2025)
- Eliminate duplicative software applications

Impact of Annual Management Actions



Capital Deficit begins in FY2028 or earlier instead of FY2029



FY2025 Potential Scenarios

PRELIMINARY

| <i>\$ in Millions</i> | | Scenario A Historic PM | Scenario B FY2024 PM | Scenario C Max PM |
|-----------------------|---|---------------------------|-------------------------|----------------------|
| | FY2025 Deficit | \$750 | \$750 | \$750 |
| FY2024 Forecast | Operational Efficiency FY23 – FY24 (one-time) | - \$95 | - \$95 | - \$95 |
| | FY2024 Revenue Forecast Adjustment* | + \$45 | + \$45 | + \$45 |
| FY2025 Initiatives | Cost Efficiency Task Force (recurring)** | - \$50 | - \$50 | - \$50 |
| | Preventive Maintenance Transfer Options | - \$0 | - \$139 | - \$285 |
| | Total Preventive Maintenance | [\$60] | [\$199] | [\$345] |
| | Revised FY2025 Deficit Forecast* | \$650 | \$510 | \$365 |
| | Potential Inflation Reduction | - \$23 | - \$23 | - \$23 |
| | Potential Federal SmartBenefits Replacement | - \$50 | - \$50 | - \$50 |
| | Potential Deficit w/ Federal Replacement | \$577 | \$437 | \$292 |

* \$45M Revenue Forecast Adjustment - includes \$65M average fare and trip adjustment (rev. decrease) offset by \$20M fare evasion recovery (rev. increase)

** Amount above annual 3 percent growth cap from FY2024-2025

Note: Totals may not sum due to independent rounding



3 Percent Cap on Increases to Annual Operating Subsidy

- In 2017, as part of WMATA's strategic plan, management recommended and the WMATA Board approved, an annual jurisdictional operating contribution growth at 3%
- In 2018, Maryland, Virginia, and the District of Columbia approved their share of \$500 million in historic dedicated capital funding to support WMATA's State of Good Repair backlog
- Maryland and Virginia conditioned the dedicated capital funding to a 3% cap on annual operating budget subsidy increases with limited exceptions
- The District of Columbia legislation does not include the 3% cap

Subsidy Contributions Declined During Pandemic and Never Recovered; \$690M in Foregone Subsidy

(\$ millions)

| | | Approved Subsidy with Credit | | | | |
|--|------------------------------------|------------------------------|----------------|----------------|----------------|----------------|
| | | FY2020 | FY2021 | FY2022 | FY2023 | FY2024 |
| | Base Subsidy | \$1,113 | \$1,159 | \$1,104 | \$1,143 | \$1,228 |
| | Legislatively Allowable Exclusions | \$12 | \$87 | \$6 | \$49 | \$25 |
| | Total Subsidy | \$1,125 | \$1,246 | \$1,110 | \$1,192 | \$1,252 |
| | Subsidy Credit | \$0 | (\$135) | \$0 | \$0 | \$0 |
| | Total Amended Subsidy | \$1,125 | \$1,111 | \$1,110 | \$1,192 | \$1,252 |

| | | Projected Subsidy without Credit | | | | |
|--|-------------------------|----------------------------------|----------------|----------------|----------------|----------------|
| | | FY2020 | FY2021 | FY2022 | FY2023 | FY2024 |
| | Base Subsidy | \$1,113 | \$1,159 | \$1,284 | \$1,328 | \$1,418 |
| | Legislative Exclusions | \$12 | \$87 | \$6 | \$49 | \$25 |
| | Total Subsidy | \$1,125 | \$1,246 | \$1,290 | \$1,377 | \$1,443 |
| | Foregone Subsidy | \$0 | (\$135) | (\$180) | (\$185) | (\$190) |

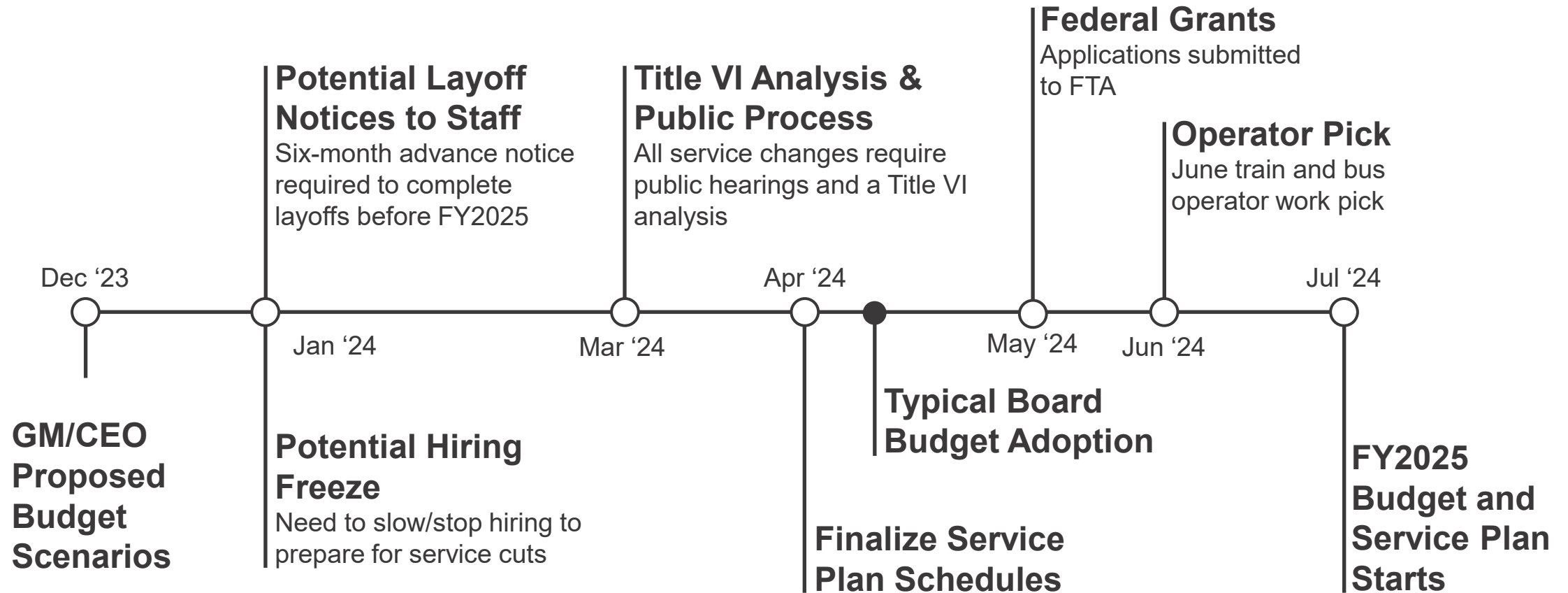
(\$690M)

| YoY Change from Subsidy Prior to Credit | 3% | -9% | -11% | -11% | -11% |
|---|----|-----|------|------|------|
|---|----|-----|------|------|------|

Note: Totals may not sum due to independent rounding; excludes debt service



FY2025 Budget Timeline



Budget Schedule Challenges

- Metro Compact requires a balanced FY2025 budget effective July 1, 2024
- To avoid service cuts, the 3% subsidy growth cap in Maryland and Virginia will require a one-time adjustment of baseline subsidy in FY2025
- Budget calendar, service plan, and collective bargaining agreement (CBA) requirements don't align well with jurisdictional legislative calendars
- Alignment challenges will cause significant layoffs, hiring and training issues
- Staffing reductions will cause significant impacts to service scheduling, system performance, and reliability, with major customer impacts – reductions to safe, frequent, reliable service



COMMONWEALTH *of* VIRGINIA
Office of the
SECRETARY *of* TRANSPORTATION

SMART SCALE Process Review Update

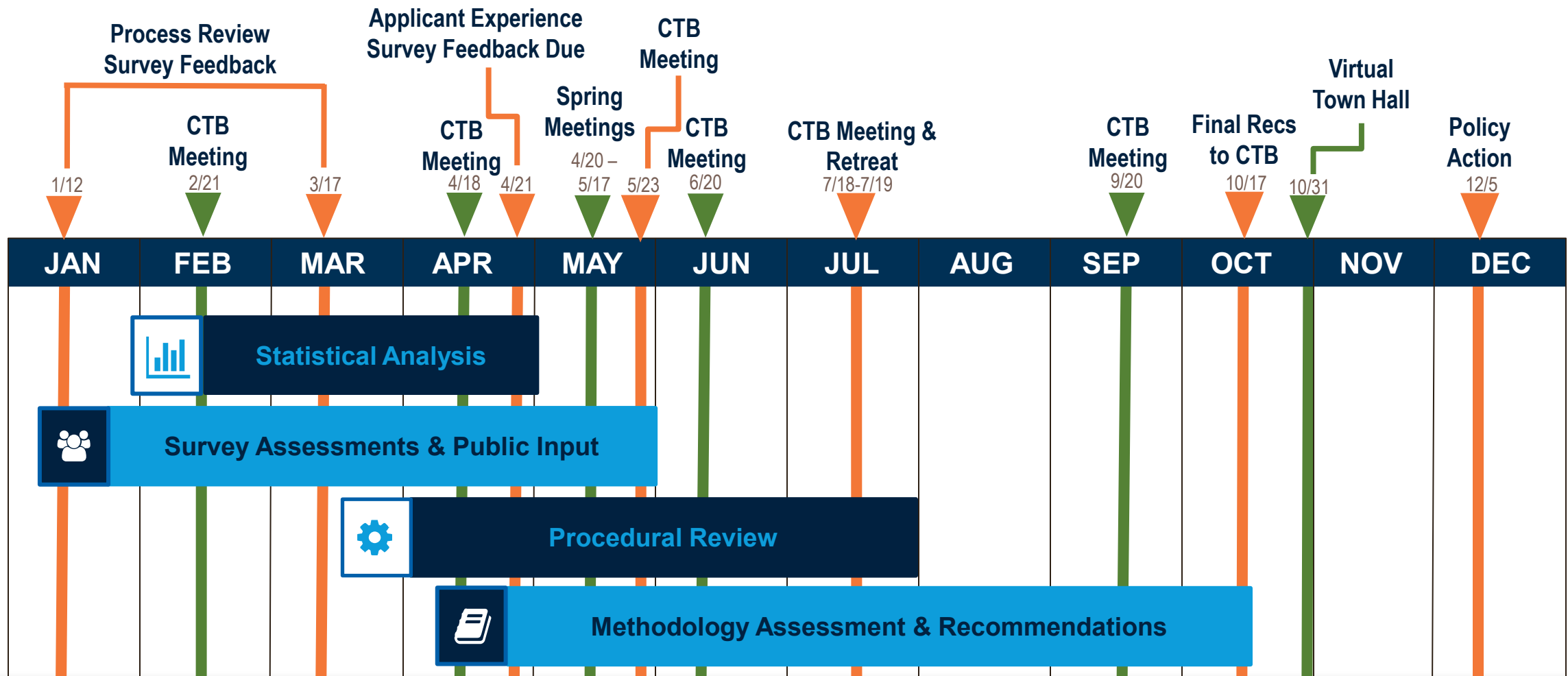
October 17, 2023



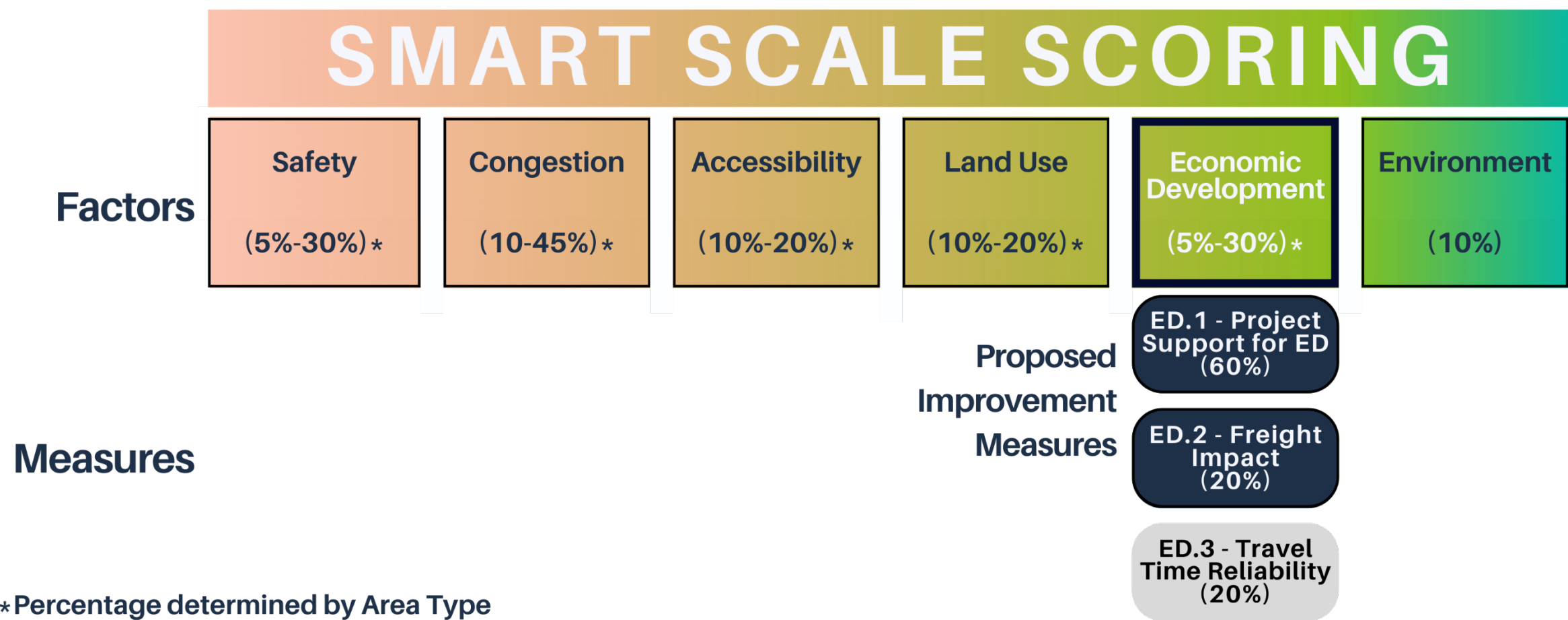
Presentation Topics

- **Overview and Status of SMART SCALE Process Review**
- **Review of Questions and Staff Recommendations**
 - Economic Development Factor Background
 - Economic Development Factor Methodology Changes
 - Summary of ED.1 Recommendations
 - ED.1 Questions from the September CTB Meeting
 - Impact of Economic Development Changes
 - Review Illustrative Impacts of Economic Development Scenarios Based on Round 5 Applications
 - Mid-Level Application Tier Analysis
 - Final Staff Recommendations
- **Public Outreach Updates**
 - Schedule and Next Steps
 - Comments or Questions about the SMART SCALE Review

Since February, the CTB has been engaged in a holistic review of our nationally recognized, data-driven process for prioritizing multimodal transportation investments to determine if SMART SCALE is meeting its goal.



Economic Development Factor Background



*Percentage determined by Area Type

Economic Development Factor Methodology Changes

- **Current ED.1 (Project Support for ED) scoring methodology does not incorporate key economic priorities**
 - Needs to better reflect best-in-class economic impact assessments currently used by VEDP
 - Process uses manual process of data entry by applicants and validation by Commonwealth
- **Proposed ED.1 scoring methodology will incorporate key economic priorities, including:**
 - Focus on sites that will attract growth industries, with the inventory captured in a statewide real estate database
 - Job creation and capital investments in sites
 - Estimates potential market demand of sites by including site visits
- **Proposed ED.2 (Freight Impact) scoring methodology focus proposed to shift from freight tonnage moved to freight volume moved**

Summary of ED.1 Recommendations

| Score Calculation Step (Weight) | Process |
|--|--|
| 1. Determine which sites are eligible | <ul style="list-style-type: none"> ▪ Commonwealth determines buffer based on Transportation Project Tier (Table 10.2 Site Eligibility by Transportation Project Tier in SMART SCALE Technical Guide) ▪ Pull in VirginiaScan sites based on coordinates and buffer |
| 2. Calculate estimated jobs and capital investment factors (Jobs: 40%, Capital Investment: 25%) | <ul style="list-style-type: none"> ▪ Input site characteristics (coordinates, acreage) into historical projects model ▪ Determine estimated job creation and capital investment relative to all projects in the funding round |
| 3. Calculate site funding factor (15%) | <ul style="list-style-type: none"> ▪ Sites that have received funding from GO Virginia, Tobacco Commission, or Virginia Business Ready Sites Program (VBRSP) receive the full weight of the funding factor |
| 4. Calculate site visit factor (10%) | <ul style="list-style-type: none"> ▪ Determine the number of company and/or site selector visits that occurred on eligible sites for each project in the last three years |
| 5. Calculate site readiness factor (10%) | <ul style="list-style-type: none"> ▪ Determine the eligible site with the highest VBRSP Tier <ul style="list-style-type: none"> ▪ Sites that are VBRSP Tier 4 or 5 receive 5 pts, Tier 3 receive 3 pts, Tier 2 receive 2 pts, Tier 1 receive 1 pt |
| 6. Sum for ED.1 Measure (100%) | <ul style="list-style-type: none"> ▪ Add the scores from preceding steps |

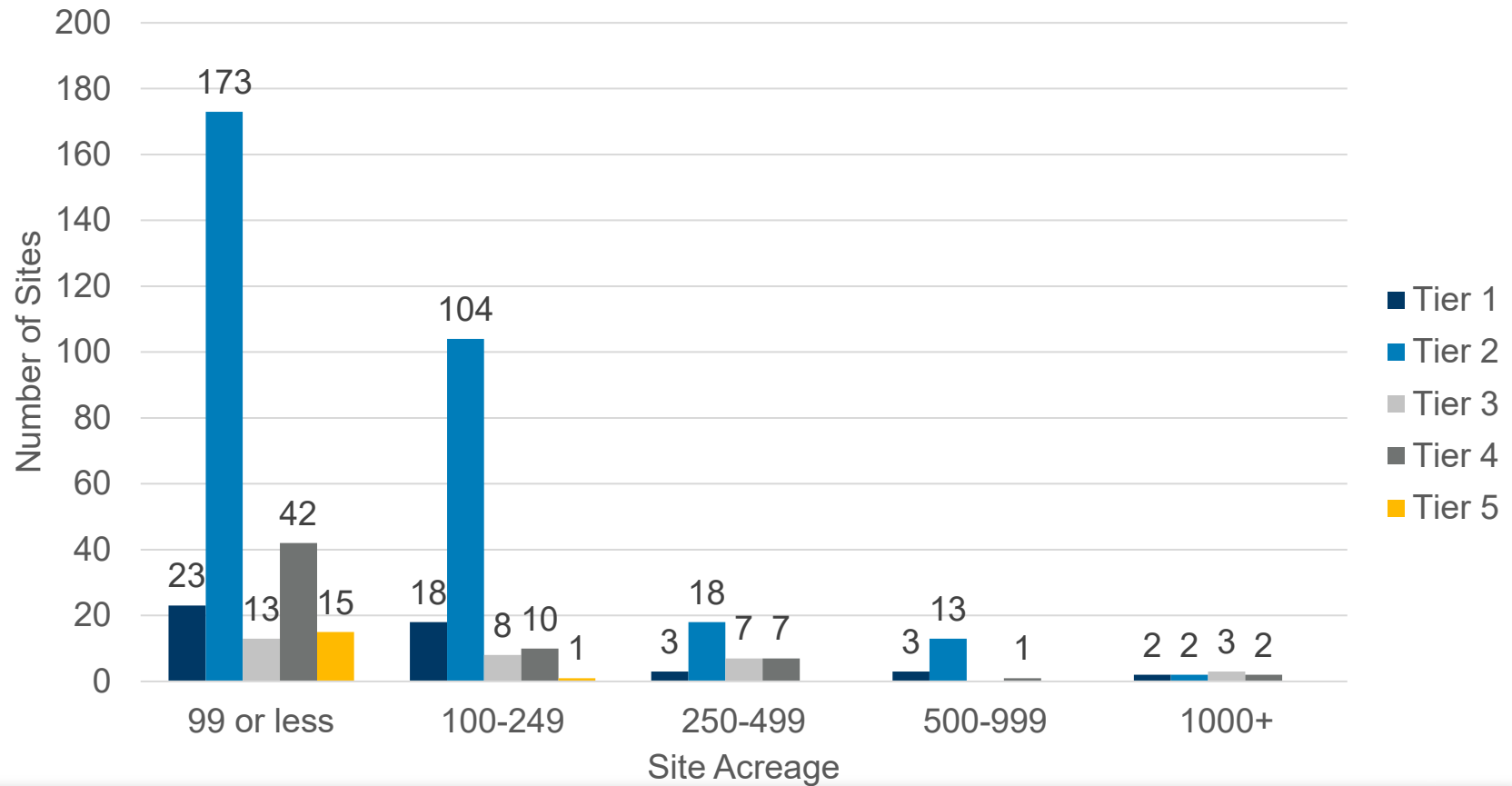
ED.1 Questions from the September CTB Meeting

What are the available tiered properties in Virginia Scan?

Tiering System

- 1**
 - Raw land with interested seller
 - Not zoned for economic development use
- 2**
 - Site marketed for development
 - Comp Plan is industrial or commercial land use
- 3**
 - Zoned for industrial or commercial land use
 - Preliminary engineering work completed
- 4**
 - Infrastructure permit issues identified
 - Plans for necessary infrastructure approved
- 5**
 - "Shovel Ready" site cleared & rough graded
 - All site permits in place or identified

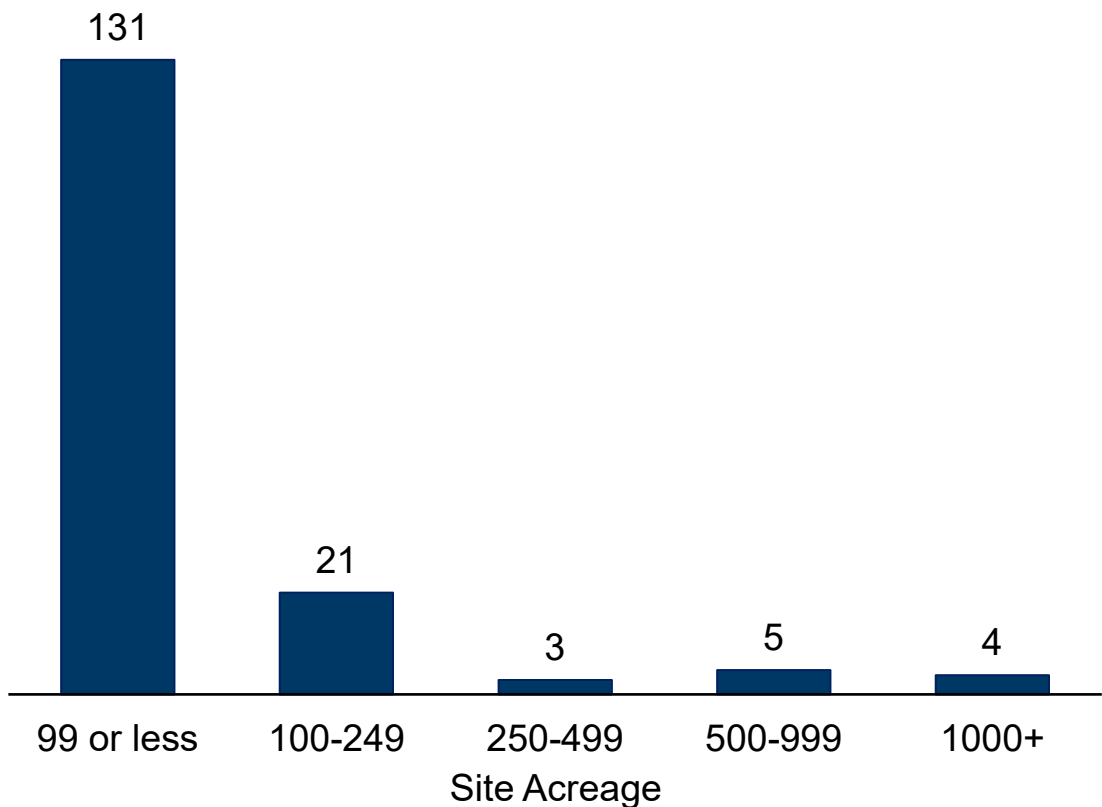
Site Readiness by Tiering in current Virginia Scan database



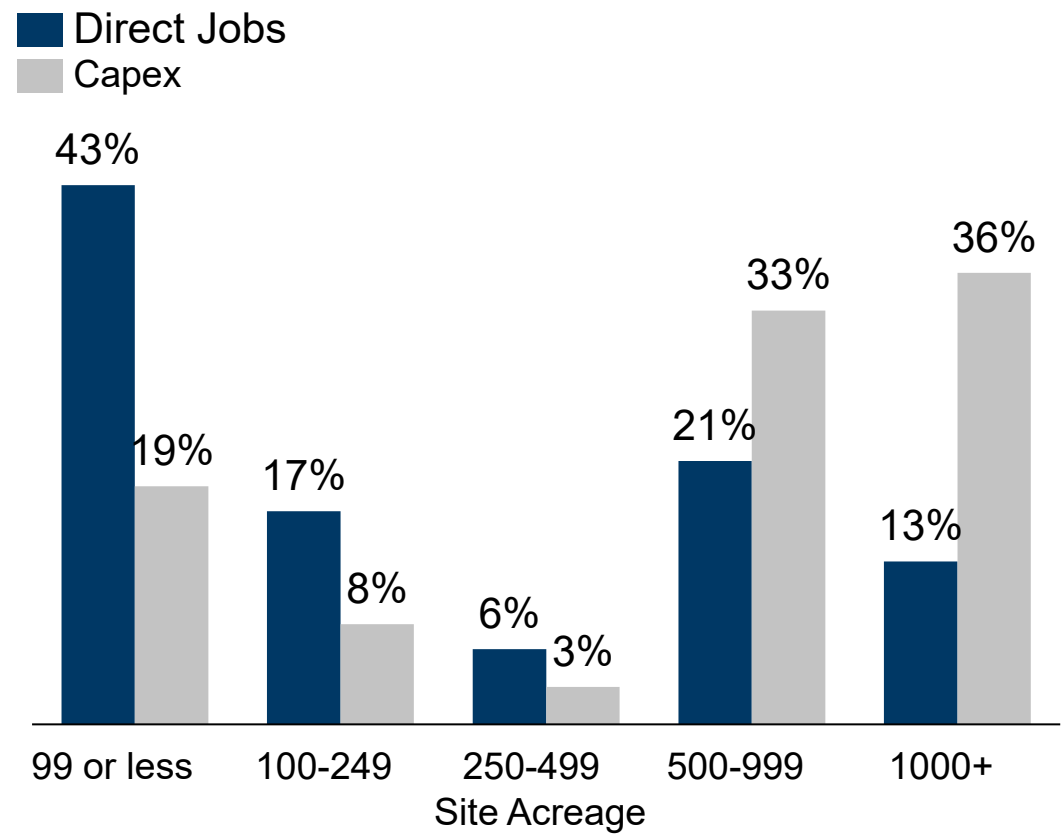
ED.1 Questions from the September CTB Meeting

What is the site demand for properties in Virginia?

Real Estate Demand – FY 2023



Potential Jobs and Capital Investment



ED.1 Questions from the September CTB Meeting

Could private, local, and federal funding be added to the scoring criteria?

- **Initially, funding from GO Virginia, Tobacco Commission, or Virginia Business Ready Sites Program (VBRSP) was proposed to demonstrate a state priority.**
- **Quantifying private, local, and federal funding sources can be included as a manual entry in the application or as a field in the statewide property database for applicant entry.**

Impact of Economic Development Changes

- **Top reasons for an increased ED.1 score:**
 - Additional sites were identified using VirginiaScan that the applicant did not include
 - Given land availability, rural areas often have stronger site opportunities
 - VirginiaScan better reflects the value of the site, aligning with the Commonwealth's development priorities
 - Est. jobs, capital investment, meeting market demand, etc.
- **Top reasons for a decreased ED.1 score:**
 - Validation of data using VirginiaScan resulted in sites showing fewer developable square feet than applicants claimed
 - If the property was not listed in VirginiaScan, likely did not have the potential to accommodate high-impact industries
- **ED.2 shift from tonnage to volume did not impact individual project scores but remains the recommended methodology**
- **Economic Development methodology was tested on all 394 applications and the scenario impact was 12 projects added and 9 projects removed**

Review Illustrative Impacts of Economic Development Scenarios Based on Round 5 Applications – Statewide Summary

| | Individual Impacts | | | | | | Cumulative Impacts | |
|-----------------------------------|----------------------------|-----------------------------------|------------------------------|-------------------------------|--------------------------------------|---------------------------|---|---|
| | Official Round 5 Scenario* | Scenario A: Refine HPP Definition | Scenario B: Eliminate Step 2 | Scenario C: Future Congestion | Scenario D: Land Use as a Multiplier | Scenario F: ED.1 and ED.2 | Scenario E (A+B+C+D): September Staff Recommended Changes | Scenario G (A+B+C+D+F): Final Staff Recommended Changes |
| Projects Added | - | 1 | 20 | 5 | 27 | 12 | 28 | 30 |
| Projects Dropped | - | 25 | 6 | 5 | 48 | 9 | 67 | 69 |
| Net SS Award (millions) | \$1,532.1 | -\$9.7 | \$78.2 | \$28.0 | \$25.1 | \$58.3 | \$35.2 | \$41.3 |
| Unallocated HPP (millions) | \$90.1 | \$99.8 | \$11.9 | \$74.1 | \$23.0 | \$34.1 | \$13.5 | \$3.7 |

*Official Round 5 Staff Scenario funded 152 projects

Review Illustrative Impacts of Economic Development Scenarios Based on Round 5 Applications – District Example

Individual Impacts **Cumulative Impacts**

| Application Information | | | | | | | | | | | Official Round 5 Staff Scenario Results* | | Scenario A: Refine HPP Definition | | | Scenario B: Eliminate Step 2 | | | Scenario C: Future Congestion | | | Scenario D: Land Use as a Multiplier | | | Scenario F: ED.1 and ED.2 | | | Scenario E (A+B+C+D): September Recommended Changes | | | Scenario G (A+B+C+D+F): Final Staff Recommended Changes | | |
|-------------------------|-----------|----------|---------------------|---|-----------------------|-----------------------|-----|-----|-----------------------|--------------------------|--|---------|-----------------------------------|-----------|---------------|------------------------------|-----------|----------------|-------------------------------|----------------|----------------|--------------------------------------|----------------|----------------|---------------------------|----------------|----------------|---|----------------|----------------|---|----------------|------|
| App Id | Area Type | District | Organization | Title | Principal Improvement | Secondary Improvement | DGP | HPP | Total Cost (millions) | Total Request (millions) | Funded | Program | Funding Result | Program | HPP Eligible? | Funding Result | Program | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | |
| 8949 | C | LYN | Campbell County | Route 29 Safety Improvements - Southern Section | Highway | None | x | x | \$10.7 | \$10.7 | | | Stays Out | | X | Stays Out | | Stays Out | | -10 | Added | DGP | 84 | Added | DGP | 164 | Added | DGP | 78 | Added | DGP | 205 | |
| 9139 | D | LYN | Pittsylvania County | US Route 29 at Malmaison Road Roundabout | Highway | None | x | x | \$19.0 | \$19.0 | | | Stays Out | | | Stays Out | | Stays Out | | -8 | Added | DGP | 88 | Stays Out | | -16 | Added | DGP | 84 | Added | DGP | 66 | |
| 9193 | D | LYN | Danville City | Riverside Dr. Improvements - Arnett Blvd. to Main St. | Highway | BikePed | x | x | \$28.7 | -\$28.7 | \$28.7 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -6 | Dropped | | -1 | Dropped | | 2 | Dropped | | -8 | Dropped | | -10 |
| 9327 | C | LYN | Amherst County | Route 29B at Amherst Highway - Dillard Road and Lakeview Dr | Highway | BikePed | x | x | \$6.7 | -\$6.7 | \$6.7 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -7 | Dropped | | -28 | Dropped | | -2 | Dropped | | -37 | Dropped | | -43 |
| 9399 | D | LYN | Halifax County | US 501/Sunshine Dr Realignment and Pedestrian Improvements | Highway | BikePed | x | | \$9.6 | \$9.6 | \$9.6 | | | Stays Out | | X | Stays Out | | Stays Out | | -5 | Stays Out | | -130 | Added | DGP | 62 | Stays Out | | -130 | Stays Out | | 11 |
| 9106 | D | LYN | Danville MPO | Piedmont Drive Pedestrian Accommodations | Bike/Pedestrian | None | | x | \$6.7 | -\$6.7 | \$6.7 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | -3 | Stays In | HPP | 3 | Stays In | HPP | 1 | Dropped | | -10 | Dropped | | -9 |
| 9398 | D | LYN | Halifax County | Town of Halifax Pedestrian Improvements | Bike/Pedestrian | None | x | | \$2.5 | -\$2.5 | \$2.5 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -6 | Dropped | | -259 | Stays In | DGP | -2 | Dropped | | -261 | Dropped | | -269 |

*Official Round 5 Staff Scenario funded 12 projects

| | Official Round 5 Scenario | Scenario A: Refine HPP Definition | Scenario B: Eliminate Step 2 | Scenario C: Future Congestion | Scenario D: Land Use as a Multiplier | Scenario F: ED.1 and ED.2 | Scenario E (A+B+C+D): September Staff Recommended Changes | Scenario G (A+B+C+D+F): Final Staff Recommended Changes |
|----------------------------|---------------------------|-----------------------------------|------------------------------|-------------------------------|--------------------------------------|---------------------------|---|---|
| Projects Added | - | 0 | 0 | 0 | 2 | 2 | 2 | 2 |
| Projects Dropped | - | 1 | 0 | 0 | 3 | 2 | 4 | 4 |
| Net SS Award (millions) | \$124.8 | -\$6.7 | \$0.0 | \$0.0 | -\$8.2 | -\$15.1 | -\$14.8 | -\$14.8 |
| Unallocated HPP (millions) | \$8.9 | \$8.9 | \$8.9 | \$8.9 | \$17.1 | \$24.0 | \$17.1 | \$17.1 |

Note - CTB Member Consensus Modifications
Unfund from DGP
 App ID 9327 Route 29 Business at Amherst Highway - Dillard Road and Lakeview Drive for \$6.7M
Fund with DGP
 App ID 9336 Dillard Road Right Turn Lane for \$3.2M
 App ID 9354 Manor House Drive Turn Lanes for a reduced amount of \$2.6M

Note: All 394 scored applications were tested, but the illustrative example only depicts projects impacted by testing in the Lynchburg District example. Funded projects that always remained funded are not shown. Unfunded projects that always remained unfunded are not shown.

Mid-Level Application Tier Analysis

Local Suggestions and Staff Recommendations

- **Staff recommendation is to reduce the number of applications entities can submit to improve application quality**
- **Over 50% of submitted applications are “not ready” for scoring at full app submission (90% at pre-application)**
- **413 applications received and 152 recommended for funding (37% recommended for funding)**
 - Time and effort spent on document preparation on applications that ultimately were not funded
 - More applications are not an indicator of success
 - Scenario indicated that reducing applications would raise the success rate from 37% to 53%
- **Feedback on recommendations from multiple entities has stated concern about proposed limit reduction and one has suggested adding a third tier**

Mid-Level Application Tier Analysis

Local Suggestions and Staff Recommendations

| | Tier | Localities | MPO, PDC, or Transit Agency | Max Pre-Applications | Max Full Applications |
|--|------|-------------------|-----------------------------|----------------------|-----------------------|
| Existing | 1 | < 200,000 | < 500,000 | 5 | 4 |
| | 2 | >= 200,000 | >= 500,000 | 12 | 10 |
| Option 1 | | | | 4 | 3 |
| | | | | 7 | 6 |
| Option 2 (Staff Recommendation) | | | | 3 | 2 |
| | | | | 6 | 5 |
| Option 3 (Revised Staff Recommendation) | 1 | < 100,000 | < 250,000 | 4 | 3 |
| | 2 | 100,000 - 200,000 | 250,000 - 500,000 | 5 | 4 |
| | 3 | >= 200,000 | >= 500,000 | 7 | 6 |

Mid-Level Application Tier Analysis

Local Suggestions and Staff Recommendations

- Out of 254 potential applicants a third middle tier would impact 15 entities

| Cities | Counties | MPO/PDCs | Transit |
|--------------|--------------|----------------|------------------------|
| Roanoke | Stafford | Fredericksburg | Jaunt |
| Newport News | Brunswick | | Loudoun |
| Hampton | Spotsylvania | | Potomac & Rappahannock |
| Alexandria | Hanover | | RADAR |
| | Albermarle | | Williamsburg |

Final Staff Recommendations

| Staff Recommendation | Improvement | Scenario |
|---|--|----------|
| Refine High-Priority Projects Program (HPP) Eligibility | Clarify CTB Policy to ensure HPP projects are of statewide or regional significance. | A* |
| Eliminate Step 2 | Distribute all HPP program funds based on statewide rankings of SMART SCALE scores, rather than district-wide rankings. | B* |
| Calculate congestion benefits for 10 years in the future | Better align with project design requirements that are based on future growth volumes and consider future economic growth. | C |
| Modify Land Use factor to a multiplier of all other factor areas and modify factor weightings | Reduce the influence of the one-factor majority on the total benefit score to emphasize what the project's benefits are versus where the project is located. | D |
| Utilize forward-looking economic development factor developed by VEDP | Reflect best-in-class economic impact assessments currently used by VEDP to incorporate key economic priorities of the Commonwealth. | F |

*Scenario A & B do not impact the SMART SCALE Score

Final Staff Recommendations

Refine HPP Eligibility

- **Code of Virginia (§ 33.2-370) defines the “where”:**
 - “High-priority projects” means those projects of regional or statewide significance, such as projects that reduce congestion or increase safety, accessibility, environmental quality, or economic development”
 - “Where” is identified as Corridors of Statewide Significance and Regional Networks
- **Recommend refining the definition to include “what” type of projects:**
 - Projects that include the following feature types: New Capacity Highway, Managed Lanes, New or Improved Interchanges, New or Improved Passenger Rail Stations or Service, Freight Rail Improvements, High-Capacity / Fixed Guideway Transit, Transit Transfer Stations, and New Bridge
- **Purpose is to ensure HPP projects are of statewide or regional significance**

Final Staff Recommendations

Refine HPP Eligibility

Examples of Round 5 Funded HPP Projects that are not of Statewide or Regional Significance*

| Title | Total Cost | Scope |
|--|------------|--|
| Rt 17-Woods CrossRd-Davenport Rd Roadway Improvements (RCUT) | \$4.0 M | Singular Restricted Crossing U-Turn (RCUT) with turn lane extensions |
| FLT/ART Trailhead/Parking Lot | \$3.9 M | Park and Ride lot with 1400 feet of shared use path and pedestrian crossings |
| Route 419/Electric Road Pedestrian Signal Improvements | \$3.9 M | Approximately 200 feet of sidewalk with upgraded pedestrian crossings |
| N. Main St Sidewalk (west side) and bike lanes | \$5.9 M | Install less than half mile of sidewalk and bike lanes |
| US 58 Alt Turn Lane Improvements at Sundown Drive | \$3.6 M | Two 400 feet turn lane extensions with shoulder paving |

*Projects would still be eligible for funding under DGP if submitted by a locality

Final Staff Recommendations

Remove Step 2

- **The current funding steps are as follows:**
 - Step 1 allocates each VDOT construction district's grant program funding on a **district-wide basis**.
 - Step 2 allocates HPP funding on a **district-wide basis** for projects that would've been funded through each district's grant program if they had been by a locality.
 - Step 3 allocates HPP funding on a **statewide basis**.
- **HPP program is statewide funding and should be distributed accordingly, not by district**
 - In Round 5 Step 2, 49 percent of HPP funds were distributed with a district focus, not a statewide focus
 - Total of \$557 million available in HPP - \$274 million distributed in Step 2 based on district ranking
- **Discontinue current Step 2 which provides statewide HPP funds to projects based on district rankings**
- **New process would distribute all HPP program funds based on statewide rankings of SMART SCALE scores**

Final Staff Recommendations

Modify Land Use Factor to a Multiplier and Modify Factor Weightings

- Two Step Process

- Assign current Land Use factor weighting to other factor categories

| Staff Recommended Weighting | | | | | | |
|-----------------------------|------------|------------|---------------|------------------|----------------------|-------------|
| Factor | Safety | Congestion | Accessibility | Land Use | Economic Development | Environment |
| Type A | 20% (+15%) | 50% (+5%) | 15% | Up to 100% Added | 5% | 10% |
| Type B | 25% (+5%) | 25% (+10%) | 20% | | 20% | 10% |
| Type C | 30% (+5%) | 20% (+5%) | 15% | | 25% | 10% |
| Type D | 40% (+10%) | 10% (+0%) | 10% | | 30% | 10% |

- Use the normalized Land Use factor as a multiplier on all other benefits (1+Normalized Score/100)

Final Staff Recommendations

| Staff Recommendation | Improvement |
|---|--|
| Streamline the SMART Portal process by obtaining OIPI, VDOT, and DRPT approvals prior to submission | Improve application quality and readiness to only score completed applications. |
| Create a three-tier application limit at 3,4,6. <i>Increased from original staff recommendation of two-tier limit at 2 and 5.</i> | Focuses on applicant priorities to improve overall outcomes and increase application success rate. |
| Tie consensus funding decisions to performance in delivering projects | Consider applicant deliver performance in final consensus funding decisions |

Schedule and Next Steps

- Continue to hold CTB one-on-one meetings as requested

| Month | Topics |
|------------|--|
| October 31 | Public Virtual Town Hall |
| December | Board Action on Revised SMART SCALE Policy |

Comments or Questions about the SMART SCALE Review

- **Email:**
SmartPortal@CTB.Virginia.gov
- **Contact Form:**
http://smartscale.org/contact_us/default.asp
- **Public comment letters posted to the SMART SCALE Website**

A screenshot of the SMART SCALE website. The page header includes the SMART SCALE logo with the tagline "Funding the Right Transportation Projects in Virginia" and the logos for the Office of INTERMODAL Planning and Investment, DRPT, and VDOT. A navigation menu contains links for Home, How It Works, Apply/Resources, Current Projects, FAQs, and Contact Us. A search bar is located in the top right corner. The main content area features the heading "How to share your questions and comments about SMART SCALE with us." followed by a paragraph explaining the purpose of the feedback and providing the email address SmartPortal@CTB.Virginia.gov. Below this, the "SMART SCALE Team Members" section lists four individuals: Brooke Jackson (Program Manager), Andrew Bunn (Program Analyst), Jonathan Robbins (Senior Engineer), and Casey Scully (Program Analyst), each with their respective email addresses. At the bottom, there is a "Provide Your Feedback" section with input fields for Name and Email Address.



COMMONWEALTH *of* VIRGINIA
Office of the
SECRETARY *of* TRANSPORTATION

Thank you



VIRGINIA DEPARTMENT OF RAIL
AND PUBLIC TRANSPORTATION



SMART SCALE Process Review
Bristol Scenario Analysis

| Application Information | | | | | | | | | | | Individual Impacts | | | | | | | | | | | | Cumulative Impacts | | | | | | | | | | |
|-------------------------|-----------|----------|----------------------------|--|-----------------------|-----------------------|-----|-----|-----------------------|--------------------------|---|---------|-----------------------------------|---------|---------------|------------------------------|---------|----------------|-------------------------------|----------------|----------------|--------------------------------------|--------------------|----------------|---------------------------|----------------|----------------|---|----------------|----------------|---|----------------|----------------|
| App Id | Area Type | District | Organization | Title | Principal Improvement | Secondary Improvement | DGP | HPP | Total Cost (millions) | Total Request (millions) | Official Round 5 Staff Scenario Results | | Scenario A: Refine HPP Definition | | | Scenario B: Eliminate Step 2 | | | Scenario C: Future Congestion | | | Scenario D: Land Use as a Multiplier | | | Scenario F: ED.1 and ED.2 | | | Scenario E (A+B+C+D): September Staff Recommended | | | Scenario G (A+B+C+D+F): Final Staff Recommended | | |
| | | | | | | | | | | | Funded | Program | Funding Result | Program | HPP Eligible? | Funding Result | Program | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result |
| 8987 | D | BRIST | LENOWISCO PDC | Gilley Ave Turn Lanes and Access Management Improvements | Highway | None | | x | \$4.5 | \$4.5 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | -8 | Dropped | | -130 | Stays In | HPP | -12 | Dropped | | -139 | Dropped | | -163 | |
| 9121 | D | BRIST | Cumberland Plateau PDC | US 58 Alt Turn Lane Improvements at Sundown Drive | Highway | None | | x | \$3.6 | \$3.6 | X | HPP | Dropped | | | Dropped | | Stays In | HPP | -8 | Dropped | | -221 | Stays In | HPP | -8 | Dropped | | -222 | Dropped | | -223 | |
| 9160 | D | BRIST | Kingsport Metropolitan TPO | US 23 Access Management and Turn Lane Improvements | Highway | None | | x | \$9.2 | \$9.2 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | -3 | Stays In | HPP | 49 | Stays In | HPP | -15 | Dropped | | 44 | Dropped | | 35 | |
| 9163 | D | BRIST | Mount Rogers PDC | Route 19 Corridor and Intersection Improvements | Highway | None | | x | \$11.1 | \$11.1 | X | HPP | Dropped | | | Dropped | | Stays In | HPP | -7 | Stays In | HPP | 93 | Stays In | HPP | -16 | Dropped | | 84 | Dropped | | 67 | |
| 9223 | D | BRIST | Wise County | Coeburn Mountain Rd Turn Lane Improvements | Highway | None | x | | \$12.6 | \$12.6 | | | Stays Out | | X | Stays Out | | Stays Out | | -9 | Added | DGP | 64 | Added | DGP | 161 | Added | DGP | 62 | Added | DGP | 197 | |
| 9173 | D | BRIST | Bristol MPO | Commonwealth Ave & Euclid Ave Intersection Improvements | Highway | BikePed | | x | \$4.3 | \$4.3 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | 1 | Stays In | HPP | 4 | Stays In | HPP | 0 | Dropped | | 3 | Dropped | | 3 | |
| 9234 | D | BRIST | Tazewell Town | Tazewell BUS 19 Two-Way Left-Turn Lane | Highway | BikePed | x | x | \$13.8 | \$13.8 | | | Stays Out | | X | Stays Out | | Stays Out | | -9 | Added | DGP | 37 | Stays Out | | -3 | Added | DGP | 32 | Added | DGP | 26 | |
| 9247 | D | BRIST | Bluefield Town | College Avenue and Route 720 Intersection Improvements | Highway | BikePed | x | | \$9.2 | \$9.2 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -4 | Dropped | | -120 | Stays In | DGP | 2 | Dropped | | -123 | Dropped | | -124 | |

*Official Round 5 Staff Scenario funded 14 projects

| | Official Round 5 Scenario* | Scenario A: Refine HPP Definition | Scenario B: Eliminate Step 2 | Scenario C: Future Congestion | Scenario D: Land Use as a Multiplier | Scenario F: ED.1 and ED.2 | Scenario E (A+B+C+D): September Staff Recommended Changes | Scenario G (A+B+C+D+F): Final Staff Recommended Changes |
|-----------------------------------|----------------------------|-----------------------------------|------------------------------|-------------------------------|--------------------------------------|---------------------------|---|---|
| Projects Added | - | 0 | 0 | 0 | 2 | 1 | 2 | 2 |
| Projects Dropped | - | 5 | 2 | 0 | 3 | 0 | 6 | 6 |
| Net SS Award (millions) | \$132.2 | -\$32.8 | -\$14.8 | \$0.0 | \$9.1 | \$12.6 | -\$15.5 | -\$15.5 |
| Unallocated HPP (millions) | \$19.8 | \$19.8 | \$19.8 | \$19.8 | \$2.5 | \$7.1 | \$2.5 | \$2.5 |

Note - CTB Member Consensus Modifications
Fund 1 additional project with DGP and HPP (50/50)
App ID 9233 Cook Street Extension for \$33.7M

**SMART SCALE Process Review
Culpeper Scenario Analysis**

| Application Information | | | | | | | | | | | Individual Impacts | | | | | | | | | | | | Cumulative Impacts | | | | | | | | | | |
|-------------------------|-----------|----------|-------------------------------|---|-----------------------|-----------------------|-----|-----|-----------------------|--------------------------|---|---------|-----------------------------------|---------|---------------|------------------------------|---------|----------------|-------------------------------|----------------|----------------|--------------------------------------|--------------------|----------------|---------------------------|----------------|----------------|---|----------------|----------------|---|----------------|----------------|
| App Id | Area Type | District | Organization | Title | Principal Improvement | Secondary Improvement | DGP | HPP | Total Cost (millions) | Total Request (millions) | Official Round 5 Staff Scenario Results | | Scenario A: Refine HPP Definition | | | Scenario B: Eliminate Step 2 | | | Scenario C: Future Congestion | | | Scenario D: Land Use as a Multiplier | | | Scenario F: ED.1 and ED.2 | | | Scenario E (A+B+C+D): September Staff Recommended | | | Scenario G (A+B+C+D+F): Final Staff Recommended | | |
| | | | | | | | | | | | Funded | Program | Funding Result | Program | HPP Eligible? | Funding Result | Program | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result |
| 9331 | B | CULP | Thomas Jefferson PDC | US250/Peter Jeff. Pkwy Intersection Imprvmnts & Access Mngmnt | Highway | Transit | | x | \$20.5 | \$20.5 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | -14 | Stays In | HPP | 32 | Stays In | HPP | -3 | Dropped | | 8 | Dropped | | 9 | |
| 9059 | D | CULP | Orange County | Route 3 / Route 20 Intersection Improvements | Highway | None | x | | \$17.0 | \$17.0 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -4 | Stays In | DGP | 72 | Dropped | | -37 | Stays In | DGP | 66 | Stays In | DGP | 46 | |
| 9271 | D | CULP | Fauquier County | Dumfries Rd (Rt 605) & Greenwich Rd (Rt 603) - Roundabout | Highway | None | x | | \$9.2 | \$9.2 | | | Stays Out | | | Stays Out | | Stays Out | | -8 | Added | DGP | 88 | Stays Out | | -4 | Added | DGP | 77 | Added | DGP | 78 | |
| 8970 | C | CULP | Louisa County | Route 250 and Route 15 - Intersection Improvement | Highway | BikePed | x | x | \$15.2 | \$15.2 | | | Stays Out | | | Stays Out | | Stays Out | | -16 | Stays Out | | 70 | Added | DGP | 11 | Stays Out | | 54 | Added | DGP | 72 | |
| 9144 | B | CULP | Albemarle County | Belvedere Boulevard and Rio Road Intersection Improvements | Highway | BikePed | x | x | \$4.9 | \$4.9 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -5 | Dropped | | 18 | Stays In | DGP | -2 | Dropped | | 6 | Dropped | | 12 | |
| 9148 | D | CULP | Culpeper County | Rt. 229, Rt.694 Double Lane Roundabout | Highway | BikePed | x | | \$15.6 | \$15.6 | | | Stays Out | | | Stays Out | | Stays Out | | -11 | Added | DGP | 82 | Stays Out | | -9 | Added | DGP | 72 | Stays Out | | 73 | |
| 9178 | B | CULP | Charlottesville-Albemarle MPO | Avon Street Multimodal Improvements | Highway | BikePed | | x | \$15.8 | \$15.8 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | -4 | Dropped | | -230 | Stays In | HPP | 0 | Dropped | | -234 | Dropped | | -233 | |
| 9180 | B | CULP | Charlottesville-Albemarle MPO | District Avenue Roundabout (at Hydraulic Road) | Highway | BikePed | | x | \$20.1 | \$20.1 | | | Stays Out | | | Added | HPP | Stays Out | | -6 | Stays Out | | 23 | Stays Out | | -17 | Stays Out | | 14 | Stays Out | | 3 | |
| 9289 | D | CULP | Culpeper Town | Orange Road Sidewalk Extension | Bike/Pedestrian | None | x | | \$8.6 | \$8.6 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -3 | Dropped | | -223 | Stays In | DGP | -2 | Dropped | | -219 | Dropped | | -244 | |
| 9179 | B | CULP | Charlottesville-Albemarle MPO | Rivanna River Bicycle and Pedestrian Bridge Crossing | Bike/Pedestrian | Highway | | x | \$42.1 | \$42.1 | | | Stays Out | | X | Stays Out | | Stays Out | | -7 | Stays Out | | 54 | Stays Out | | -12 | Added | HPP | 47 | Added | HPP | 45 | |
| 9284 | D | CULP | Culpeper Town | Old Brandy Road Sidewalk Extension | Bike/Pedestrian | Highway | x | | \$8.3 | \$8.3 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -2 | Dropped | | -152 | Stays In | DGP | 0 | Dropped | | -151 | Dropped | | -162 | |

*Official Round 5 Staff Scenario funded 13 projects

| | Official Round 5 Scenario* | Scenario A: Refine HPP Definition | Scenario B: Eliminate Step 2 | Scenario C: Future Congestion | Scenario D: Land Use as a Multiplier | Scenario F: ED.1 and ED.2 | Scenario E (A+B+C+D): September Staff Recommended Changes | Scenario G (A+B+C+D+F): Final Staff Recommended Changes |
|-----------------------------------|----------------------------|-----------------------------------|------------------------------|-------------------------------|--------------------------------------|---------------------------|---|---|
| Projects Added | - | 0 | 1 | 0 | 2 | 1 | 3 | 3 |
| Projects Dropped | - | 2 | 0 | 0 | 4 | 1 | 5 | 5 |
| Net SS Award (millions) | \$152.2 | -\$36.4 | \$20.1 | \$0.0 | -\$12.8 | -\$1.8 | \$8.8 | \$8.5 |
| Unallocated HPP (millions) | \$5.8 | \$5.8 | \$5.8 | \$5.8 | \$2.7 | \$7.5 | \$2.7 | \$3.1 |

Note - CTB Member Consensus Modifications

Unfund from HPP

App ID 9331 US250/Peter Jefferson Pkwy Intersection Improvements and Access Management for \$20.5 M

Fund with HPP

App ID 9180 District Avenue Roundabout at Hydraulic Road for \$20.1M

**SMART SCALE Process Review
Fredericksburg Scenario Analysis**

| Application Information | | | | | | | | | | | Individual Impacts | | | | | | | | | | | | Cumulative Impacts | | | | | | | | | | |
|-------------------------|-----------|----------|-------------------------|--|-----------------------|-----------------------|-----|-----|-----------------------|--------------------------|---|---------|-----------------------------------|---------|---------------|------------------------------|---------|----------------|-------------------------------|----------------|----------------|--------------------------------------|--------------------|----------------|---------------------------|----------------|----------------|---|----------------|----------------|---|----------------|----------------|
| App Id | Area Type | District | Organization | Title | Principal Improvement | Secondary Improvement | DGP | HPP | Total Cost (millions) | Total Request (millions) | Official Round 5 Staff Scenario Results | | Scenario A: Refine HPP Definition | | | Scenario B: Eliminate Step 2 | | | Scenario C: Future Congestion | | | Scenario D: Land Use as a Multiplier | | | Scenario F: ED.1 and ED.2 | | | Scenario E (A+B+C+D): September Staff Recommended | | | Scenario G (A+B+C+D+F): Final Staff Recommended | | |
| | | | | | | | | | | | Funded | Program | Funding Result | Program | HPP Eligible? | Funding Result | Program | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result |
| 9029 | B | FRED | George Washington RC | American Legion Rd/Eskimo Hill Rd Turn Lanes to Rte 1 | Highway | None | | x | \$4.1 | \$4.1 | X | HPP | Dropped | | | Dropped | | Dropped | -10 | Stays In | HPP | 81 | Dropped | | -9 | Dropped | | 73 | Dropped | | 68 | | |
| 9211 | D | FRED | King George County | US 301-Port Conway-Salem Church Roadway Improvements (RCUT) | Highway | None | x | x | \$3.4 | \$3.4 | | | Stays Out | | | Stays Out | | Stays Out | -7 | Added | DGP | 96 | Stays Out | | 2 | Added | DGP | 86 | Added | DGP | 89 | | |
| 9350 | D | FRED | Middle Peninsula PDC | Rt 17-Woods CrossRd-Davenport Rd Roadway Improvements (RCUT) | Highway | None | | x | \$4.0 | \$4.0 | X | HPP | Dropped | | | Stays In | HPP | Stays In | 0 | Stays In | HPP | 6 | Stays In | HPP | 0 | Dropped | | 6 | Dropped | | 5 | | |
| 9446 | D | FRED | Gloucester County | Rte 17 RCUTs Fox First St & The Shoppes | Highway | None | x | x | \$5.2 | \$5.2 | | | Stays Out | | | Stays Out | | Stays Out | -6 | Added | DGP | 90 | Stays Out | | -2 | Added | DGP | 79 | Added | DGP | 83 | | |
| 9030 | B | FRED | George Washington RC | US 1-Layhill Road Roadway and Ped Improvements | Highway | BikePed & Transit | | x | \$14.3 | \$7.0 | X | HPP | Dropped | | | Stays In | HPP | Stays In | -9 | Stays In | HPP | 39 | Stays In | HPP | -1 | Dropped | | 32 | Dropped | | 27 | | |
| 9032 | B | FRED | George Washington RC | Dixon St(US 17 Bus) near Dixon Park Roadway & Multimodal Imp | Highway | BikePed & Transit | | x | \$6.4 | \$6.4 | X | HPP | Stays In | HPP | X | Dropped | | Stays In | HPP | -22 | Dropped | | -52 | Stays In | HPP | 21 | Dropped | | -94 | Dropped | | -45 | |
| 9028 | B | FRED | Fredericksburg Area MPO | US1 Multimodal/Rdwy Imp at Guinea Station/Massaponax Church | Highway | BikePed | | x | \$21.9 | \$21.9 | | | Stays Out | | | Stays Out | | Added | HPP | 262 | Stays Out | | 34 | Stays Out | | 59 | Stays Out | | 319 | Stays Out | | 323 | |
| 9476 | D | FRED | Fredericksburg City | Express Commuter Transit Service to Dahlgren | Bus Transit | None | x | x | \$4.1 | \$4.1 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -4 | Stays In | DGP | -132 | Stays In | DGP | 0 | Stays In | DGP | -146 | Stays In | DGP | -142 | |
| 9022 | B | FRED | Fredericksburg Area MPO | VCR Regional Project - Multimodal Improvements | Bike/Pedestrian | None | | x | \$16.9 | \$16.6 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | -8 | Dropped | | -55 | Stays In | HPP | -2 | Dropped | | -67 | Dropped | | -68 | |
| 9026 | B | FRED | Fredericksburg Area MPO | US 1 Bike & Ped Facilities from Harrison Rd to Kings Mill Dr | Bike/Pedestrian | None | | x | \$14.2 | \$14.2 | X | HPP | Dropped | | | Dropped | | Dropped | | 3 | Stays In | HPP | 50 | Stays In | HPP | -2 | Dropped | | 44 | Dropped | | 48 | |
| 9433 | B | FRED | Fredericksburg City | Dixon Park Connector - Multimodal Improvements | Bike/Pedestrian | Highway | x | x | \$9.3 | \$9.3 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -4 | Dropped | | -321 | Stays In | DGP | 0 | Dropped | | -320 | Dropped | | -330 | |

*Official Round 5 Staff Scenario funded 24 projects

| | Official Round 5 Scenario* | Scenario A: Refine HPP Definition | Scenario B: Eliminate Step 2 | Scenario C: Future Congestion | Scenario D: Land Use as a Multiplier | Scenario F: ED.1 and ED.2 | Scenario E (A+B+C+D): September Staff Recommended Changes | Scenario G (A+B+C+D+F): Final Staff Recommended Changes |
|-----------------------------------|----------------------------|-----------------------------------|------------------------------|-------------------------------|--------------------------------------|---------------------------|---|---|
| Projects Added | - | 0 | 0 | 1 | 2 | 0 | 2 | 2 |
| Projects Dropped | - | 5 | 3 | 2 | 3 | 1 | 7 | 7 |
| Net SS Award (millions) | \$191.8 | -\$45.9 | -\$24.7 | \$3.6 | -\$23.9 | -\$4.1 | -\$53.1 | -\$53.1 |
| Unallocated HPP (millions) | \$2.4 | \$2.4 | \$2.4 | \$2.4 | \$3.3 | \$2.4 | \$3.3 | \$3.3 |

Note - CTB Member Consensus Modifications

Unfund from DGP

- App ID 9476 Express Commuter Transit Service to Dahlgren for \$4.1M
- App ID 8981 Route 610 Widening Route 648 to Route 751 and Multimodal Improvements for \$39.9M

Fund with DGP

- App ID 9446 Route 17 R-Cuts at Fox First Street and The Shoppes for \$5.1M
- App ID 9211 US 301 Port Conway-Salem Church Roadway Improvements (RCUT) for \$3.4M
- App ID 9052 Leeland Rd (Route 626) Widening with Multimodal Improvements (Route 694 to 1950) for \$9.1M
- App ID 9384 Route 33 Westbound Median Acceleration Lane and Eastbound Right Turn Lane at Route 14 Buena Vista Road submitted for \$4.4M
- App ID 9478 Route 360 Threeway Road Roadway Improvements and Trench Widening submitted for \$4.0M
- App ID 9486 Route Sharps Road Roadway Improvements with Trench Widening for \$3.8M

Fund with DGP and HPP (50/50)

- App ID 9348 Route 17/Route 33.Route 198 (Glenns Road) Roadway Improvements for \$5.2M

**SMART SCALE Process Review
Hampton Roads Scenario Analysis**

| Application Information | | | | | | | | | | | Individual Impacts | | | | | | | | | | | | Cumulative Impacts | | | | | | | | | | |
|-------------------------|-----------|----------|-------------------------|--|-----------------------|-----------------------|-----|-----|-----------------------|--------------------------|---|---------|-----------------------------------|---------|---------------|------------------------------|---------|----------------|-------------------------------|----------------|----------------|--------------------------------------|--------------------|----------------|---------------------------|----------------|----------------|---|----------------|----------------|---|----------------|----------------|
| App Id | Area Type | District | Organization | Title | Principal Improvement | Secondary Improvement | DGP | HPP | Total Cost (millions) | Total Request (millions) | Official Round 5 Staff Scenario Results | | Scenario A: Refine HPP Definition | | | Scenario B: Eliminate Step 2 | | | Scenario C: Future Congestion | | | Scenario D: Land Use as a Multiplier | | | Scenario F: ED.1 and ED.2 | | | Scenario E (A+B+C+D): September Staff Recommended | | | Scenario G (A+B+C+D+F): Final Staff Recommended | | |
| | | | | | | | | | | | Funded | Program | Funding Result | Program | HPP Eligible? | Funding Result | Program | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result |
| 9250 | A | HR | Suffolk City | Bridge Rd. (Rte 17) and College Dr. (Rte 135) Left Turn Lane | Highway | None | x | | \$13.6 | \$13.6 | | | Stays Out | | X | Stays Out | | Stays Out | 20 | Added | DGP | 110 | Stays Out | | 13 | Added | DGP | 131 | Added | DGP | 142 | | |
| 9281 | A | HR | Chesapeake City | 17/460 Intersection Improvement Project | Highway | None | x | x | \$17.7 | \$17.7 | | | Stays Out | | | Stays Out | | Stays Out | 13 | Added | DGP | 97 | Stays Out | | -4 | Added | DGP | 102 | Added | DGP | 101 | | |
| 9432 | A | HR | York County | Route 17/Rich Road Access Management | Highway | None | x | | \$0.6 | \$0.6 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | 0 | Dropped | | -381 | Stays In | DGP | 0 | Dropped | | -382 | Dropped | | -384 | | |
| 9436 | D | HR | Sussex County | Route 460 and Cabin Point Road Intersection Improvement | Highway | None | x | x | \$8.0 | \$8.0 | | | Stays Out | | | Stays Out | | Stays Out | -31 | Stays Out | | -58 | Added | DGP | 203 | Stays Out | | -93 | Added | DGP | 207 | | |
| 9440 | D | HR | Sussex County | Beef Steak Road Improvements | Highway | None | x | | \$36.0 | \$36.0 | | | Stays Out | | | Stays Out | | Stays Out | 2 | Stays Out | | -11 | Stays Out | | 171 | Stays Out | | -11 | Stays Out | | 216 | | |
| 8988 | A | HR | Newport News City | Oyster Point Rd Widening II | Highway | BikePed & Transit | x | x | \$11.3 | \$11.3 | X | DGP | Stays In | DGP | X | Stays In | DGP | Stays In | DGP | -5 | Dropped | | -117 | Stays In | DGP | 2 | Dropped | | -119 | Dropped | | -106 | |
| 8990 | A | HR | Newport News City | Warwick Blvd SB Widening | Highway | BikePed & Transit | x | x | \$14.5 | \$14.5 | | | Stays Out | | X | Stays Out | | Stays Out | -2 | Added | DGP | 104 | Stays Out | | 41 | Added | DGP | 98 | Added | DGP | 125 | | |
| 9082 | A | HR | James City County | Pocahontas Trail (Rt 60) Multimodal Improvements UPC 102980 | Highway | BikePed & Transit | x | x | \$57.8 | \$14.0 | | | Stays Out | | | Stays Out | | Stays Out | -10 | Stays Out | | 104 | Stays Out | | 12 | Added | DGP | 98 | Stays Out | | 107 | | |
| 8992 | A | HR | Newport News City | J. Clyde Morris Blvd Widening | Highway | BikePed | x | x | \$5.1 | \$5.1 | X | DGP | Stays In | DGP | X | Stays In | DGP | Stays In | DGP | -2 | Dropped | | -234 | Stays In | DGP | 0 | Dropped | | -220 | Dropped | | -182 | |
| 9228 | A | HR | Virginia Beach City | Providence Rd (Kempsville Rd to Churchill Dr) | Highway | BikePed | x | | \$12.7 | \$9.7 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -6 | Stays In | DGP | -92 | Stays In | DGP | -2 | Stays In | DGP | -105 | Dropped | | -106 | |
| 9251 | A | HR | Virginia Beach City | Clearfield Ave (Cleveland St to VB Blvd) | Highway | BikePed | x | | \$15.0 | \$10.0 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -7 | Stays In | DGP | -24 | Stays In | DGP | -1 | Stays In | DGP | -31 | Dropped | | -32 | |
| 9319 | A | HR | Norfolk City | Virginia Beach Boulevard - George Street to Winburne Lane | Highway | BikePed | x | x | \$9.3 | \$9.3 | X | DGP | Stays In | DGP | X | Stays In | DGP | Dropped | | -11 | Dropped | | -78 | Dropped | | -7 | Dropped | | -93 | Dropped | | -106 | |
| 9448 | A | HR | Isle of Wight County | US Rt 17 Right Turn Lane Ext @ State Rt 669 (Smiths Neck) | Highway | BikePed | x | x | \$13.8 | \$13.8 | | | Stays Out | | | Stays Out | | Added | DGP | 141 | Added | DGP | 66 | Stays Out | | 4 | Added | DGP | 191 | Added | DGP | 189 | |
| 8952 | A | HR | Suffolk Transit | Windsor to Suffolk Commuter Bus Service | Bus Transit | None | | x | \$0.4 | \$0.4 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | 0 | Stays In | HPP | -1 | Stays In | HPP | 0 | Dropped | | -3 | Dropped | | -3 | |
| 9191 | D | HR | Accomack-Norhampton PDC | Onley to Parksley: Eastern Shore of Virginia Rail Trail | Bike/Pedestrian | Transit | | x | \$10.7 | \$10.7 | | | Stays Out | | | Stays Out | | Stays Out | | -9 | Added | HPP | 43 | Stays Out | | -79 | Stays Out | | 33 | Stays Out | | -81 | |
| 9133 | A | HR | Newport News City | BoAT_Warwick Blvd at Falls Reach Pkwy to NN Park Trails SUP | Bike/Pedestrian | None | x | x | \$15.6 | \$13.1 | | | Stays Out | | | Stays Out | | Stays Out | | -7 | Stays Out | | 23 | Stays Out | | 23 | Stays Out | | 15 | Stays Out | | 53 | |
| 9259 | A | HR | Norfolk City | Dovercourt Road Pedestrian Improvements | Bike/Pedestrian | None | x | x | \$0.9 | \$0.9 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | 0 | Stays In | DGP | -193 | Stays In | DGP | -1 | Dropped | | -210 | Dropped | | -226 | |
| 9317 | A | HR | Norfolk City | Little Creek Road Pedestrian Improvements | Bike/Pedestrian | None | x | | \$7.4 | \$7.4 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -6 | Dropped | | -173 | Stays In | DGP | -2 | Dropped | | -189 | Dropped | | -190 | |
| 9318 | A | HR | Norfolk City | Chesapeake Blvd Ped Improvements | Bike/Pedestrian | None | x | | \$4.5 | \$4.0 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -5 | Dropped | | -226 | Stays In | DGP | 0 | Dropped | | -240 | Dropped | | -239 | |
| 9120 | D | HR | Accomack-Norhampton PDC | Melfa to Onley Segment: Eastern Shore of Virginia Rail Trail | Bike/Pedestrian | Highway & Transit | | x | \$8.1 | \$8.1 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | -7 | Stays In | HPP | 58 | Stays In | HPP | -8 | Dropped | | 49 | Dropped | | 32 | |
| 9122 | D | HR | Accomack-Norhampton PDC | Northampton Segment: Eastern Shore of Virginia Rail Trail | Bike/Pedestrian | Highway | | x | \$18.3 | \$18.3 | | | Stays Out | | | Stays Out | | Stays Out | | -4 | Added | HPP | 67 | Stays Out | | -87 | Stays Out | | 60 | Stays Out | | -27 | |
| 9155 | A | HR | Hampton City | Fort Monroe Bicycle/Pedestrian Improvements - Stilwell Drive | Bike/Pedestrian | Highway | x | | \$17.9 | \$12.9 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -10 | Dropped | | -208 | Stays In | DGP | -8 | Dropped | | -209 | Dropped | | -207 | |
| 9156 | A | HR | Hampton City | Tide Mill Pedestrian Improvements | Bike/Pedestrian | Highway | x | x | \$5.3 | \$5.3 | X | DGP | Stays In | DGP | X | Stays In | DGP | Stays In | DGP | -5 | Dropped | | -256 | Stays In | DGP | 5 | Dropped | | -268 | Dropped | | -152 | |

SMART SCALE Process Review
Hampton Roads Scenario Analysis

| Application Information | | | | | | | | | | | Individual Impacts | | | | | | | | | | | | Cumulative Impacts | | | | | | | | | | |
|-------------------------|-----------|----------|--------------|---|-----------------------|-----------------------|-----|-----|-----------------------|--------------------------|---|---------|-----------------------------------|---------|---------------|------------------------------|---------|----------------|-------------------------------|----------------|----------------|--------------------------------------|--------------------|----------------|---------------------------|----------------|----------------|---|----------------|----------------|---|----------------|----------------|
| App Id | Area Type | District | Organization | Title | Principal Improvement | Secondary Improvement | DGP | HPP | Total Cost (millions) | Total Request (millions) | Official Round 5 Staff Scenario Results | | Scenario A: Refine HPP Definition | | | Scenario B: Eliminate Step 2 | | | Scenario C: Future Congestion | | | Scenario D: Land Use as a Multiplier | | | Scenario F: ED.1 and ED.2 | | | Scenario E (A+B+C+D): September Staff Recommended | | | Scenario G (A+B+C+D+F): Final Staff Recommended | | |
| | | | | | | | | | | | Funded | Program | Funding Result | Program | HPP Eligible? | Funding Result | Program | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result |
| 9320 | A | HR | Norfolk City | Chesapeake Blvd Ped Improvements - Little Creek to Sheppard | Bike/Pedestrian | Highway | x | x | \$9.5 | \$8.2 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -7 | Stays In | DGP | -141 | Stays In | DGP | -2 | Dropped | | -156 | Dropped | | -156 | |
| 9321 | A | HR | Norfolk City | Chesapeake Blvd Ped Improvements - Sheppard to Fishermans | Bike/Pedestrian | Highway | x | x | \$7.2 | \$6.5 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -4 | Dropped | | -137 | Stays In | DGP | 1 | Dropped | | -150 | Dropped | | -151 | |

*Official Round 5 Staff Scenario funded 28 projects

| | Official Round 5 Scenario* | Scenario A: Refine HPP Definition | Scenario B: Eliminate Step 2 | Scenario C: Future Congestion | Scenario D: Land Use as a Multiplier | Scenario F: ED.1 and ED.2 | Scenario E (A+B+C+D): September Staff Recommended Changes | Scenario G (A+B+C+D+F): Final Staff Recommended Changes |
|----------------------------|----------------------------|-----------------------------------|------------------------------|-------------------------------|--------------------------------------|---------------------------|---|---|
| Projects Added | - | 0 | 0 | 1 | 6 | 1 | 5 | 5 |
| Projects Dropped | - | 2 | 0 | 1 | 9 | 1 | 13 | 15 |
| Net SS Award (millions) | \$186.5 | -\$8.5 | \$0.0 | \$4.6 | \$26.5 | -\$1.3 | -\$6.2 | -\$31.9 |
| Unallocated HPP (millions) | \$7.4 | \$7.4 | \$7.4 | \$2.8 | \$9.9 | \$8.7 | \$5.1 | \$30.9 |

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9261 Ocean View Ave Bicycle Improvements (1st View Street to Capeview Street) for \$3.3M

For Illustrative

SMART SCALE Process Review
Lynchburg Scenario Analysis

| Application Information | | | | | | | | | | | Individual Impacts | | | | | | | | | | | | Cumulative Impacts | | | | | | | | | | |
|-------------------------|-----------|----------|---------------------|---|-----------------------|-----------------------|-----|-----|-----------------------|--------------------------|---|---------|-----------------------------------|---------|---------------|------------------------------|---------|----------------|-------------------------------|---------|----------------|--------------------------------------|--------------------|----------------|---------------------------|---------|----------------|---|---------|----------------|---|---------|----------------|
| App Id | Area Type | District | Organization | Title | Principal Improvement | Secondary Improvement | DGP | HPP | Total Cost (millions) | Total Request (millions) | Official Round 5 Staff Scenario Results | | Scenario A: Refine HPP Definition | | | Scenario B: Eliminate Step 2 | | | Scenario C: Future Congestion | | | Scenario D: Land Use as a Multiplier | | | Scenario F: ED.1 and ED.2 | | | Scenario E (A+B+C+D): September Recommended Changes | | | Scenario G (A+B+C+D+F): Final Staff Recommended Changes | | |
| | | | | | | | | | | | Funded | Program | Funding Result | Program | HPP Eligible? | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank |
| 8949 | C | LYN | Campbell County | Route 29 Safety Improvements - Southern Section | Highway | None | x | x | \$10.7 | \$10.7 | | | Stays Out | | X | Stays Out | | Stays Out | | -10 | Added | DGP | 84 | Added | DGP | 164 | Added | DGP | 78 | Added | DGP | 205 | |
| 9139 | D | LYN | Pittsylvania County | US Route 29 at Malmaison Road Roundabout | Highway | None | x | x | \$19.0 | \$19.0 | | | Stays Out | | | Stays Out | | Stays Out | | -8 | Added | DGP | 88 | Stays Out | | -16 | Added | DGP | 84 | Added | DGP | 66 | |
| 9193 | D | LYN | Danville City | Riverside Dr. Improvements - Arnett Blvd. to Main St. | Highway | BikePed | x | x | \$28.7 | \$28.7 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -6 | Dropped | | -1 | Dropped | | 2 | Dropped | | -8 | Dropped | | -10 | |
| 9327 | C | LYN | Amherst County | Route 29B at Amherst Highway - Dillard Road and Lakeview Dr | Highway | BikePed | x | x | \$6.7 | \$6.7 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -7 | Dropped | | -28 | Dropped | | -2 | Dropped | | -37 | Dropped | | -43 | |
| 9399 | D | LYN | Halifax County | US 501/Sunshine Dr Realignment and Pedestrian Improvements | Highway | BikePed | x | | \$9.6 | \$9.6 | | | Stays Out | | X | Stays Out | | Stays Out | | -5 | Stays Out | | -130 | Added | DGP | 62 | Stays Out | | -130 | Stays Out | | 11 | |
| 9106 | D | LYN | Danville MPO | Piedmont Drive Pedestrian Accommodations | Bike/Pedestrian | None | | x | \$6.7 | \$6.7 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | -3 | Stays In | HPP | 3 | Stays In | HPP | 1 | Dropped | | -10 | Dropped | | -9 | |
| 9398 | D | LYN | Halifax County | Town of Halifax Pedestrian Improvements | Bike/Pedestrian | None | x | | \$2.5 | \$2.5 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -6 | Dropped | | -259 | Stays In | DGP | -2 | Dropped | | -261 | Dropped | | -269 | |

*Official Round 5 Staff Scenario funded 12 projects

| | Official Round 5 Scenario | Scenario A: Refine HPP Definition | Scenario B: Eliminate Step 2 | Scenario C: Future Congestion | Scenario D: Land Use as a Multiplier | Scenario F: ED.1 and ED.2 | Scenario E (A+B+C+D): September Staff Recommended Changes | Scenario G (A+B+C+D+F): Final Staff Recommended Changes |
|----------------------------|---------------------------|-----------------------------------|------------------------------|-------------------------------|--------------------------------------|---------------------------|---|---|
| Projects Added | - | 0 | 0 | 0 | 2 | 2 | 2 | 2 |
| Projects Dropped | - | 1 | 0 | 0 | 3 | 2 | 4 | 4 |
| Net SS Award (millions) | \$124.8 | -\$6.7 | \$0.0 | \$0.0 | -\$8.2 | -\$15.1 | -\$14.8 | -\$14.8 |
| Unallocated HPP (millions) | \$8.9 | \$8.9 | \$8.9 | \$8.9 | \$17.1 | \$24.0 | \$17.1 | \$17.1 |

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9327 Route 29 Business at Amherst Highway - Dillard Road and Lakeview Drive for \$6.7M

Fund with DGP

App ID 9336 Dillard Road Right Turn Lane for \$3.2M

App ID 9354 Manor House Drive Turn Lanes for a reduced amount of \$2.6M

**SMART SCALE Process Review
Northern Virginia Scenario Analysis**

| Application Information | | | | | | | | | | | Individual Impacts | | | | | | | | | | | | Cumulative Impacts | | | | | | | | | | |
|-------------------------|-----------|----------|-----------------------|--|-----------------------|-----------------------|-----|-----|-----------------------|--------------------------|---|---------|-----------------------------------|---------|---------------|------------------------------|---------|----------------|-------------------------------|----------------|----------------|--------------------------------------|--------------------|----------------|---------------------------|----------------|----------------|---|----------------|----------------|---|----------------|----------------|
| App Id | Area Type | District | Organization | Title | Principal Improvement | Secondary Improvement | DGP | HPP | Total Cost (millions) | Total Request (millions) | Official Round 5 Staff Scenario Results | | Scenario A: Refine HPP Definition | | | Scenario B: Eliminate Step 2 | | | Scenario C: Future Congestion | | | Scenario D: Land Use as a Multiplier | | | Scenario F: ED.1 and ED.2 | | | Scenario E (A+B+C+D): September Staff Recommended | | | Scenario G (A+B+C+D+F): Final Staff Recommended | | |
| | | | | | | | | | | | Funded | Program | Funding Result | Program | HPP Eligible? | Funding Result | Program | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result |
| 9177 | A | NOVA | Arlington County | Arlington Blvd / Manchester St Left Turn Lane Extensions | Highway | None | x | x | \$3.9 | \$3.9 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | 0 | Dropped | | -139 | Stays In | DGP | 1 | Dropped | | -150 | Dropped | | -150 | |
| 9080 | A | NOVA | Fairfax City | South Street Extension | Highway | BikePed & Transit | x | x | \$23.8 | \$23.8 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -4 | Dropped | | -128 | Stays In | DGP | 0 | Dropped | | -136 | Dropped | | -142 | |
| 8973 | A | NOVA | Loudoun County | Route 15 at Braddock Road Roundabout | Highway | BikePed | x | x | \$36.0 | \$24.5 | | | Stays Out | | | Stays Out | | Stays Out | | 126 | Stays Out | | 108 | Stays Out | | 3 | Stays Out | | 225 | Stays Out | | 227 | |
| 9047 | A | NOVA | Fairfax County | Route 7 Widening (I-495 to I-66) | Highway | BikePed | x | x | \$244.5 | \$209.0 | | | Added | HPP | X | Stays Out | | Stays Out | | 3 | Stays Out | | 20 | Stays Out | | -9 | Stays Out | | 61 | Stays Out | | 43 | |
| 9083 | A | NOVA | Fairfax County | Route 7 Widening (Route 123 to I-495) | Highway | BikePed | x | x | \$78.5 | \$38.5 | | | Stays Out | | X | Added | HPP | Stays Out | | -10 | Added | DGP | 21 | Stays Out | | -10 | Added | DGP | 5 | Added | DGP | 0 | |
| 9328 | A | NOVA | Prince William County | US 29 (Lee Highway) Corridor Improvements | Highway | BikePed | x | x | \$35.2 | \$35.2 | | | Stays Out | | X | Stays Out | | Stays Out | | 60 | Stays Out | | 53 | Stays Out | | -2 | Added | HPP | 130 | Added | HPP | 128 | |
| 9341 | A | NOVA | Prince William County | Route 294 (Prince William Parkway) Corridor Improvements | Highway | BikePed | x | x | \$22.6 | \$22.6 | | | Stays Out | | X | Added | HPP | Stays Out | | -5 | Stays Out | | -23 | Stays Out | | 0 | Added | HPP | -22 | Added | HPP | -23 | |
| 8932 | A | NOVA | Manassas City | Godwin Drive Shared-Use Path (North) | Bike/Pedestrian | None | x | x | \$11.9 | \$11.9 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -5 | Stays In | DGP | -20 | Stays In | DGP | -1 | Stays In | DGP | -29 | Stays In | DGP | -22 | |
| 8974 | A | NOVA | Loudoun County | Franklin Park to Town of Purcellville Trail | Bike/Pedestrian | None | x | x | \$9.2 | \$6.8 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -1 | Dropped | | -109 | Stays In | DGP | 0 | Dropped | | -107 | Dropped | | -105 | |
| 8985 | A | NOVA | Loudoun County | Cascades Pkwy Bike & Ped (Church Rd. to Victoria Station Dr) | Bike/Pedestrian | None | x | x | \$10.0 | \$9.0 | | | Stays Out | | | Added | HPP | Stays Out | | -12 | Added | DGP | -16 | Stays Out | | -1 | Stays Out | | -30 | Stays Out | | -33 | |
| 8986 | A | NOVA | Loudoun County | Cascades Pkwy Bike&Ped (Nokes Boulevard to Woodshire Drive) | Bike/Pedestrian | None | x | x | \$21.9 | \$20.9 | | | Stays Out | | | Added | HPP | Stays Out | | -8 | Stays Out | | -18 | Stays Out | | 0 | Stays Out | | -32 | Stays Out | | -31 | |
| 9149 | A | NOVA | Fairfax City | George Snyder Trail Eastern Extension | Bike/Pedestrian | Highway & Transit | x | x | \$9.5 | \$9.5 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -12 | Dropped | | -61 | Stays In | DGP | -1 | Dropped | | -84 | Dropped | | -83 | |
| 9299 | A | NOVA | Loudoun County | Lovettsville - Berlin Turnpike at E Broad Way Intx | Bike/Pedestrian | Highway | x | | \$2.6 | \$2.6 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | 0 | Dropped | | -276 | Stays In | DGP | 0 | Dropped | | -288 | Dropped | | -290 | |
| 9314 | A | NOVA | Loudoun County | Lovettsville - S. Loudoun & S. Locust St Ped Improvements | Bike/Pedestrian | Highway | x | x | \$8.5 | \$6.3 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -5 | Dropped | | -299 | Stays In | DGP | 0 | Dropped | | -300 | Dropped | | -301 | |

*Official Round 5 Staff Scenario funded 12 projects

| | Official Round 5 Scenario* | Scenario A: Refine HPP Definition | Scenario B: Eliminate Step 2 | Scenario C: Future Congestion | Scenario D: Land Use as a Multiplier | Scenario F: ED.1 and ED.2 | Scenario E (A+B+C+D): September Staff Recommended Changes | Scenario G (A+B+C+D+F): Final Staff Recommended Changes |
|-----------------------------------|----------------------------|-----------------------------------|------------------------------|-------------------------------|--------------------------------------|---------------------------|---|---|
| Projects Added | - | 1 | 4 | 0 | 2 | 0 | 3 | 3 |
| Projects Dropped | - | 0 | 0 | 0 | 6 | 0 | 6 | 6 |
| Net SS Award (millions) | \$115.8 | \$209.0 | \$91.0 | \$0.0 | -\$5.5 | \$0.0 | \$43.3 | \$43.3 |
| Unallocated HPP (millions) | \$9.0 | \$9.0 | \$9.0 | \$9.0 | \$14.5 | \$9.0 | \$23.5 | \$23.5 |

Note - CTB Member Consensus Modifications

Fund with HPP

App ID 9083 Route 7 Widening (Route 123 to I-495) for \$38.5M

SMART SCALE Process Review
Richmond Scenario Analysis

| Application Information | | | | | | | | | | | Individual Impacts | | | | | | | | | | | | Cumulative Impacts | | | | | | | | | | |
|-------------------------|-----------|----------|---|--|-----------------------|-----------------------|-----|-----|-----------------------|--------------------------|---|---------|-----------------------------------|---------|---------------|------------------------------|---------|----------------|-------------------------------|----------------|----------------|--------------------------------------|--------------------|----------------|---------------------------|----------------|----------------|---|----------------|----------------|---|----------------|----------------|
| App Id | Area Type | District | Organization | Title | Principal Improvement | Secondary Improvement | DGP | HPP | Total Cost (millions) | Total Request (millions) | Official Round 5 Staff Scenario Results | | Scenario A: Refine HPP Definition | | | Scenario B: Eliminate Step 2 | | | Scenario C: Future Congestion | | | Scenario D: Land Use as a Multiplier | | | Scenario F: ED.1 and ED.2 | | | Scenario E (A+B+C+D): September Staff Recommended | | | Scenario G (A+B+C+D+F): Final Staff Recommended | | |
| | | | | | | | | | | | Funded | Program | Funding Result | Program | HPP Eligible? | Funding Result | Program | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result |
| 8927 | B | RICH | Richmond Regional TPO | SB 288 HSR Lane - West Creek Parkway to Route 711 | Highway | None | | x | \$57.9 | \$53.5 | | | Stays Out | | X | Stays Out | | Stays Out | -58 | Added | HPP | 83 | Added | HPP | 19 | Added | HPP | 17 | Added | HPP | 51 | | |
| 9135 | B | RICH | Goochland County | I-64 at Ashland Rd. (Rte. 623) Interchange | Highway | None | x | x | \$75.9 | \$42.2 | | | Stays Out | | X | Stays Out | | Stays Out | 137 | Stays Out | | 51 | Stays Out | | 71 | Added | DGP | 217 | Added | DGP | 234 | | |
| 9270 | B | RICH | Richmond Regional TPO | I-95/Route 10 Interchange Improvement, Phase II | Highway | None | | x | \$48.8 | \$31.7 | | | Stays Out | | X | Stays Out | | Stays Out | 191 | Stays Out | | 34 | Stays Out | | -27 | Added | HPP | 233 | Added | HPP | 225 | | |
| 9360 | D | RICH | Mecklenburg County | US 58 at Cherry Hill Church Rd Directional Median | Highway | None | x | x | \$6.7 | \$6.7 | | | Stays Out | | | Stays Out | | Stays Out | -8 | Added | DGP | 85 | Stays Out | | -2 | Stays Out | | 77 | Stays Out | | 78 | | |
| 9371 | D | RICH | Powhatan County | U.S. Route 60 at State Route 13/603 RCUT | Highway | None | x | x | \$8.6 | \$6.5 | | | Stays Out | | | Stays Out | | Stays Out | 18 | Stays Out | | 86 | Stays Out | | 27 | Stays Out | | 90 | Stays Out | | 110 | | |
| 9378 | B | RICH | Powhatan County | New Dorset Road & Route 60 RCUT | Highway | None | x | x | \$7.8 | \$5.9 | | | Stays Out | | | Stays Out | | Stays Out | 20 | Stays Out | | 13 | Added | DGP | 75 | Stays Out | | 75 | Stays Out | | 127 | | |
| 9411 | B | RICH | Goochland County | I-64 at Oilville Road (Rte. 617) Interchange | Highway | None | x | | \$7.5 | \$6.9 | | | Stays Out | | | Stays Out | | Stays Out | 33 | Stays Out | | 76 | Stays Out | | 18 | Stays Out | | 116 | Stays Out | | 132 | | |
| 9420 | B | RICH | Henrico County | Gaskins Road Interchange @ I-64 (North Quad & Aux Lanes) | Highway | None | x | x | \$56.7 | \$56.7 | | | Stays Out | | X | Stays Out | | Stays Out | 103 | Stays Out | | 5 | Stays Out | | -7 | Stays Out | | 150 | Stays Out | | 143 | | |
| 8931 | B | RICH | Richmond City | D Clay Street Streetscape Improvements | Highway | BikePed & Transit | x | x | \$18.8 | \$18.8 | X | DGP | Stays In | DGP | X | Stays In | DGP | Stays In | DGP | -5 | Stays In | DGP | -35 | Stays In | DGP | -15 | Stays In | HPP | -49 | Stays In | HPP | -107 | |
| 9240 | B | RICH | Richmond Regional TPO | W Broad Street Intersection Improvements at Parham Road | Highway | BikePed & Transit | | x | \$13.8 | \$11.2 | | | Stays Out | | | Added | HPP | Stays Out | | -4 | Added | HPP | 27 | Stays Out | | -2 | Stays Out | | 19 | Stays Out | | 19 | |
| 9014 | B | RICH | Chesterfield County | Route 360 (Woodlake - Otterdale) Widening | Highway | BikePed | x | x | \$39.7 | \$19.7 | | | Stays Out | | X | Stays Out | | Stays Out | | -4 | Stays Out | | 53 | Stays Out | | 12 | Added | HPP | 42 | Added | HPP | 60 | |
| 9042 | B | RICH | Henrico County | Springfield Road Improvements | Highway | BikePed | x | x | \$15.9 | \$15.0 | | | Stays Out | | | Added | HPP | Added | DGP | 112 | Added | DGP | 67 | Added | DGP | -3 | Added | DGP | 126 | Added | DGP | 126 | |
| 9049 | B | RICH | Henrico County | E. Parham Road Improvements - I-95 to Cleveland St | Highway | BikePed | x | x | \$14.5 | \$14.5 | | | Stays Out | | X | Added | HPP | Stays Out | | -6 | Stays Out | | 30 | Added | DGP | -1 | Added | HPP | 20 | Added | HPP | 28 | |
| 9073 | B | RICH | Goochland County | Route 250 at Route 288 Interchange Improvements | Highway | BikePed | x | x | \$30.9 | \$30.9 | | | Stays Out | | X | Stays Out | | Stays Out | | -8 | Stays Out | | 25 | Stays Out | | 154 | Stays Out | | 18 | Added | HPP | 209 | |
| 9162 | B | RICH | Richmond Regional TPO | Route 360 at Brad McNeer - Continuous Green-T | Highway | BikePed | | x | \$12.4 | \$12.4 | | | Stays Out | | | Added | HPP | Added | HPP | 5 | Added | HPP | 34 | Added | HPP | 1 | Stays Out | | 34 | Stays Out | | 32 | |
| 9287 | B | RICH | Chesterfield County | Huguenot Rd at Robious & Cranbeck Capacity & Safety Improvmt | Highway | BikePed | x | x | \$21.2 | \$21.2 | | | Stays Out | | X | Stays Out | | Stays Out | | -7 | Stays Out | | 52 | Stays Out | | -4 | Added | HPP | 43 | Stays Out | | 42 | |
| 9313 | B | RICH | Ashland Town | Hill Carter Parkway Extension | Highway | BikePed | x | | \$22.5 | \$22.5 | X | DGP | Stays In | DGP | | Stays In | DGP | Dropped | | -1 | Dropped | | 26 | Dropped | | -20 | Dropped | | 26 | Dropped | | 7 | |
| 9394 | B | RICH | Ashland Town | Green Chimney | Highway | BikePed | x | | \$11.8 | \$11.8 | X | DGP | Stays In | DGP | | Stays In | DGP | Dropped | | -7 | Dropped | | -215 | Stays In | DGP | 1 | Dropped | | -227 | Dropped | | -226 | |
| 9413 | B | RICH | Chesterfield County | RT 360 at Spring Run Rd/Temie Lee Pkwy - RCUT | Highway | BikePed | x | x | \$26.6 | \$26.6 | | | Stays Out | | | Stays Out | | Added | DGP | 43 | Added | DGP | 62 | Stays Out | | -14 | Added | DGP | 97 | Added | DGP | 92 | |
| 9416 | B | RICH | PlanRVA Richmond Regional PDC | Route 360/I-64 Interchange Reconfiguration | Highway | BikePed | | x | \$15.5 | \$15.5 | | | Stays Out | | | Added | HPP | Stays Out | | -5 | Added | HPP | 34 | Stays Out | | -2 | Stays Out | | 26 | Stays Out | | 24 | |
| 9458 | B | RICH | Henrico County | S. Laburnum Ave - Gay Ave Thru Cut | Highway | BikePed | x | x | \$5.2 | \$5.2 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -6 | Stays In | DGP | 9 | Stays In | DGP | -1 | Dropped | | -6 | Dropped | | -5 | |
| 8928 | B | RICH | Richmond City | A Gillies Creek Greenway | Bike/Pedestrian | Transit | x | x | \$5.3 | \$5.3 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | 1 | Dropped | | -75 | Stays In | DGP | -1 | Dropped | | -86 | Dropped | | -113 | |
| 9108 | B | RICH | Greater Richmond Transit Company (GRTC) | Route 60 (Ruthers Rd - Providence Rd) Pedestrian Improvemnts | Bike/Pedestrian | Transit | | x | \$11.0 | \$11.0 | | | Stays Out | | | Added | HPP | Stays Out | | -6 | Stays Out | | 35 | Stays Out | | -3 | Stays Out | | 26 | Stays Out | | 24 | |

SMART SCALE Process Review
Richmond Scenario Analysis

| Application Information | | | | | | | | | | | Individual Impacts | | | | | | | | | | | | Cumulative Impacts | | | | | | | | | | |
|-------------------------|-----------|----------|---|--|-----------------------|-----------------------|-----|-----|-----------------------|--------------------------|---|---------|-----------------------------------|---------|---------------|------------------------------|---------|----------------|-------------------------------|----------------|----------------|--------------------------------------|--------------------|----------------|---------------------------|----------------|----------------|---|----------------|----------------|---|----------------|----------------|
| App Id | Area Type | District | Organization | Title | Principal Improvement | Secondary Improvement | DGP | HPP | Total Cost (millions) | Total Request (millions) | Official Round 5 Staff Scenario Results | | Scenario A: Refine HPP Definition | | | Scenario B: Eliminate Step 2 | | | Scenario C: Future Congestion | | | Scenario D: Land Use as a Multiplier | | | Scenario F: ED.1 and ED.2 | | | Scenario E (A+B+C+D): September Staff Recommended | | | Scenario G (A+B+C+D+F): Final Staff Recommended | | |
| | | | | | | | | | | | Funded | Program | Funding Result | Program | HPP Eligible? | Funding Result | Program | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result |
| 9125 | C | RICH | Tri-Cities Area MPO | FLT/ART Trailhead/Parking Lot | Bike/Pedestrian | None | | x | \$4.0 | \$3.4 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | 0 | Stays In | HPP | -40 | Stays In | HPP | 0 | Dropped | | -55 | Dropped | | -56 | |
| 9126 | C | RICH | Tri-Cities Area MPO | ART - Rt 1 to Colonial Heights and I-95 | Bike/Pedestrian | None | | x | \$3.9 | \$3.9 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | -4 | Dropped | | -97 | Stays In | HPP | 2 | Dropped | | -110 | Dropped | | -112 | |
| 9166 | C | RICH | Crater PDC | ART - Old Towne Petersburg (Grove Ave to River Rd) | Bike/Pedestrian | None | | x | \$1.7 | \$1.7 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | -1 | Dropped | | -306 | Stays In | HPP | 0 | Dropped | | -311 | Dropped | | -309 | |
| 9435 | C | RICH | Colonial Heights City | Appomattox River Greenway Trail Phase 6 | Bike/Pedestrian | None | x | x | \$3.8 | \$3.8 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -4 | Dropped | | -191 | Stays In | DGP | -1 | Dropped | | -199 | Dropped | | -200 | |
| 9462 | C | RICH | Hopewell City | W Randolph Road Shared Use Path | Bike/Pedestrian | None | x | x | \$6.4 | \$6.4 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -4 | Dropped | | -92 | Stays In | DGP | 0 | Dropped | | -106 | Dropped | | -103 | |
| 9001 | B | RICH | Greater Richmond Transit Company (GRTC) | C Fall Line Trail with Transit Improvements Manchester Br. | Bike/Pedestrian | Highway & Transit | | x | \$28.2 | \$26.7 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | -2 | Stays In | HPP | 10 | Stays In | HPP | -23 | Dropped | | 4 | Dropped | | -51 | |
| 9422 | B | RICH | PlanRVA Richmond Regional PDC | Parham Rd Ped Improvements Holly Hill Rd to Three Chopt Rd | Bike/Pedestrian | Highway | | x | \$12.3 | \$12.3 | | | Stays Out | | | Added | HPP | Stays Out | | -3 | Stays Out | | 21 | Stays Out | | 1 | Stays Out | | 11 | Stays Out | | 10 | |

*Official Round 5 Staff Scenario funded 20 projects

| | Official Round 5 Scenario* | Scenario A: Refine HPP Definition | Scenario B: Eliminate Step 2 | Scenario C: Future Congestion | Scenario D: Land Use as a Multiplier | Scenario F: ED.1 and ED.2 | Scenario E (A+B+C+D): September Staff Recommended Changes | Scenario G (A+B+C+D+F): Final Staff Recommended Changes |
|----------------------------|----------------------------|-----------------------------------|------------------------------|-------------------------------|--------------------------------------|---------------------------|---|---|
| Projects Added | - | 0 | 7 | 3 | 7 | 5 | 8 | 8 |
| Projects Dropped | - | 5 | 0 | 2 | 7 | 1 | 10 | 10 |
| Net SS Award (millions) | \$237.5 | -\$35.7 | \$62.9 | \$19.8 | \$85.6 | \$78.8 | \$133.8 | \$143.5 |
| Unallocated HPP (millions) | \$14.6 | \$14.6 | \$14.6 | \$7.2 | \$16.1 | \$1.7 | \$4.5 | \$4.5 |

Note - CTB Member Consensus Modifications

Unfund from DGP

App ID 9154 Route 360/Deer Run Drive/Harbour View Court – R-Cut for \$22.2M

Unfund from HPP

App ID 9325 Route 288 Northbound Hard Shoulder Running for \$23.6M

Fund with DGP and HPP

App ID 9135 I-64 at Ashland Road (Route 623) Interchange for \$42.2M (\$23.6M HPP and \$18.6M DGP)

Fund with DGP

App ID 9162 Route 360 at Brad McNeer Continuous Green-T for \$12.4M

Fund to reduced amount with DGP

App ID 9462 W Randolph Road Shared Use Path for \$4.3M

SMART SCALE Process Review
Salem Scenario Analysis

| Application Information | | | | | | | | | | | Individual Impacts | | | | | | | | | | | | Cumulative Impacts | | | | | | | | | | |
|-------------------------|-----------|----------|----------------------|--|-----------------------|-----------------------|-----|-----|-----------------------|--------------------------|---|---------|-----------------------------------|---------|---------------|------------------------------|---------|----------------|-------------------------------|----------------|----------------|--------------------------------------|--------------------|----------------|---------------------------|----------------|----------------|---|----------------|----------------|---|----------------|----------------|
| App Id | Area Type | District | Organization | Title | Principal Improvement | Secondary Improvement | DGP | HPP | Total Cost (millions) | Total Request (millions) | Official Round 5 Staff Scenario Results | | Scenario A: Refine HPP Definition | | | Scenario B: Eliminate Step 2 | | | Scenario C: Future Congestion | | | Scenario D: Land Use as a Multiplier | | | Scenario F: ED.1 and ED.2 | | | Scenario E (A+B+C+D): September Staff Recommended | | | Scenario G (A+B+C+D+F): Final Staff Recommended | | |
| | | | | | | | | | | | Funded | Program | Funding Result | Program | HPP Eligible? | Funding Result | Program | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result |
| 9116 | C | SALEM | Central Virginia PDC | US 460 & Timber Ridge Rd (SR 803) Intersection Improvements | Highway | None | | x | \$10.5 | \$10.5 | | | Stays Out | | | Added | HPP | Stays Out | -7 | Added | HPP | 65 | Stays Out | | -1 | Stays Out | | 56 | Stays Out | | 58 | | |
| 9265 | D | SALEM | Henry County | Barrows Mill Road Improvement | Highway | None | x | | \$33.5 | \$33.5 | | | Stays Out | | X | Stays Out | | Stays Out | -4 | Stays Out | | 60 | Stays Out | | 3 | Stays Out | | 51 | Stays Out | | 52 | | |
| 8940 | B | SALEM | Roanoke City | STARS 460/Orange Ave - 11th to 24th Improvements | Highway | BikePed | x | x | \$28.3 | \$23.3 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -6 | Dropped | | 15 | Dropped | | -1 | Dropped | | 10 | Dropped | | 11 | |
| 8967 | B | SALEM | Roanoke Valley TPO | Rte 419/Electric Rd Safety Impr., Stoneybrook-Grandin Rd Ext | Highway | BikePed | | x | \$6.6 | \$6.6 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | -4 | Dropped | | -49 | Stays In | HPP | -4 | Dropped | | -60 | Dropped | | -73 | |
| 9296 | B | SALEM | Roanoke County | I-581 at Exit 2 Interchange Improvements, Phase 1 | Highway | BikePed | x | | \$21.4 | \$17.4 | | | Stays Out | | X | Stays Out | | Stays Out | | -5 | Stays Out | | 45 | Added | DGP | 113 | Stays Out | | 43 | Added | DGP | 166 | |
| 9353 | C | SALEM | Pulaski County | Route 11/Kroger Turn Lane Improvements - Pulaski County | Highway | BikePed | x | x | \$4.1 | \$4.1 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -7 | Dropped | | -17 | Stays In | DGP | -4 | Dropped | | -30 | Dropped | | -30 | |
| 9457 | C | SALEM | New River Valley MPO | Route 460 Bus. & Route 114 Safety Improvements | Highway | BikePed | | x | \$15.1 | \$15.1 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | -9 | Stays In | HPP | 52 | Stays In | HPP | -3 | Dropped | | 43 | Dropped | | 41 | |
| 8965 | B | SALEM | Roanoke Valley TPO | Route 419/Electric Road Pedestrian Signal Improvements | Bike/Pedestrian | None | | x | \$3.9 | \$3.9 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | -6 | Stays In | HPP | 0 | Stays In | HPP | -1 | Dropped | | -11 | Dropped | | -14 | |
| 8968 | B | SALEM | Roanoke Valley TPO | Williamson Road Sidewalk, Plymouth Dr. to Clubhouse Dr. | Bike/Pedestrian | None | | x | \$6.7 | \$6.7 | | | Stays Out | | | Added | HPP | Stays Out | | -6 | Stays Out | | -62 | Stays Out | | 0 | Stays Out | | -75 | Stays Out | | -73 | |
| 9215 | D | SALEM | Carroll County | Carroll County High School Sidewalk Project | Bike/Pedestrian | Highway | x | x | \$7.7 | \$7.7 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -8 | Dropped | | -81 | Stays In | DGP | -4 | Dropped | | -88 | Dropped | | -89 | |
| 9238 | C | SALEM | Christiansburg Town | N Franklin - Elm to Depot, Lighting Improvements | Bike/Pedestrian | Highway | x | | \$2.3 | \$2.3 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -4 | Dropped | | -338 | Stays In | DGP | 0 | Dropped | | -340 | Dropped | | -339 | |
| 9279 | D | SALEM | Martinsville City | Martinsville - Focus Area 3: Ailcie Street to Pine Hall Rd. | Bike/Pedestrian | Highway | x | | \$6.5 | \$6.5 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -4 | Dropped | | -110 | Stays In | DGP | -2 | Dropped | | -108 | Dropped | | -117 | |
| 9437 | D | SALEM | Galax City | E. Stuart Drive Sidewalk Project - Phase I | Bike/Pedestrian | Highway | x | x | \$7.1 | \$7.1 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -11 | Stays In | DGP | 41 | Stays In | DGP | -7 | Stays In | DGP | 33 | Stays In | DGP | 32 | |

*Official Round 5 Staff Scenario funded 13 projects

| | Official Round 5 Scenario* | Scenario A: Refine HPP Definition | Scenario B: Eliminate Step 2 | Scenario C: Future Congestion | Scenario D: Land Use as a Multiplier | Scenario F: ED.1 and ED.2 | Scenario E (A+B+C+D): September Staff Recommended Changes | Scenario G (A+B+C+D+F): Final Staff Recommended Changes |
|-----------------------------------|----------------------------|-----------------------------------|------------------------------|-------------------------------|--------------------------------------|---------------------------|---|---|
| Projects Added | - | 0 | 2 | 0 | 1 | 1 | 0 | 1 |
| Projects Dropped | - | 3 | 0 | 0 | 6 | 1 | 8 | 8 |
| Net SS Award (millions) | \$133.5 | -\$25.7 | \$17.2 | \$0.0 | -\$40.0 | -\$5.9 | -\$69.5 | -\$52.2 |
| Unallocated HPP (millions) | \$6.4 | \$6.4 | \$6.4 | \$6.4 | \$50.3 | \$12.3 | \$50.3 | \$32.9 |

Note - CTB Member Consensus Modifications

Fund with DGP

App ID 9293 Route 8 Widening and Improvements for \$9.5M

Fund with HPP

App ID 9116 US 460 and Timber Ridge Road (Route 803) Intersection Improvements for \$10.5M

SMART SCALE Process Review
Staunton Scenario Analysis

| Application Information | | | | | | | | | | | Individual Impacts | | | | | | | | | | | | Cumulative Impacts | | | | | | | | | | |
|-------------------------|-----------|----------|-----------------------------|--|-----------------------|-----------------------|-----|-----|-----------------------|--------------------------|---|---------|-----------------------------------|---------|---------------|------------------------------|---------|----------------|-------------------------------|----------------|----------------|--------------------------------------|--------------------|----------------|---------------------------|----------------|----------------|---|----------------|----------------|---|----------------|----------------|
| App Id | Area Type | District | Organization | Title | Principal Improvement | Secondary Improvement | DGP | HPP | Total Cost (millions) | Total Request (millions) | Official Round 5 Staff Scenario Results | | Scenario A: Refine HPP Definition | | | Scenario B: Eliminate Step 2 | | | Scenario C: Future Congestion | | | Scenario D: Land Use as a Multiplier | | | Scenario F: ED.1 and ED.2 | | | Scenario E (A+B+C+D): September Staff Recommended | | | Scenario G (A+B+C+D+F): Final Staff Recommended | | |
| | | | | | | | | | | | Funded | Program | Funding Result | Program | HPP Eligible? | Funding Result | Program | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result |
| 9037 | D | STAU | Warren County | Rte. 55 & High Knob Rd. Intersection Improvements | Highway | None | x | x | \$4.5 | \$4.5 | | | Stays Out | | | Added | HPP | Stays Out | -4 | Added | DGP | 66 | Stays Out | | 0 | Added | DGP | 62 | Added | DGP | 61 | | |
| 9298 | A | STAU | Clarke County | Route 7/Route 601 Intersection Improvements | Highway | None | x | x | \$3.2 | \$2.7 | | | Stays Out | | | Stays Out | | Stays Out | 134 | Stays Out | | 112 | Stays Out | | 1 | Stays Out | | 240 | Stays Out | | 238 | | |
| 9404 | C | STAU | Harrisonburg-Rockingham MPO | S. Main St Corridor Safety - Southern Scope | Highway | BikePed & Transit | | x | \$6.2 | \$6.2 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | 0 | Stays In | HPP | 24 | Stays In | HPP | -22 | Dropped | | 20 | Dropped | | 7 | |
| 9406 | C | STAU | Harrisonburg City | S. Main St Corridor Safety Northern Scope | Highway | BikePed & Transit | x | x | \$6.7 | \$6.7 | | | Stays Out | | | Stays Out | | Stays Out | -3 | Added | DGP | 50 | Stays Out | | -92 | Stays Out | | 44 | Stays Out | | -66 | | |
| 9370 | C | STAU | Harrisonburg-Rockingham MPO | Mt. Clinton Pike Corridor Safety | Highway | BikePed | | x | \$9.0 | \$9.0 | | | Stays Out | | | Added | HPP | Stays Out | -3 | Stays Out | | 24 | Stays Out | | -47 | Stays Out | | 19 | Stays Out | | -38 | | |
| 9425 | C | STAU | Frederick County | Route 11 - Shawnee Improvement | Highway | BikePed | x | x | \$5.1 | \$5.1 | | | Stays Out | | X | Stays Out | | Stays Out | -6 | Stays Out | | 19 | Added | DGP | 183 | Stays Out | | 14 | Added | DGP | 190 | | |
| 9455 | C | STAU | Win-Fred MPO | Route 50/17/522 Partial Median U-turn | Highway | BikePed | | x | \$30.4 | \$27.4 | | | Stays Out | | X | Stays Out | | Stays Out | 70 | Stays Out | | 62 | Stays Out | | -20 | Added | HPP | 137 | Added | HPP | 127 | | |
| 9367 | C | STAU | Winchester City | Green Circle Trail Extension and Pedestrian Bridge | Bike/Pedestrian | Transit | x | x | \$23.4 | \$10.0 | | | Stays Out | | | Added | HPP | Stays Out | -7 | Stays Out | | -135 | Stays Out | | -3 | Stays Out | | -142 | Stays Out | | -145 | | |
| 9141 | D | STAU | Buena Vista City | Rt 60/Rt 501 Pedestrian Improvements | Bike/Pedestrian | None | x | | \$1.4 | \$1.4 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | 0 | Dropped | | -135 | Stays In | DGP | 0 | Dropped | | -145 | Dropped | | -143 | |
| 9170 | D | STAU | Woodstock Town | Ox Road Bicycle and Pedestrian Improvements | Bike/Pedestrian | None | x | x | \$3.6 | \$3.6 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -3 | Dropped | | -242 | Stays In | DGP | -1 | Dropped | | -242 | Dropped | | -282 | |
| 9175 | D | STAU | Woodstock Town | Water Street Bicycle and Pedestrian Improvements | Bike/Pedestrian | None | x | | \$5.4 | \$5.4 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -5 | Dropped | | -219 | Stays In | DGP | -2 | Dropped | | -224 | Dropped | | -247 | |
| 9243 | D | STAU | Central Shenandoah PDC | US 501 - US 60 Pedestrian Improvements | Bike/Pedestrian | None | | x | \$5.0 | \$5.0 | | | Stays Out | | | Added | HPP | Stays Out | -4 | Stays Out | | -191 | Stays Out | | 0 | Stays Out | | -195 | Stays Out | | -194 | | |
| 9380 | C | STAU | Harrisonburg City | Bluestone Trail Extension | Bike/Pedestrian | None | x | x | \$14.0 | \$14.0 | | | Stays Out | | | Added | HPP | Stays Out | -9 | Added | DGP | 49 | Stays Out | | -25 | Added | DGP | 37 | Added | DGP | 21 | | |
| 9381 | C | STAU | Harrisonburg City | Reservoir St Sidewalk | Bike/Pedestrian | None | x | x | \$6.5 | \$6.5 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -3 | Dropped | | -176 | Stays In | DGP | 0 | Dropped | | -191 | Dropped | | -201 | |
| 9383 | C | STAU | Harrisonburg-Rockingham MPO | N. Main St Sidewalk (west side) and bike lanes | Bike/Pedestrian | None | | x | \$5.9 | \$5.9 | X | HPP | Dropped | | | Stays In | HPP | Stays In | HPP | -5 | Dropped | | 3 | Dropped | | -76 | Dropped | | -6 | Dropped | | -146 | |
| 9209 | D | STAU | Berryville Town | East Main Street Sidewalk Improvements Phase 1 | Bike/Pedestrian | Highway | x | | \$4.1 | \$4.1 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -4 | Dropped | | -188 | Stays In | DGP | -2 | Dropped | | -200 | Dropped | | -205 | |
| 9216 | D | STAU | Berryville Town | East Main Street Sidewalk Improvements Phase 2 | Bike/Pedestrian | Highway | x | | \$4.3 | \$4.3 | X | DGP | Stays In | DGP | | Stays In | DGP | Stays In | DGP | -7 | Dropped | | -265 | Dropped | | 0 | Dropped | | -266 | Dropped | | -266 | |
| 9373 | C | STAU | Harrisonburg-Rockingham MPO | Liberty St - Downtown Harrisonburg | Bike/Pedestrian | Highway | | x | \$16.4 | \$16.4 | | | Stays Out | | | Added | HPP | Stays Out | -4 | Stays Out | | 20 | Stays Out | | -14 | Stays Out | | 13 | Stays Out | | -17 | | |

*Official Round 5 Staff Scenario funded 15 projects

| | Official Round 5 Scenario* | Scenario A: Refine HPP Definition | Scenario B: Eliminate Step 2 | Scenario C: Future Congestion | Scenario D: Land Use as a Multiplier | Scenario F: ED.1 and ED.2 | Scenario E (A+B+C+D): September Staff Recommended Changes | Scenario G (A+B+C+D+F): Final Staff Recommended Changes |
|----------------------------|----------------------------|-----------------------------------|------------------------------|-------------------------------|--------------------------------------|---------------------------|---|---|
| Projects Added | - | 0 | 6 | 0 | 3 | 1 | 3 | 4 |
| Projects Dropped | - | 2 | 0 | 0 | 7 | 2 | 8 | 8 |
| Net SS Award (millions) | \$96.4 | -\$12.1 | \$58.9 | \$0.0 | -\$5.9 | -\$5.1 | \$8.5 | \$13.6 |
| Unallocated HPP (millions) | \$2.6 | \$2.6 | \$2.6 | \$2.6 | \$2.7 | \$1.8 | \$9.4 | \$4.3 |

Note - CTB Member Consensus Modifications

Fund with DGP

App ID 9303 I-64 Exit 94 Westbound Off-ramp Improvements for \$2.4M

SMART SCALE Process Review
Statewide Scenario Analysis

| Application Information | | | | | | | | | | | Individual Impacts | | | | | | | | | | | | Cumulative Impacts | | | | | | | | | | |
|-------------------------|-----------|-----------|--------------|----------|-----------------------|-----------------------|-----|-----|-----------------------|--------------------------|---|---------|-----------------------------------|---------|---------------|------------------------------|---------|----------------|-------------------------------|----------------|----------------|--------------------------------------|--------------------|----------------|---------------------------|----------------|----------------|---|----------------|----------------|---|----------------|----------------|
| App Id | Area Type | District | Organization | Title | Principal Improvement | Secondary Improvement | DGP | HPP | Total Cost (millions) | Total Request (millions) | Official Round 5 Staff Scenario Results | | Scenario A: Refine HPP Definition | | | Scenario B: Eliminate Step 2 | | | Scenario C: Future Congestion | | | Scenario D: Land Use as a Multiplier | | | Scenario F: ED.1 and ED.2 | | | Scenario E (A+B+C+D): September Staff Recommended | | | Scenario G (A+B+C+D+F): Final Staff Recommended | | |
| | | | | | | | | | | | Funded | Program | Funding Result | Program | HPP Eligible? | Funding Result | Program | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result | Program | Change in Rank | Funding Result |
| 9338 | A | Statewide | CTB | I-64 GAP | Highway | None | x | x | \$756.4 | \$161.4 | X | HPP | Stays In | HPP | X | Dropped | | Stays In | HPP | -17 | Stays In | HPP | 84 | Stays In | HPP | -6 | Stays In | HPP | 70 | Stays In | HPP | 69 | |

*Official Round 5 Staff Scenario funded 1 project

| | Official Round 5 Scenario* | Scenario A: Refine HPP Definition | Scenario B: Eliminate Step 2 | Scenario C: Future Congestion | Scenario D: Land Use as a Multiplier | Scenario F: ED.1 and ED.2 | Scenario E (A+B+C+D): September Staff Recommended Changes | Scenario G (A+B+C+D+F): Final Staff Recommended Changes |
|----------------------------|----------------------------|-----------------------------------|------------------------------|-------------------------------|--------------------------------------|---------------------------|---|---|
| Projects Added | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Projects Dropped | - | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Net SS Award (millions) | \$161.4 | \$0.0 | -\$161.4 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Unallocated HPP (millions) | - | - | - | - | - | - | - | - |

For Illustrative



MAINTENANCE AND OPERATIONS COMPREHENSIVE REVIEW BRIEFING

Kevin Gregg, Chief of Maintenance and Operations

October 17, 2023

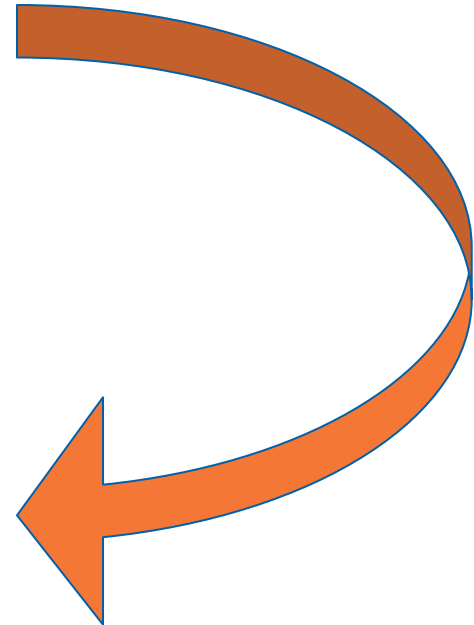
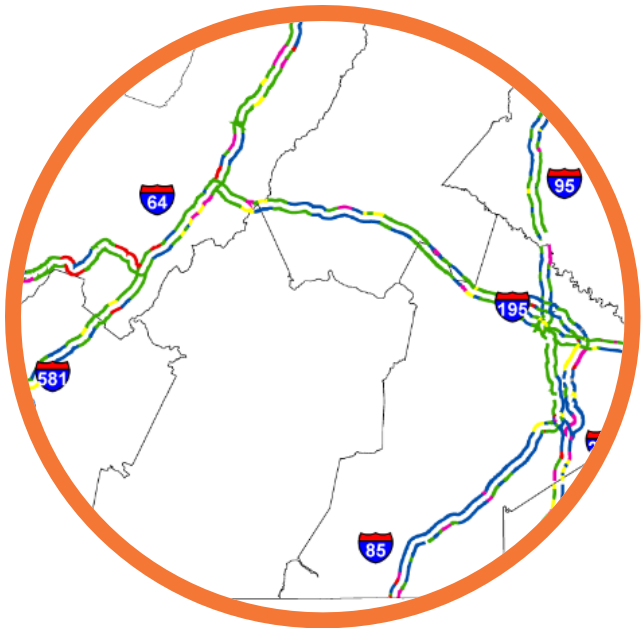
Comprehensive Review Update

- **Pavements**
- **Structures**
- **Routine Maintenance**
- **Special Structures**

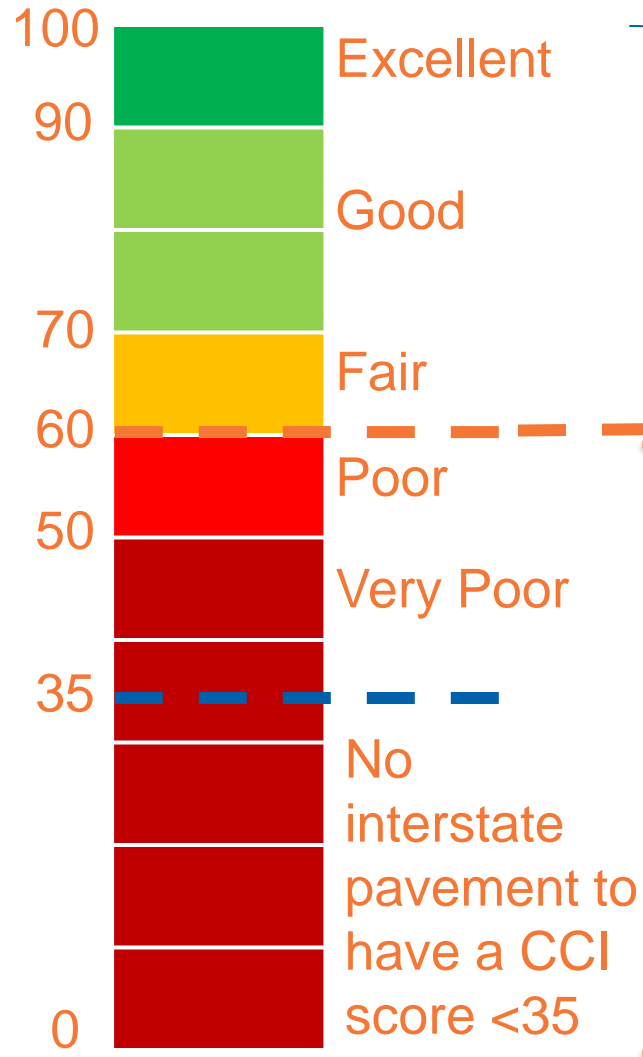
Pavements

Pavement Assessment Process

Interstate and Primary – annual
Secondary – 20% annually



Pavement Rating – What is Critical Condition Index (CCI)?



Sufficiency Percentage is the percentage of lane miles with a CCI score ≥ 60

What does CCI look like?



CCI 90-100
(Excellent)



CCI 50-59
(Poor)



Image shows approximately CCI 35

Pavements - Performance Measures

| Performance Measure | Current Policy (CTB Approved December 2019) % Sufficiency* |
|---------------------|--|
| Interstate | <p style="text-align: center;">82% No Section Critical Condition Index** less than 35</p> |
| Primary | <p style="text-align: center;">82% for ≥ AADT*** 3,500 75% for < AADT 3,500</p> |
| Secondary | <p style="text-align: center;">82% for ≥ AADT 3,500 60% for < AADT 3,500</p> |

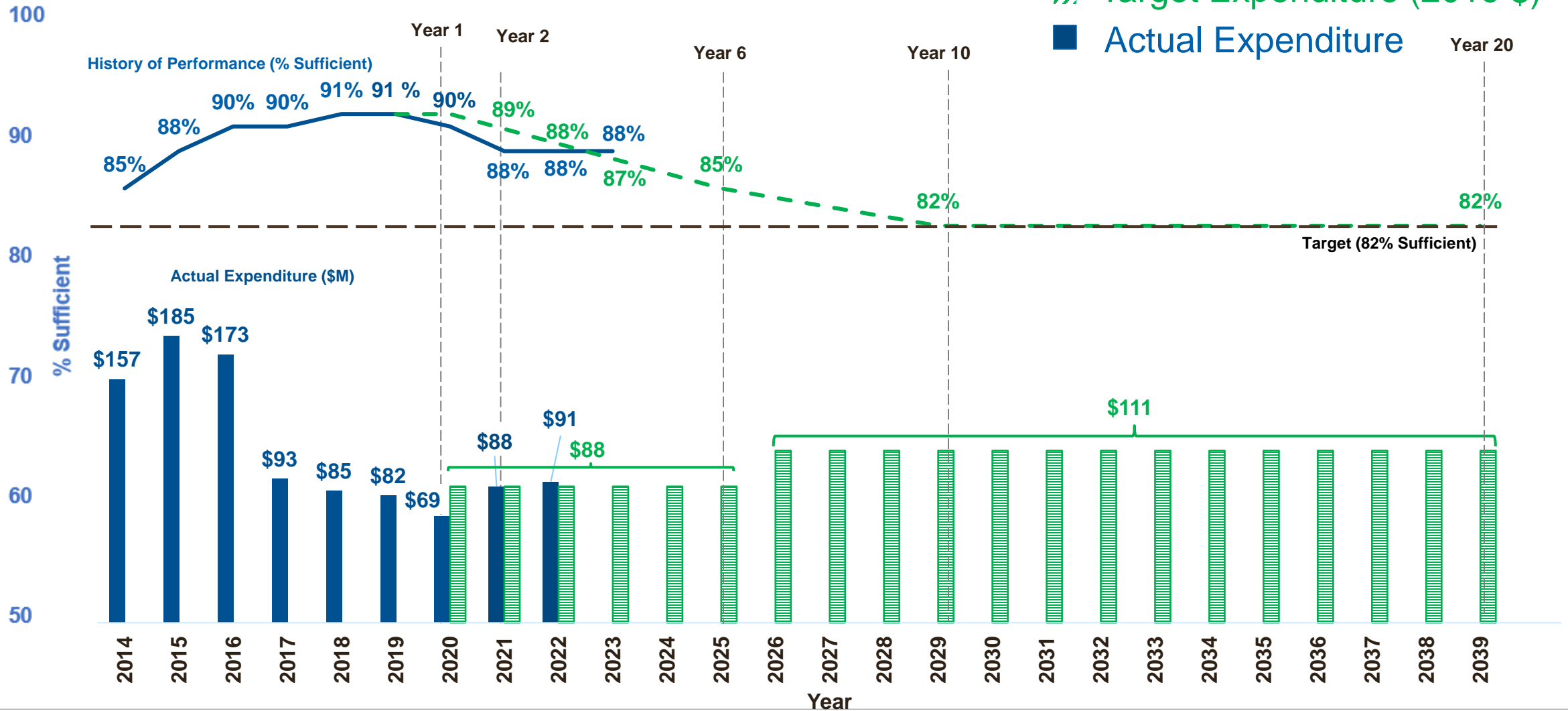
*% Sufficiency – the percent of the pavement inventory with a CCI of 60 or better

**Critical Condition Index – (CCI) – rating system

***Annual Average Daily Traffic - AADT

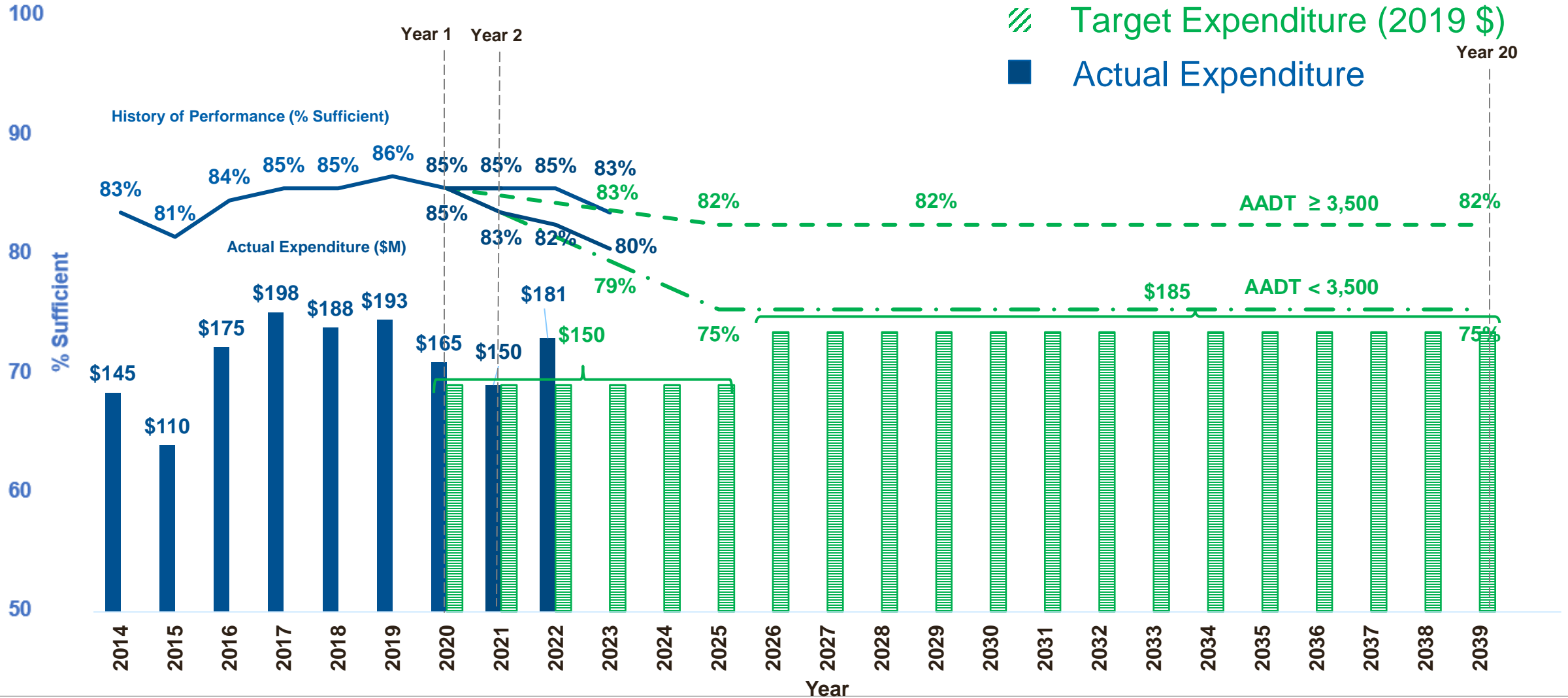
Interstate Network – 20 Year Outlook (*Predicted* & *Actual* Performance) 5,630 lane miles

- - - Target Performance: 82%
- Actual Performance
- ▨ Target Expenditure (2019 \$)
- Actual Expenditure



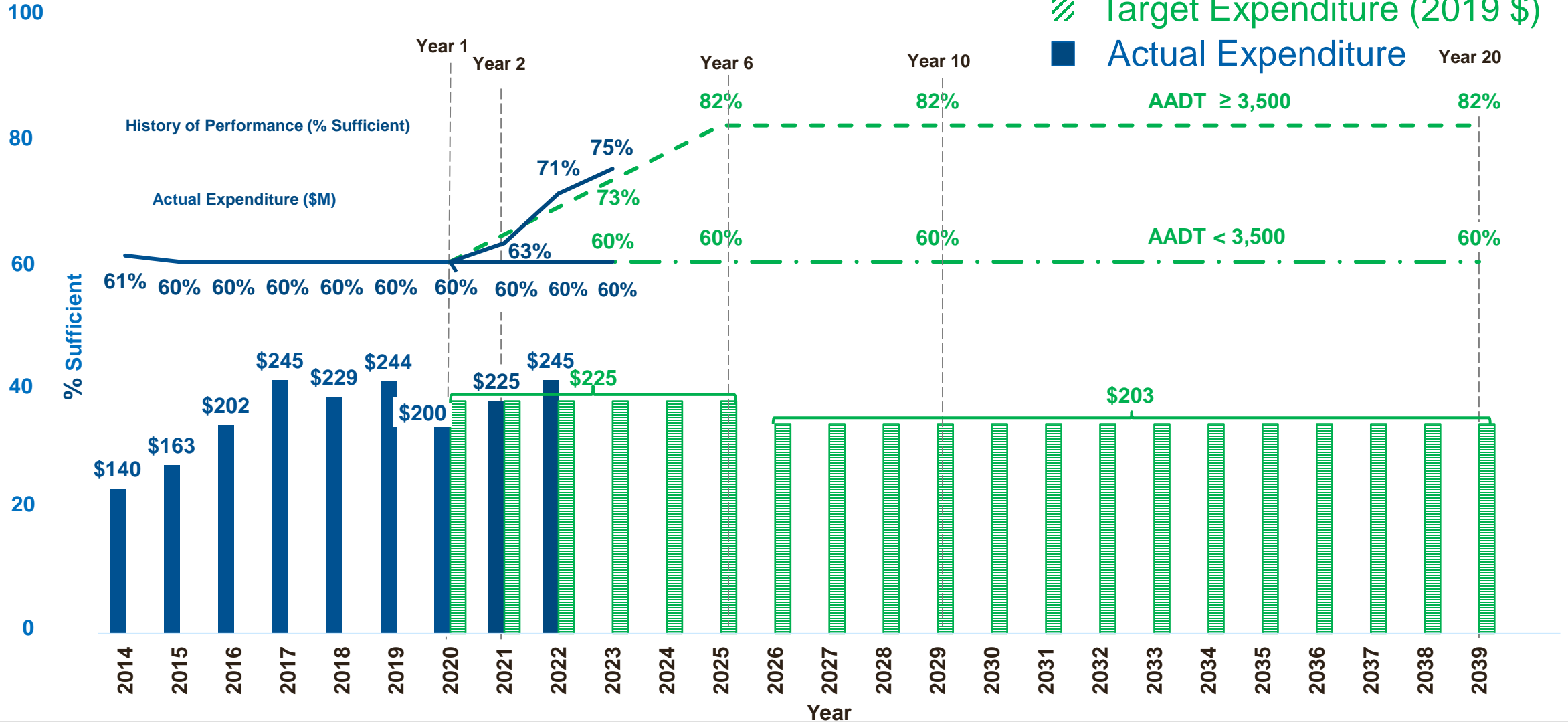
Primary Network – 20 Year Outlook (*Predicted & Actual Performance*) 21,727 lane miles

- Target Performance
 - Actual Performance
 - ▨ Target Expenditure (2019 \$)
 - Actual Expenditure
- AADT ≥ 3,500: 82%
 14,893 lane miles
 AADT < 3,500: 75%
 6,834 lane miles



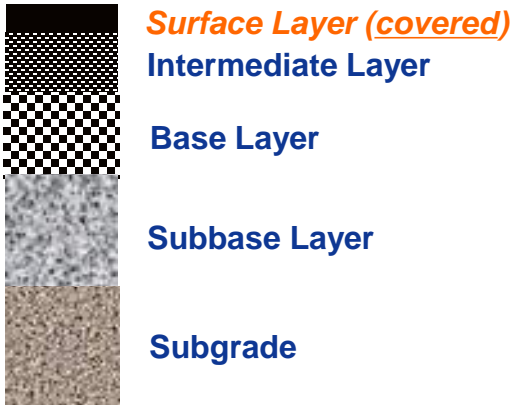
Secondary Network – 20 Year Outlook (*Predicted* & *Actual* Performance) 86,366 lane miles

--- Target Performance AADT ≥ 3,500: 82%
5,385 lane miles
AADT < 3,500: 60%
— Actual Performance 80,981 lane miles



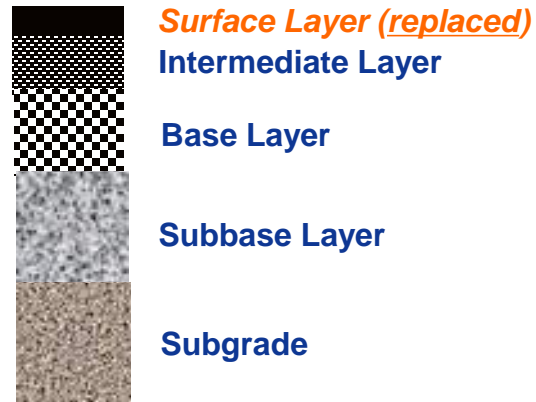
Pavement Treatment - Maintenance Activities

Preventive



Preserves good pavements in good condition at low costs

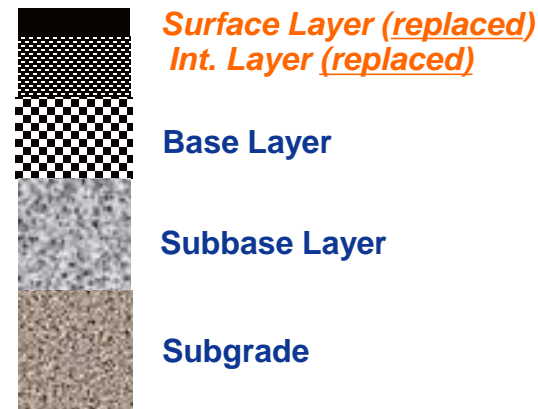
Corrective



Addresses moderate distresses

4 times more expensive than PM

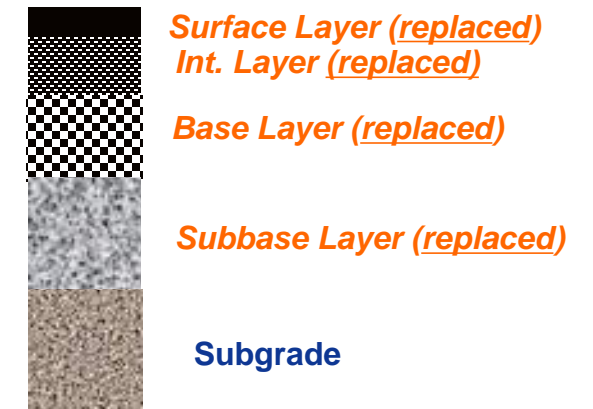
Restorative



Addresses moderate to heavy distresses

2 times more expensive than CM

Reconstruction



Addresses pavements under heavy distresses or in failed condition

2 times more expensive than RM

Pavements – Annual Contract Values

| Year | Lane Miles | Amounts (\$ in Millions)* |
|--------|------------|---|
| 2020** | 3,998 | \$435 |
| 2021 | 6,030 | \$463 |
| 2022 | 5,876 | \$553 (includes asphalt and fuel adjustments) |
| 2023 | 5,732 | \$558 (estimated asphalt and fuel adjustments - \$50 to \$60) |
| 2024 | 7,212 | estimated \$841 (does not include asphalt and fuel adjustments) |

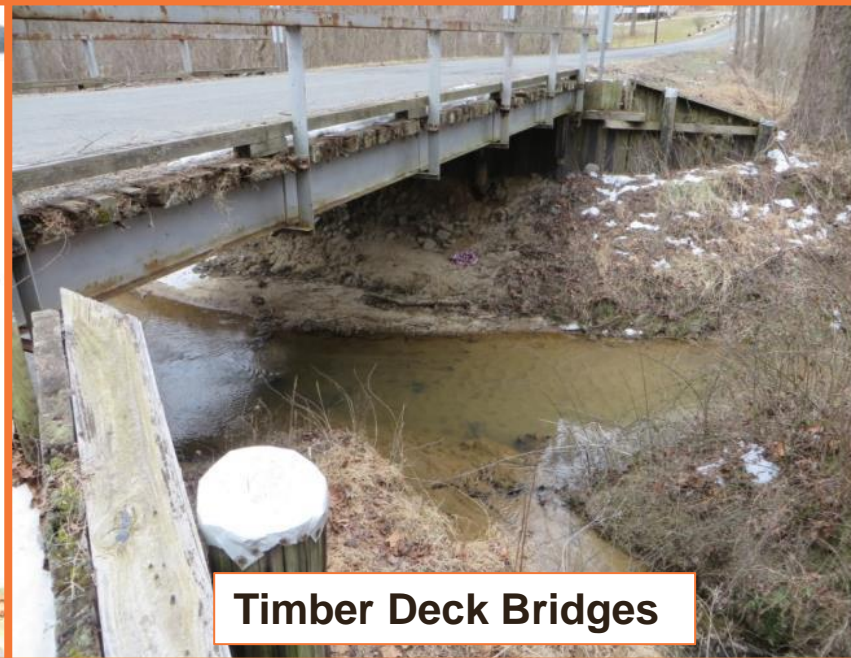
*Amounts reflected in this chart are the awarded contract amounts which may differ from expenditure amounts due to lag in billings

**Targets approved in December 2019 – this work was already advertised/awarded

Structures



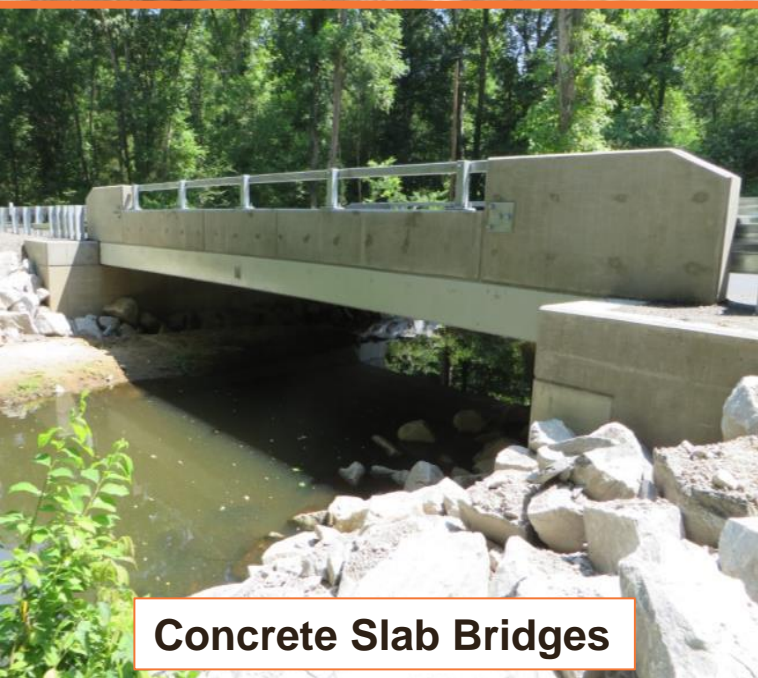
Metal Culverts



Timber Deck Bridges



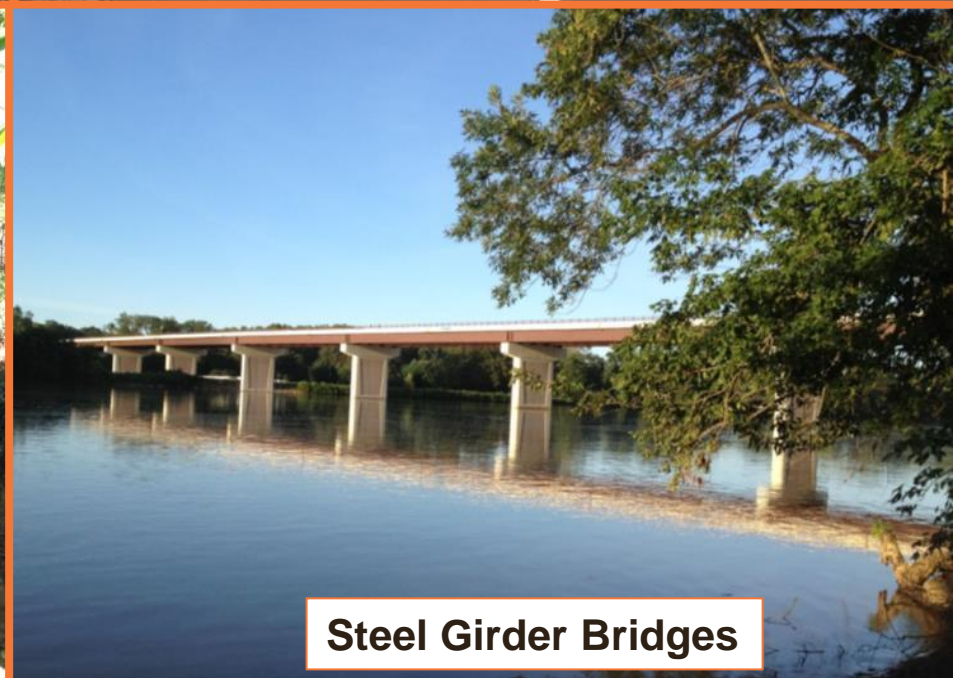
Concrete Girder Bridges



Concrete Slab Bridges





Concrete Culverts



Steel Girder Bridges

Structure Inspection & Assessment Process


 Bridge: 0416270-000000000 Facility Carried (007): RAMBLE ROAD Inspection: 2016-07-06 (MIHS) Type: Regular NBI Metric English


 Inspection > Condition

Condition Ratings

Deck (058): N N/A (NBI) Channel (081): 7 Minor Damage NBI Converter Profile: BrM Default
 Superstructure (059): N N/A (NBI) Culvert (062): 8 No Major Problem
 Substructure (060): N N/A (NBI) Waterway (071): 8 Equal Desirable
 Unrepaired Spalls: (SF)

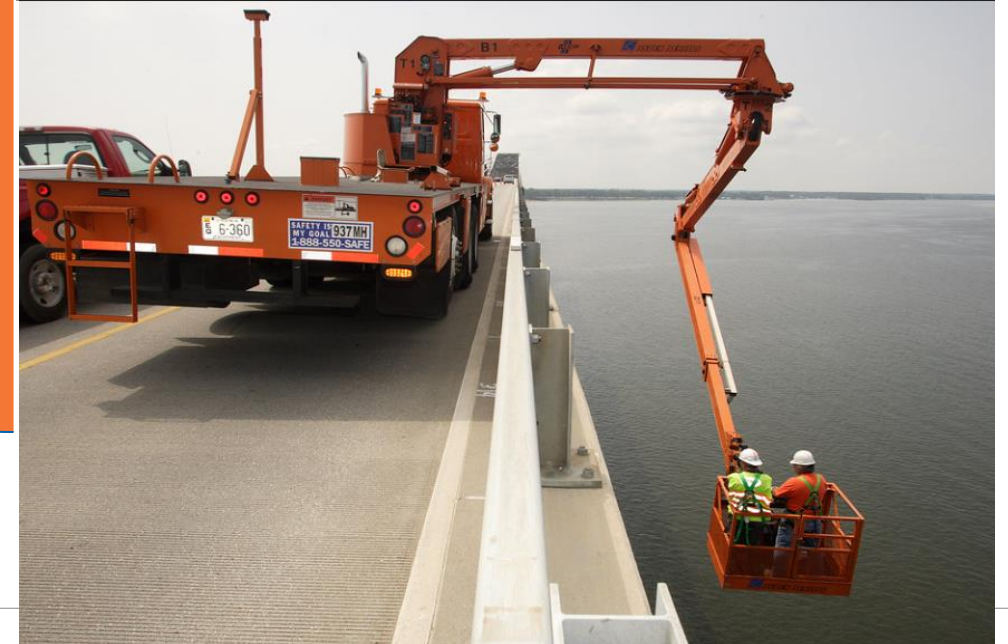
Element Conditions

Hide Elem Inspection Details Arrow Key Grid Navigation Help

Element: Elem # or Elem Desc. Struct. Unit: All Env.: All Clear Filters Quantity Percent

| Elem. | Str. Unit. | Env. | Element Description | Tot. Qty. | Units | Qty1 | Qty2 | Qty3 | Qty4 | | | |
|-------|------------|---------|----------------------|-----------|-------|--------|------|------|------|--|--|--|
| 241 | 1 | Low (2) | Re Conc Culvert | 79 | ft | 79,000 | 0 | 0 | 0 | | | |
| 824 | 1 | Low (2) | RC Wingwall | 4 | (EA) | 4,000 | 0 | 0 | 0 | | | |
| 831 | 1 | Low (2) | Culvert End/Headwall | 2 | (EA) | 2,000 | 0 | 0 | 0 | | | |
| 833 | 1 | Low (2) | Roadway Ov. Culv. | 1 | (EA) | 1,000 | 0 | 0 | 0 | | | |
| 854 | 1 | Low (2) | Channel | 1 | (EA) | 1,000 | 0 | 0 | 0 | | | |

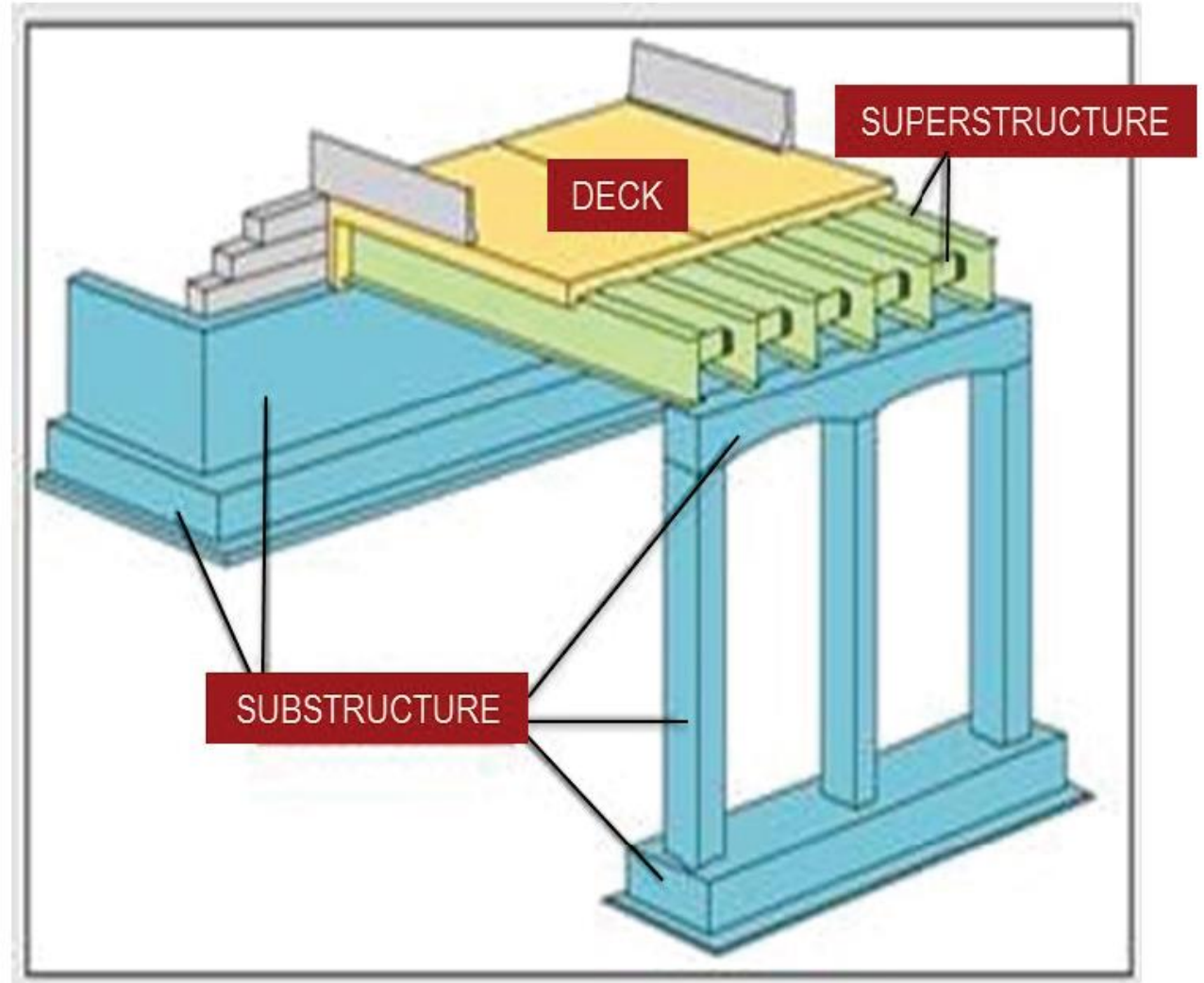
2 year cycle



Bridge Rating - What is a GCR (General Condition Rating)?



Bridge Components

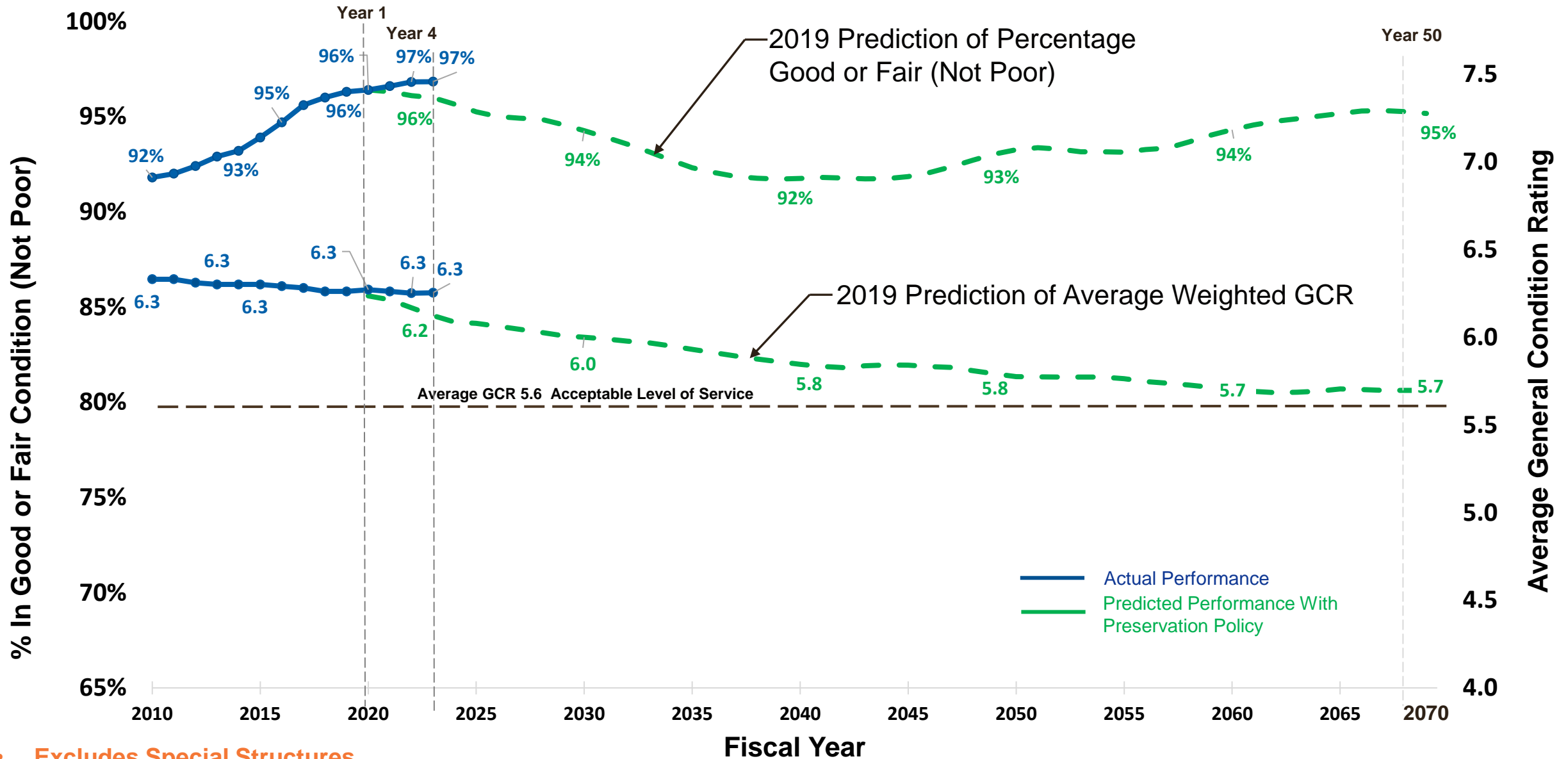


Structures - Performance Measures

| Performance Measure Description | Current Policy Preservation (CTB Approved December 2019) | |
|---------------------------------|---|--------------------|
| | Average General Condition Rating (GCR) | % Not Poor |
| All Systems | ≥ 5.6 | N/A |
| Interstate | | 97% No Postings |
| Primary | | 93% |
| Secondary | | 90% |

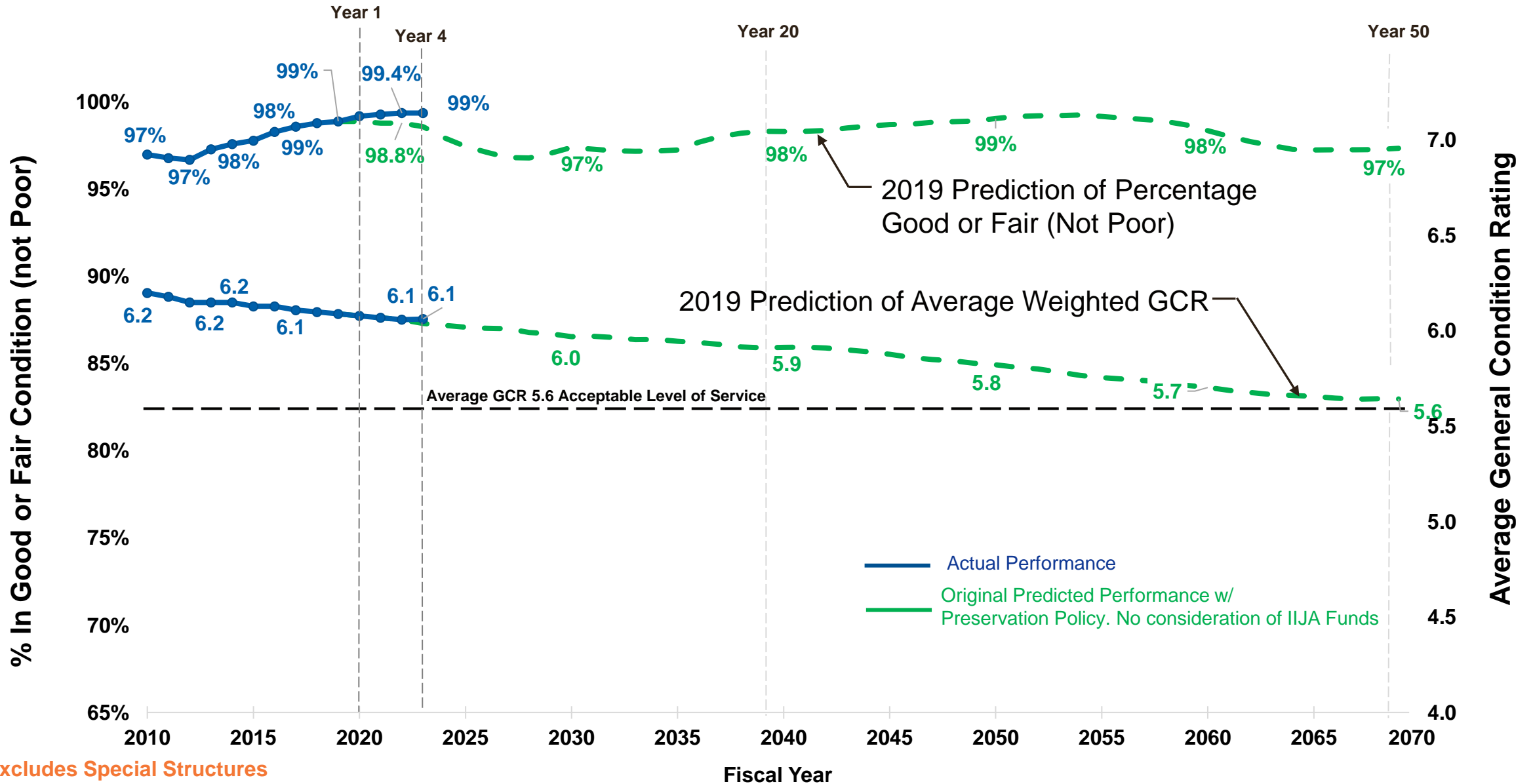
% Not Poor – percentage of structures with a GCR of 5 (Fair) or better

All Networks Combined – 50 Year Outlook – 21,312 structures



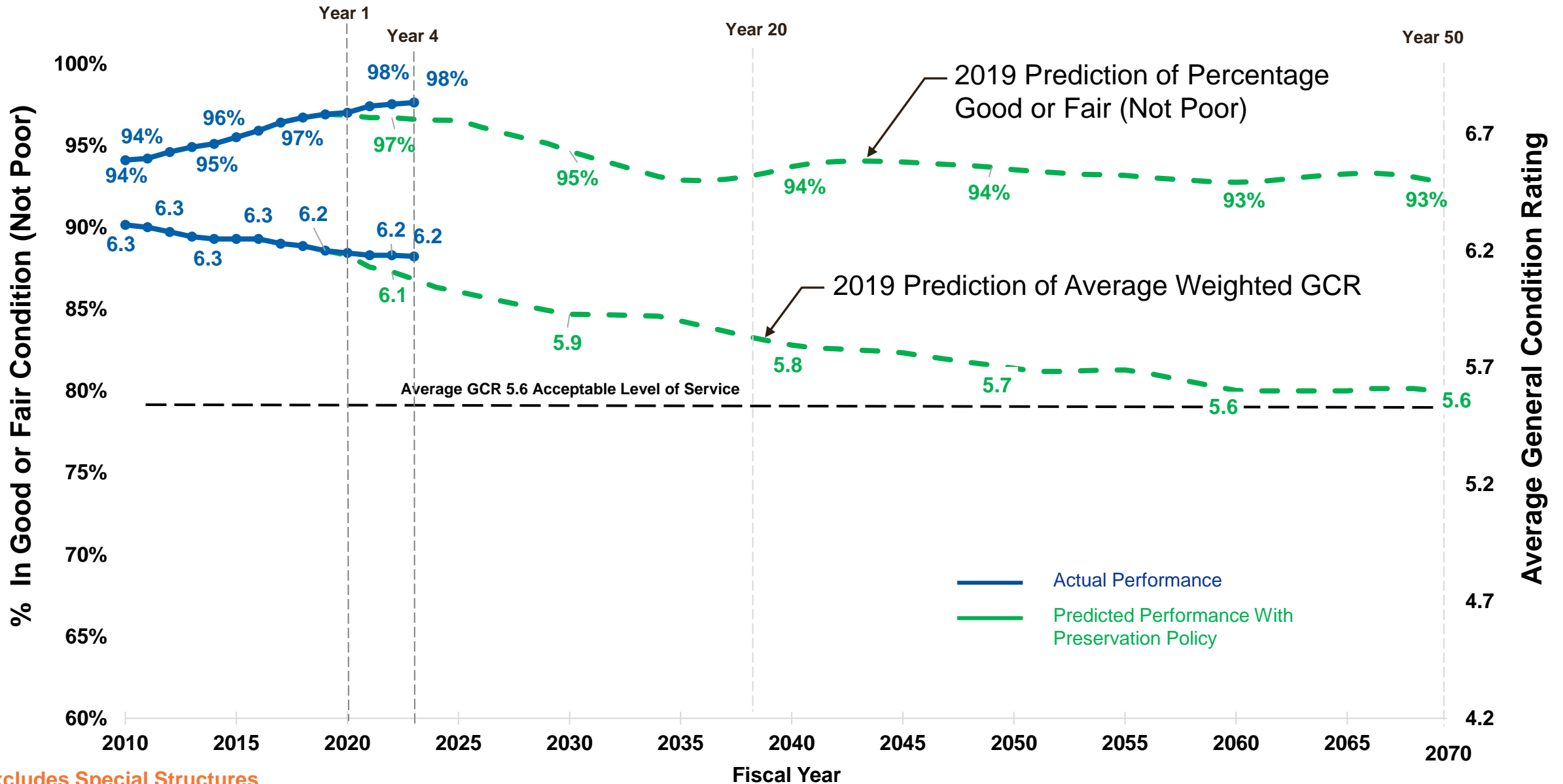
• Excludes Special Structures

Interstate Network – 50 Year Outlook – 2,442 structures



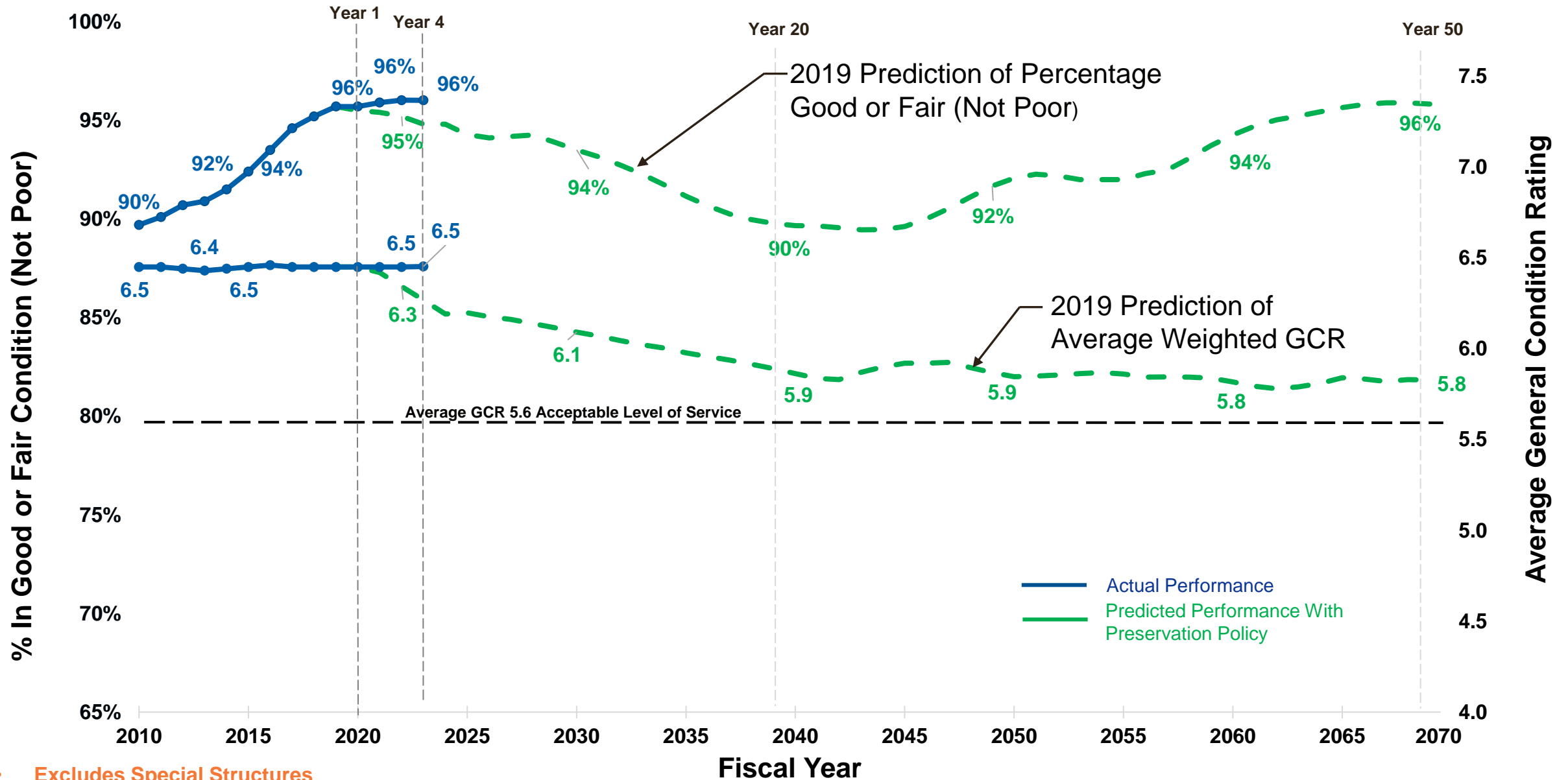
• Excludes Special Structures

Primary Network – 50 Year Outlook – 5,831 structures



• Excludes Special Structures

Secondary Network – 50 Year Outlook – 13,039 structures



• Excludes Special Structures

Routine Maintenance

Routine Maintenance – Performance Metrics

| Asset | 2019 Target | | FY 2022 Frequency Avg. / yr | FY 2023 Frequency Avg. / yr | Trend |
|-------------------|---|--------------------------|---|---|-------|
| | Frequency | Quantity | | | |
| Turf (Mowing) | IS: 3 times / yr PR: 3 times / yr SC: 2 times/ yr | 340,600 acres | IS: 2 times / yr PR: 3 times / yr SC: 2 times/ yr | IS: 2 times / yr PR: 3 times / yr SC: 2 times/ yr | → |
| Trees | 6% of inventory | 8,200 shoulder miles | 14% | 23% | ↑ |
| Pipes | 10% of inventory | 33,900 each | 7% | 10% | ↑ |
| SWM Facilities | 2 times / yr | 4,400 each | 3 times / yr | 3 times / yr | → |
| Ditches | 5% of inventory | 4,400 ditch miles | 3% | 3% | → |
| Unpaved Roads | 4 times / yr | 25,500 center line miles | 6 times / year | 5 times / year | ↓ |
| Unpaved Shoulders | 20% of inventory | 14,800 shoulder miles | 14% | 29% | ↑ |
| Signs | 5% of inventory | 47,300 each | 4% | 4% | → |
| Signals | 20% of inventory | 630 each | 33% | 14% | ↓ |
| Pavement Marking | 70% of inventory | 50,800 miles | 60% | 66% | ↑ |

Special Structures

Special Structures – Health Index

- **Unique Health Index Developed for Each Category**
 - **Movable Bridges (introduced in 2021)**
 - **Tunnels (introduced in 2021)**
 - **Complex Structures (introduced in 2022)**
- **Current Briefing**
 - **2 Year progress on movable bridge health index**
 - **2 Year progress on tunnel health index**
 - **1 Year progress on complex structure index**

Movable Bridge Health Index Changes 2022 - 2023


| Bridge | 2022 Health Index (HI) | | | | | | | | |
|-------------------|------------------------|--------|------------|------------|-------------------------|------------------------|-----------------|---------------|---------------------------|
| | Movable Spans | | | | | Approach (Fixed) Spans | | | |
| | Electrical | House | Mechanical | Structural | Overall HI Movable Span | Deck | Super-structure | Sub-structure | Overall HI Approach Spans |
| Benjamin Harrison | Orange | Yellow | Orange | Yellow | Orange | Yellow | Green | Yellow | Yellow |
| Berkley EBL | Orange | Yellow | Yellow | Yellow | Yellow | Yellow | Green | Yellow | Yellow |
| Berkley WBL | Orange | Yellow | Orange | Yellow | Orange | Yellow | Green | Yellow | Yellow |
| Chincoteague | Green | Green | Yellow | Yellow | Green | Green | Green | Yellow | Green |
| Coleman | Yellow | Green | Yellow | Orange | Yellow | Yellow | Green | Green | Yellow |
| Eltham | Yellow | Green | Green | Green | Yellow | Yellow | Yellow | Green | Yellow |
| Gwynn's Island | Orange | Yellow | Orange | Red | Orange | Green | Green | Yellow | Yellow |
| High Rise | Orange | Green | Yellow | Yellow | Yellow | Green | Green | Yellow | Green |
| James River | Orange | Yellow | Yellow | Yellow | Yellow | Green | Yellow | Yellow | Yellow |

| 2022 Percentage & Number of Systems in Each Condition Category | | |
|--|-----|------|
| Good | 32% | (20) |
| Fair | 49% | (31) |
| Poor | 17% | (11) |
| Severe | 2% | (1) |


| Bridge | 2023 Health Index (HI) | | | | | | | | |
|-------------------|------------------------|----------|------------|------------|-------------------------|------------------------|-----------------|---------------|---------------------------|
| | Movable Spans | | | | | Approach (Fixed) Spans | | | |
| | Electrical | House | Mechanical | Structural | Overall HI Movable Span | Deck | Super-structure | Sub-structure | Overall HI Approach Spans |
| Benjamin Harrison | Orange | Yellow | Orange | Yellow | Orange | Yellow | Green | Yellow | Yellow |
| Berkley EBL | Orange | Yellow | Yellow | Yellow | Yellow | Yellow | Green | Yellow | Yellow |
| Berkley WBL | Orange | Yellow | Orange | Yellow | Orange | Yellow | Green | Yellow | Yellow |
| Chincoteague | Green | Green | Green ↑ | Green ↑ | Green | Green | Green | Yellow | Green |
| Coleman | Yellow | Green | Yellow | Orange | Yellow | Yellow | Green | Green | Yellow |
| Eltham | Yellow | Green | Green | Green | Yellow | Yellow | Yellow | Green | Yellow |
| Gwynn's Island | Orange | Yellow | Orange | Red | Orange | Green | Green | Yellow | Yellow |
| High Rise | Yellow ↑ | Yellow ↓ | Yellow | Red ↓ | Yellow | Green | Yellow ↓ | Yellow | Yellow ↓ |
| James River | Orange | Yellow | Yellow | Yellow | Yellow | Yellow ↓ | Yellow | Yellow | Yellow |

| 2023 Percentage & Number of Systems in Each Condition Category | | |
|--|-----|------|
| Good | 30% | (19) |
| Fair | 51% | (32) |
| Poor | 17% | (11) |
| Severe | 2% | (1) |

Improvement (3)
 Fair to Good: **Chincoteague** Mechanical, Structural
 Poor to Good: **High Rise** Electrical



Deterioration (5)
 Good to Fair: **High Rise** House, Super, Overall
JRB: Deck
 Fair to Poor: **High Rise: Structural**



Notable Elements of 10 Year Plan Work is underway on:

- Gwynn's Island
- Eltham
- Berkley EBL and Berkley WBL
- High Rise
- Benjamin Harrison
- James River Bridge
- Coleman

Health index expected to improve as work is completed

Tunnels Health Index Changes 2022 - 2023

Summary of Health Index for Each System on Each Tunnel (2022)

| Tunnel | Civil | Electrical | Fire/Life Safety/Security | Mechanical | Structural | Overall HI |
|-------------------------|-------|------------|---------------------------|------------|------------|------------|
| Big Walker | Good | Fair | Poor | Fair | Good | Fair |
| East River | Good | Fair | Fair | Poor | Good | Fair |
| Hampton Roads Eastbound | Fair | Good | Fair | Fair | Fair | Fair |
| Hampton Roads Westbound | Fair | Good | Fair | Fair | Fair | Fair |
| Monitor Merrimac | Fair | Fair | Fair | Fair | Good | Fair |
| Rosslyn | Good | Fair | Fair | Poor | Good | Fair |

2022 Percentage & Number of Systems in Each Condition Category

| | |
|--------|----------|
| Good | 30% (9) |
| Fair | 60% (18) |
| Poor | 10% (3) |
| Severe | 0% (0) |

Summary of Health Index for Each System on Each Tunnel (2023)

| Tunnel | Civil | Electrical | Fire/Life Safety/Security | Mechanical | Structural | Overall HI |
|-------------------------|-------|------------|---------------------------|------------|------------|------------|
| Big Walker | Good | Fair | Good | Fair | Good | Fair |
| East River | Good | Poor | Good | Poor | Good | Fair |
| Hampton Roads Eastbound | Fair | Good | Good | Fair | Fair | Fair |
| Hampton Roads Westbound | Fair | Fair | Fair | Fair | Fair | Fair |
| Monitor Merrimac | Fair | Fair | Fair | Fair | Fair | Fair |
| Rosslyn | Good | Fair | Fair | Poor | Fair | Fair |
| I-564* | Good | Good | Good | Good | Good | Good |

2023 Percentage & Number of Systems in Each Condition Category

| | |
|--------|----------|
| Good | 34% (12) |
| Fair | 57% (20) |
| Poor | 9% (3) |
| Severe | 0% (0) |

Improvements (2)

Poor to Fair (1)

- **Big Walker Mountain Tunnel**
 - Fire/Life Safety

Fair to Good (1)

- **Hampton Roads Bridge Tunnel Eastbound**
 - Fire/Life Safety



Deterioration (3)

Good to Fair (2)

- **Rosslyn:** Structural
- Hampton Roads Tunnel WB: Electrical

Fair to Poor (1)

- **East River Mountain Tunnel**
 - Electrical



Notable Elements of 10 Year Plan

- Work is underway on:
 - Big Walker
 - East River (On Virginia side only)
 - Rosslyn
 - HRBT
 - MMMBT

Health index expected to improve as work is completed

Complex Structure Health Index: Changes 2022 - 2023

| Health Index for Each Component of Each Complex Structure (2022) | | | | |
|--|------|----------------|--------------|------------|
| Bridge Name | Deck | Superstructure | Substructure | Overall HI |
| 460 Connector Bridges | Good | Good | Good | Good |
| HRBT* Approaches | Good | Fair | Fair | Fair |
| MMMBT** Approaches | Good | Good | Good | Good |
| Norris Bridge | Good | Fair | Fair | Fair |
| Smart Road Bridge | Good | Good | Good | Good |
| Varina Enon Bridge | Good | Poor | Poor | Fair |
| Willoughby Bay Bridges | Fair | Good | Good | Fair |

| 2022 Percentage & Number of Systems in Each Condition Category | |
|--|----------|
| Good | 66% (14) |
| Fair | 24% (5) |
| Poor | 10% (2) |
| Severe | 0% (0) |

| Health Index for Each Component of Each Complex Structure (2023) | | | | |
|--|------|----------------|--------------|------------|
| Bridge Name | Deck | Superstructure | Substructure | Overall HI |
| 460 Connector Bridges | Good | Good | Good | Good |
| HRBT* Approaches | ↓ | Fair | Fair | Fair |
| MMMBT** Approaches | Good | ↓ | Good | Good |
| Norris Bridge | Good | Fair | Fair | Fair |
| Smart Road Bridge | Good | ↓ | Good | Good |
| Varina Enon Bridge | Good | ↑ | Poor | Fair |
| Willoughby Bay Bridges | Fair | ↓ | ↓ | Fair |

| 2023 Percentage & Number of Systems in Each Condition Category | |
|--|----------|
| Good | 43% (9) |
| Fair | 52% (11) |
| Poor | 5% (1) |
| Severe | 0% (0) |

- Notable Elements of 10 Year Plan**
- HRBT Approaches and Willoughby Bay Bridges will be complete
 - Preservation emphasis for:
 - Varina-Enon
 - James River Approaches
 - MMMBT Approaches

*Hampton Roads Bridge-Tunnel
 **Monitor-Merrimac Memorial Bridge-Tunnel

Improvements (1)
 ↑
 Poor to Fair (1)
 • **Varina-Enon: Superstructure**

Deterioration (5)
 ↓
 Good to Fair (5)
 • **Willoughby, MMMBT, SMART: Superstructure**
 • **Willoughby: Substructure**
 • **HRBT Approaches: Deck**



Virginia Department of Transportation



PROPOSED THROUGH TRUCK RESTRICTION

Route 206 (Dahlgren Road) King George County

| Kevin Gregg

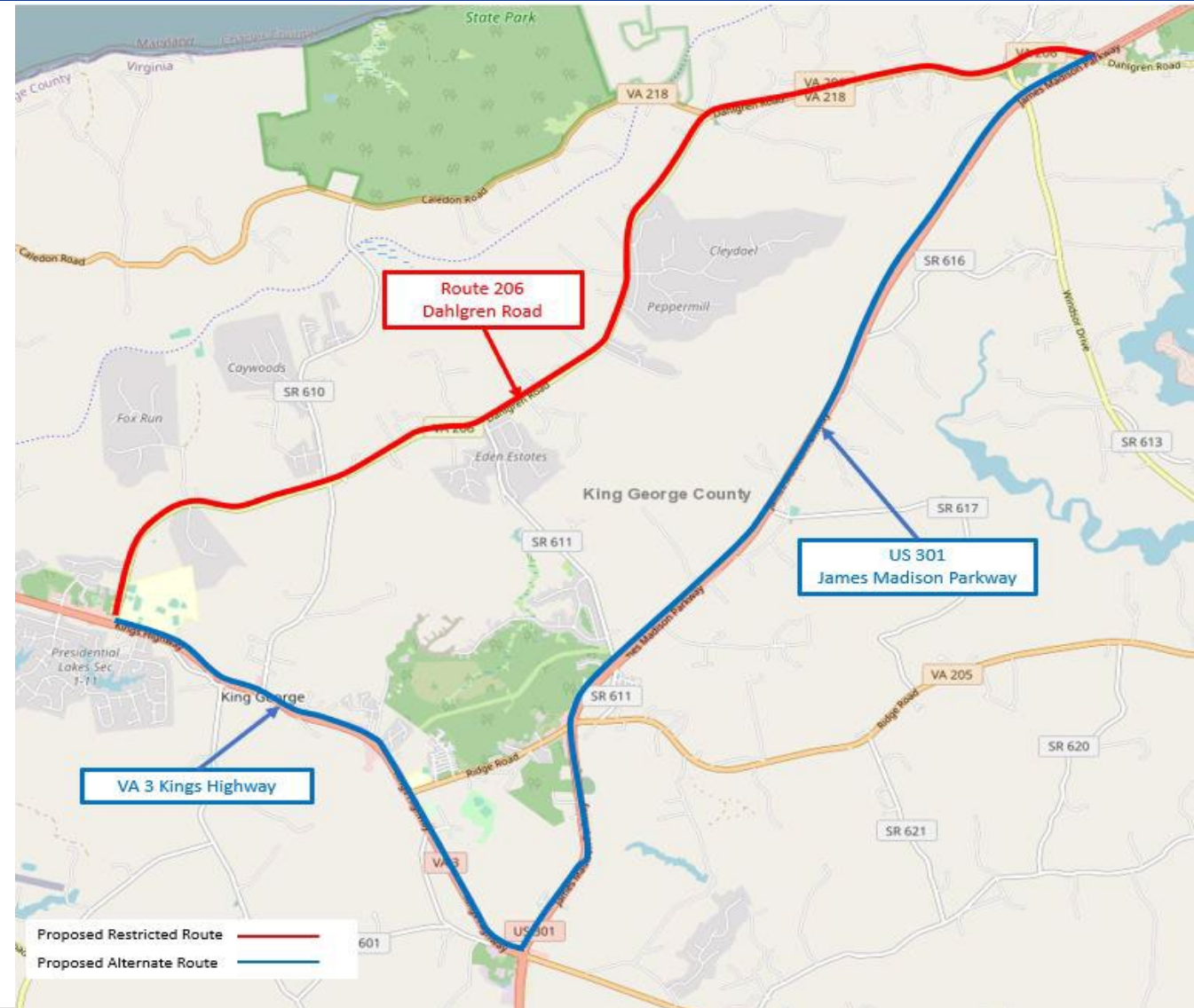
October 18, 2023

Proposed Thru Truck Restriction -Route 206

VA 206 (Length 9.2 miles, 13 min travel time)

Alternate Routing - VA 3 & US 301 (12.5 miles, 16 min travel time)

Additional distance / time restricted vs. alt routing – 3.3 miles / 3 minutes



VDOT Study –Proposed Restriction



- **Two-lane undivided, no shoulders, limited turning lanes**
- **Horizontal & vertical alignment limits sight distance at some locations, creates conflict with trucks**
- **Primarily residential**
- **8,600 total vehicles per day (86 trucks)**

VDOT Study –Alternate Routing

US 301



VA 3



- Primarily 4-lane divided, 4-5' paved shoulders, 11-12' lanes
- 11,000 – 12,000 total vehicles per day (600-900 trucks)

VDOT Study –Public Comment

Per § 46.2-809, VDOT solicited public comments for thirty days advising the public of the proposed restrictions

- 12 comments received (eight in favor, two opposed and two no position)**
- Opposed comments were concerned about more trucks diverted to the alternate routes.**

Conclusions -Proposed Thru Truck Restriction -Route 206

Proposed restriction of through traffic of trucks satisfies the requirements of § 46.2-809 and the guidelines and criteria of the Board's regulation “Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways” set forth in 24VAC30-580.

VDOT recommends approval of the proposed restriction to thru truck traffic on VA-206



POLICY INDEX REVIEW

Commonwealth Transportation Board

| Jo Anne Maxwell

October 17, 2023

Background

- **A Commonwealth Transportation Board (CTB) Policy Notebook was created in 2005 at the direction of then-Secretary of Transportation, Whittington Clement.**
- **Objective was to document in one location all CTB guidelines, policies, and regulations:**
 - **to assist the CTB in meeting its statutory obligation to make regulations and review and approve policies related to transportation in the Commonwealth;**
 - **to facilitate the examination of CTB actions for possible updating, rescission, or disposal; and**
 - **to provide a historical compilation of CTB actions since 1906, when the State Highway Commission – the CTB’s predecessor – was created.**
- **In a resolution dated March 17, 2005, the CTB directed VDOT to:**
 - **maintain the Commonwealth Transportation Board Policy Notebook in either printed or electronic form; and**
 - **update the Commonwealth Transportation Board Policy Notebook as necessary to reflect statutory, regulatory, and Board policy changes.**

Background

- **Due to increasing content over time resulting from regular updates, the Policy Notebook has been:**
 - made available electronically on the CTB website;
 - divided into a Policy Index and a CTB Orientation Guide;
 - rearranged so that policies are categorized by hyperlinked subject rather than chronologically; and
 - expanded to include a chapter on delegations from the CTB.
- **From 2017-2022, the Policy Index was reevaluated to identify obsolete or redundant policies and actions to be repealed.**
 - Policies/actions were identified as obsolete due to passage of time, statutory transfer of responsibilities or explicit CTB repeal/rescission and were removed from the Policy Index and archived.
 - Other policies/actions identified as still relevant and valid were retained/affirmed.

2023 Review

Now that the initial, full Policy Index review is complete, policies will be systematically reviewed on an ongoing basis to identify those that are outdated or obsolete.

There are roughly 200 CTB policies currently in the Policy Index, with 32 policies reviewed in 2023.

Proposed Action:

- **Repeal 5 policies**

Resolutions Proposed for Repeal

| Resolution | Passage Date | Why Repeal? |
|--|------------------|--|
| Bridge Maintenance | October 18, 1939 | Changes in law and practices have made this policy obsolete. |
| Adoption of Priorities for Northern Virginia Transportation District Significant Projects Evaluation and Rating | October 17, 2013 | Legislation passed by the 2019 General Assembly eliminated CTB involvement. |
| Changes to Urban Construction Projects | August 23, 1962 | The language set out in this policy does not allow for flexibility as federal and state law changes. VDOT agreement language in use today is broader to permit operation of existing law. |
| Launching Ramps at Public Landings | August 18, 1960 | VDOT agreement with DWR (formerly DGIF) and DCR indicates DWR is the appropriate agency to bear responsibility for launching ramps. VDOT has a distinct process for accepting secondary roads. |
| Approval and Adoption of an interim I-95 Corridor Improvement Plan in response to House Joint Resolution 581 and Senate Joint Resolution 276 of the 2019 Session of the General Assembly | January 15, 2020 | Policy has been superseded by CTB approval of the final I-95 Plan, the I-64 Corridor Improvement Plan, and the adoption of the Interstate Operations and Enhancement Program Policy. |

Next Steps

- **In the upcoming months, the CTB will be requested to formally approve, by resolution, recommendations to repeal those policies and actions that are obsolete or unnecessary.**
- **The Policy Index will be revised according to the action taken by the CTB, and repealed policies and actions will be archived.**
- **The policies in the Policy Index will continue to be systematically reviewed and CTB action will be sought to ensure the Index contains only those policies and actions that are current or relevant.**



DRPT Policy Index Review

Andrew Wright, Chief of External Affairs & Strategic Initiatives

October 17, 2023



Resolutions Proposed for Repeal

| Resolution | Passage Date | Why Repeal? |
|---|------------------|---|
| Rail Enhancement Fund Policy Update | December 9, 2015 | 2020 General Assembly repealed the Rail Enhancement Fund and created the Commonwealth Rail Fund |
| Statewide Rail Plan: Passenger Station Rail Policy | January 10, 2018 | Station Rail Policy now falls under the Virginia Passenger Rail Authority's purview |
| Guidelines of Urban Transit Agency Strategic Plans | October 30, 2018 | CTB updated both policies at its October 25, 2022 Board Meeting |
| Policy for the Implementation of State Transit Capital Prioritization | | |

Policies to be Rescinded 2023

Bridge Maintenance

Approved: 10/18/1939

Moved, by Mr. Rawls, seconded by Mr. Wysor, that the N&W Railway Company be advised that the Highway Commission will have to be governed by the law covering the maintenance of bridges. In case the shorter portion of a bridge extends beyond the right of way of the railroad, the Railroad Company is to do all the work and bill the Commission for the cost beyond their right of way line. If the greater length is off the Railroad Company's right of way then the State Highway Commission does the entire work and bills the Railroad Company for its parts. Motion carried.

Adoption of Priorities for Northern Virginia Transportation District Significant Projects Evaluation and Rating

Approved: 10/17/2013

WHEREAS, pursuant to § 33.1-13.03:1 of the *Code of Virginia*, enacted by the Virginia General Assembly in 2012, the Virginia Department Of Transportation (VDOT) is directed, in ongoing coordination with the Commonwealth Transportation Board (CTB), the Department of Rail and Public Transportation (DRPT) and the Northern Virginia Transportation Authority (NVTA), to evaluate significant transportation projects, including highway, mass transit, and technology projects, in and near Northern Virginia Transportation District, (hereinafter the Northern Virginia Transportation District Significant Projects Evaluation and Rating) to the extent funds are available for such purpose; and,

WHEREAS, § 33.1-13.03:1 provides that the evaluation shall provide an objective, quantitative rating for each project according to the degree to which the project is expected to reduce congestion and, to the extent feasible, the degree to which the project is expected to improve regional mobility in the event of a homeland security emergency; and,

WHEREAS, § 33.1-13.03:1 further provides that in determining the allocation of highway construction funding in Northern Virginia Transportation District, the CTB shall, in ongoing coordination with the NVTA, give priority to projects that most effectively reduce congestion in the most congested corridors and intersections but that nothing in the section limits the ability of the CTB to consider other criteria, including the performance-based criteria set forth in § 15.2-4838; and

WHEREAS, pursuant to § 33.1-13.03:1 the significant projects to be evaluated shall comprise at least 25 such projects selected according to priorities determined by the CTB, in ongoing coordination with the NVTA, without regard to the funding source of the project, and;

WHEREAS, the projects to be evaluated may include but not be limited to projects included in (i) the version of the Constrained Long Range Plan of the National Capital Region Transportation Planning Board in effect when the evaluation is made; (ii) projects in the NVTA's TransAction 2030 Regional Transportation Plan and subsequent updates; and (iii) other highway, rail, bus and technology projects that could make a significant impact on mobility in the region; and

WHEREAS, pursuant to Chapter 766 (HB2313) of the 2013 Acts of Assembly, 70 percent of the revenues received by the NVTA under §15.2-4838.1 shall be used by the NVTA solely to fund (i) transportation

projects selected by the Authority that are contained in the regional transportation plan adopted by the NVTa in accordance with § 15.2-4830 and for purposes of revenues received after fiscal year 2014, for such projects that have been rated in accordance with § 33.1-13.03:1 or (ii) mass transit capital projects that increase capacity; and

WHEREAS, VDOT has hired a consultant to assist the Department in performing the Northern Virginia Transportation District Significant Projects Evaluation and Rating and requires direction from the CTB regarding the priorities to be used in selecting the significant transportation projects to be evaluated and rated pursuant to § 33.1-13.03:1; and

WHEREAS, pursuant to §33.1-23.03 of the *Code of Virginia*, the CTB, by resolution, on February 20, 2013, officially accepted VTrans2035 Update as the Statewide Transportation Plan, which among other things, sets forth investment priorities that “represent the range of activities necessary to achieve the VTrans Goals” (hereinafter “VTrans Investment Priorities”).

NOW, THEREFORE, BE IT RESOLVED, by the CTB, that the following VTrans Investment Priorities set forth in the VTrans2035 Update as amended by this resolution are hereby adopted by the CTB as the CTB priorities to be used for and applied in selecting the significant transportation projects to be evaluated and rated pursuant to § 33.1-13.03:1 :

- Preserve and Enhance Statewide Mobility Through the Region
- Increase Coordinated Safety and Security Planning
- Improve the Interconnectivity of Regions and Activity Centers
- Reduce the Costs of Congestion to Virginia’s Residents and Businesses
- Increase System Performance by Making Operational Improvements
- Increase Travel Choices to Improve Quality of Life for Virginians

BE IT FURTHER RESOLVED, that, based on the priorities identified herein, VDOT and DRPT shall recommend to the CTB, at its March, 2014 meeting, a minimum of 25 significant transportation projects that should be evaluated and rated in accordance with § 33.1-13.03:1.

Changes to Urban Construction Projects
Approved: 8/23/1962

WHEREAS, certain projects within cities and towns are financed jointly by Federal-Aid Urban, State, and City Funds; and

WHEREAS, from time to time some questions arise as to continued maintenance of the projects after completion in the manner constructed; and

WHEREAS, the Department of Highways deems it necessary in the interest of the traveling public that such projects not be altered without the approval of the Department.

NOW, THEREFORE, BE IT RESOLVED; that the State Highway Commission hereby authorizes the Highway Commissioner to include the following clause in all future City-State agreements concerning such projects:

“The City agrees that after construction of the project, or any part thereof, it will not permit any reduction in the number or width of traffic lanes, additional median cross-overs, enlargement of existing median

cross-overs, or alterations of channelization islands, without the prior approval of the Department of Highways.”

Launching Ramps at Public Landings
Approved: 8/18/1960

WHEREAS, from time to time requests have been made that the Department construct and maintain launching ramps at public landings; and

WHEREAS, after due consideration of such requests, it is the feeling of this Commission that a policy should be adopted governing the construction and maintenance of launching ramps at public landings.

NOW, THEREFORE, BE IT RESOLVED: That the policy of the State Highway Commission shall be: Upon request of the Board of Supervisors, the Highway Department will take over, for maintenance, launching ramps located at public landings, which have been constructed by others, to standards and in accordance with specifications set up by the Department.

BE IT FURTHER RESOLVED: That the Department will maintain the road leading to the ramp in a condition commensurate with its service as compared to other roads in the county.

Approval and Adoption of an interim I-95 Corridor Improvement Plan in response to House Joint Resolution 581 and Senate Joint Resolution 276 of the 2019 Session of the General Assembly
Approved: 1/15/2020

WHEREAS, pursuant to House Joint Resolution 581 and Senate Joint Resolution 276 of the 2019 session (2019 Resolutions), the General Assembly of Virginia has directed the Commonwealth Transportation Board (Board), to study financing options for improvements to the Interstate 95 (I-95) Corridor (Study) and to develop and adopt an I-95 Corridor Improvement Plan (Plan); and

WHEREAS, the 2019 Resolutions directed the Virginia Department of Transportation (VDOT), Virginia Department of Motor Vehicles, Virginia State Police and, if requested, any other state agency to provide technical and other assistance to the Board; and

WHEREAS, the 2019 Resolutions directed that the Study include financing options for I-95 Corridor improvements; and

WHEREAS, while the 2019 Resolutions provided for the examination of a portion of I-95 and directed, in the development of the Plan, that the Board shall, at a minimum include the components below, the Board opted to address these components for the entire length of the Corridor:

1. Designate specific segments of the I-95 Corridor for improvement;
2. Identify a targeted set of improvements for each segment that may be financed or funded in such segment and evaluated using the statewide prioritization process pursuant to § 33.2-214.1 of the Code of Virginia;
3. Ensure that in the overall plan of expenditure and distribution of any toll revenues or other financing means evaluated, each segment's total long-term benefit shall be approximately equal to the proportion of the toll revenues attributable to and other funds allocated to such segment divided by the total toll revenues and other revenues allocated to the Plan;

Attachment A

4. Study truck travel patterns along I-95 and analyze policies that minimize the impact on local truck traffic;
5. Identify incident management strategies corridor-wide;
6. Ensure that any revenues collected along the I-95 Corridor be used only for the benefit of that Corridor;
7. Determine potential solutions to address region-specific needs along the I-95 Corridor; and
8. Consider the effect of improvements to the Virginia Railway Express Service, implementation of High Speed Rail service, and the effect that enhanced transit service could have on mitigating congestion along the I-95 Corridor.

WHEREAS, the 2019 Resolutions directed the Board to complete its meetings by November 30, 2019 and submit a report of its findings and recommendations to the Governor and General Assembly for publication as a House or Senate document no later than the first day of the 2020 Regular Session of the General Assembly; and

WHEREAS, the Board, Office of Intermodal Planning and Investment (OIPI), VDOT, and the Department of Rail and Public Transportation (DRPT), in conducting the Study and developing the Plan, solicited input from local elected officials, state legislators, citizens, and other affected stakeholders through a series of public meetings and hearings held along the I-95 Corridor; and

WHEREAS, the Study has resulted in development of an interim I-95 Corridor Improvement Plan, which identifies operational upgrades, and incident management strategies as well as unprioritized targeted multimodal improvements for the entire I-95 Corridor and provides financing options; and

WHEREAS, due to the magnitude of needs along the Corridor, the overall availability of funding to address those needs, and the desire to complete an Interstate 64 (I-64) Corridor Improvement Plan to provide a more holistic picture of transportation needs on these two corridors, the Board intends to undertake the prioritization of capital improvements identified in the I-95 Corridor Improvement Plan at a later date when more information regarding the needs on other interstate corridor is available.

NOW, THEREFORE, BE IT RESOLVED, the Board approves and adopts the interim I-95 Corridor Improvement Plan, attached hereto as Attachment A, developed by VDOT, OIPI and DRPT in response to the 2019 Resolutions of the Virginia General Assembly.

BE IT FURTHER RESOLVED, the Board hereby authorizes the Secretary of Transportation to submit the interim I-95 Corridor Improvement Plan to the General Assembly during the 2020 Regular Session of the General Assembly.



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

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Agenda Item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

January 10, 2018

MOTION

Made By: Mr. Rosen, Seconded By: Ms. Hynes
Action: Motion Carried, Unanimously

Title: Statewide Rail Plan: Passenger Rail Station Policy

Location: City of Richmond, Virginia

WHEREAS, the Commonwealth Transportation Board Rail Committee undertook a review of Virginia rail programs, policies and procedures in 2015 and during that review recommended the Department of Rail and Public Transportation (DRPT) should update the State Rail Plan to reflect the Commonwealth's priorities, changes in the railroad industry, and evolving market trends; and,

WHEREAS, DRPT commenced the Statewide Rail Plan effort in 2016, part of which included development of an Intercity Passenger Rail Station Policy (the Policy); and,

WHEREAS, DRPT drafted the Policy to guide the CTB and DRPT in consideration of proposals for a new station on an existing route, changes to a station on an existing route, or a new station where a passenger route does not yet exist; and,

WHEREAS, the Policy is intended to guide the CTB and DRPT when evaluating a station proposal; and,

WHEREAS, the Policy sets forth evaluation criteria and defines operation and maintenance cost responsibilities to guide project sponsors when developing a station proposal; and,

WHEREAS, the Policy defines the process by which a proposal could become a project through CTB action; and,

WHEREAS, on December 5, 2017, DRPT briefed the Board on the Passenger Rail Station Policy, which is included as part of the State Rail Plan in draft form; and,

WHEREAS, DRPT followed a comprehensive public outreach process including multiple rail stakeholder workshops, public meetings, interactive web-based information displays, and presentations to Board members and statewide planning partners.

NOW THEREFORE, BE IT RESOLVED, that the Board hereby adopts the Intercity Passenger Rail Station Policy as part of the [2017 Statewide Rail Plan](#), and will utilize the Policy to guide CTB decisions to invest in the Commonwealth's passenger rail corridors.

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COMMONWEALTH of VIRGINIA

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Agenda item # 10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

December 9, 2015

MOTION

Made By: Ms. Valentine, Seconded By: Mr. Kasprowicz
Action: Motion Carried, Unanimously

Title: Rail Enhancement Fund Policy Update

WHEREAS, on October 28, 2015, the CTB adopted the Rail Programs Legislative, Policy, and Expenditure Review of 2015 dated October 16, 2015 and the Rail Enhancement Fund 2015 Policy Goals; and

WHEREAS, the CTB Rail Committee recommends the CTB adopt an updated version of the Rail Programs Legislative, Policy, and Expenditures Review of 2015 (Attachment A) which clarifies and aligns the report more clearly with the Rail Enhancement Fund 2015 Policy Goals (Attachment B); and

WHEREAS, § 33.2-1601 establishes the Rail Enhancement Fund; and

WHEREAS, in § 33.2-1601 the General Assembly declared it to be in the public interest that railway preservation and development of railway transportation facilities are an important element of a balanced transportation system of the Commonwealth for freight and passengers; and

WHEREAS, pursuant to § 33.2.-1601, the General Assembly further declared it to be in the public interest that the retention, maintenance, improvement, and development of freight and passenger railways are essential to the Commonwealth's continued economic growth, vitality, and competitiveness in national and world markets; and

WHEREAS, the Department of Rail and Public Transportation ("the Department") administers the Rail Enhancement Fund (REF), subject to the approval of the Commonwealth Transportation Board (CTB) and their finding that project benefits exceed the amount of Rail Enhancement funds invested in a project; and

Resolution of the Board
Rail Enhancement Fund Policy Update
December 9, 2015
Page Two

WHEREAS, pursuant to Chapter 684 of the 2015 Acts of Assembly (House Bill 1887), the General Assembly directed the Commonwealth Transportation Board to develop no later than December 1, 2015, a proposal to revise the public benefit requirements of the Rail Enhancement Fund; and

WHEREAS, pursuant to Section 427 Subsection O of the FY2016 and FY2017 Appropriations Act (Chapter 665 of the 2015 Acts of Assembly (HB 1400)) the Secretary of Transportation, in conjunction with the Department, shall provide a comprehensive review to the Chairmen of the House and Senate Transportation Committees, House Appropriations Committee and Senate Finance Committee on the usage of monies deposited in the Rail Enhancement Fund since its establishment in fiscal year 2006; and, that such a review shall include the amounts of funds allocated to rail freight projects, the amounts allocated to rail passenger projects, and the outstanding commitments to each type of project by year, accounting for funds transferred into and out of the REF and the Intercity Passenger Rail Operating and Capital Fund, and that such a review shall assess the outstanding needs for rail projects and any needed modifications to the rail programs of the Commonwealth; and

WHEREAS, the CTB Rail Committee worked with the Department to review rail grant funding programs, solicit stakeholder input, revise policy goals, clarify prioritization criteria, and adjust administrative practices; and

WHEREAS, the results of the CTB Rail Committee's review efforts pursuant to House Bill 1887 and the Appropriations Act directive are summarized in the "Rail Programs Legislative, Policy Goals, and Expenditures Review of 2015" report; and

WHEREAS, the CTB Rail Committee recommends updating the Rail Enhancement Fund policy goals adopted by the CTB on October 20, 2005 based on the findings presented in the "Rail Programs Legislative, Policy Goals, and Expenditures Review of 2015" report;

NOW THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board hereby adopts the findings and recommendations of the CTB Rail Committee presented in the "Rail Programs Legislative, Policy, and Expenditure Review of 2015" report, provided as [Attachment A](#) to this resolution, which recommends a legislative proposal to the General Assembly pursuant to House Bill 1887 to transfer uncommitted Rail Enhancement funds to the Rail Preservation Fund and to provide better funding support for the Rail Preservation Fund; and

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Board hereby adopts the "Rail Enhancement Fund 2015 Policy Goals" provided as [Attachment B](#) to this resolution, which supersedes and replaces the Rail Enhancement Fund Policy Goals adopted on October 20, 2005.

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COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

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Agenda Item #10

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 30, 2018

MOTION

Made By: Ms. Hynes, Seconded By: Mr. Kasprowicz

Action: Motion Carried, Unanimously

Title: Guidelines for Urban Transit Agency Strategic Plans

WHEREAS, § 33.2-286 of the *Code of Virginia* stipulates that the Department of Rail and Public Transportation shall develop guidelines, subject to the approval of this Board, for the development of strategic plans for transit agencies that serve an urbanized area with a population of 50,000 or more and have a bus fleet of at least 20 buses; and

WHEREAS, § 33.2-286 of the *Code of Virginia* stipulates that such plans are required to be updated at least every five years, as a condition of receiving funds from the Commonwealth Mass Transit Fund; and

WHEREAS, the Department of Rail and Public Transportation has developed draft program guidelines, in consultation with industry stakeholders, that fulfill the requirements of § 33.2-286 of the *Code of Virginia*; and

WHEREAS, the enactment clauses of Chapter 854 of the 2018 Virginia Acts of Assembly require the Commonwealth Transportation Board adopt the guidelines required by § 33.2-286 of the *Code of Virginia* by December 1, 2018; and

WHEREAS, the enactment clauses of Chapter 854 of the 2018 Virginia Acts of Assembly require the Commonwealth Transportation Board to develop and adopt a plan for the phased implementation of these requirements over a period of five years; and

WHEREAS, the enactment clauses of Chapter 854 of the 2018 Virginia Acts of Assembly stipulate that no agency subject to § 33.2-286 of the *Code of Virginia* shall be

penalized for not submitting a strategic plan, provided that the agency is in compliance with the phased implementation schedule; and

WHEREAS, the guidelines and implementation plan have been made available for public comment for a period of 45 days;

NOW, THEREFORE, BE IT RESOLVED that the Board hereby adopts the Guidelines for Urban Transit Agency Strategic Plans and the plan for phased implementation as attached hereto.

BE IT FURTHER RESOLVED, the methodology may continue to evolve and improve based upon advances in technology, data collection, and results of the pilot projects, and to the extent that any such improvements modify or affect the guidance set forth, they shall be brought to the Board for review and approval.

BE IT FURTHER RESOLVED, the Board hereby directs the Director of the Department of Rail and Public Transportation to take all actions necessary to implement and administer this policy and process, including, but not limited to preparation of technical guidance and outreach consistent with this resolution.

BE IT FURTHER RESOLVED, the Board hereby directs the Director of the Department of Rail and Public Transportation revisit the process following completion of the pilot projects, in consultation with the Transit Service Delivery Advisory Committee, transit agencies, metropolitan planning organizations, and local governments prior to making recommendations to the Commonwealth Transportation Board.

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COMMONWEALTH of VIRGINIA

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Agenda Item # 9

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 30, 2018

MOTION

**Made By: Mr. Johnson, Seconded By: Ms. Hynes
Action: Motion Carried, Unanimously**

Title: Policy for the Implementation of State Transit Capital Prioritization

WHEREAS, Section 33.2-214.4 of the *Code of Virginia* provides that the Commonwealth Transportation Board shall develop a prioritization process for projects capital projects funded pursuant to subdivision C of 33.2-1526.1 of the *Code of Virginia*; and

WHEREAS, the Department of Rail and Public Transportation has consulted with the Transit Service Delivery Advisory Committee in the development of this prioritization process; and

WHEREAS, the Department of Rail and Public Transportation has solicited input from localities, metropolitan planning organizations, transit authorities, and other stakeholders in the development of the prioritization process; and

WHEREAS, the Board's priority for transit capital investment is to allocate funds in order to attain and maintain a state of good repair for transit assets, while also supporting needs beyond state of good repair that would enhance transit utilization, efficiency, and reduce congestion; and

NOW THEREFORE BE IT RESOLVED, the Commonwealth Transportation Board hereby adopts the following policy and process to govern the structure, scoring, and prioritization of projects for capital funding pursuant to subdivision C of 33.2-1526.1 of the *Code of Virginia*:

1. For the purposes of review and prioritization, transit capital projects will be classified into three categories:
 - State of Good Repair: refers to capital projects or programs to replace or rehabilitate an existing asset;
 - Minor Enhancement: refers to capital projects or programs to add capacity, new technology, or customer enhancements meeting the following criteria: total cost of less than \$2 million or, for expansion vehicles, an increase of less than five vehicles or less than 5% of the fleet size, whichever is greater. Increases in paratransit fleets to meet increasing service demands will be evaluated in the same manner as Minor Enhancements.
 - Major Expansion: refers to capital projects or programs to add, expand, or improve service with a cost exceeding \$2 million or for expansion vehicles, an increase of greater than 5 vehicles or 5% of fleet size, whichever is greater.
2. The Transit Capital Program will be structured to provide a minimum of 80% of the annual allocation to State of Good Repair and Minor Enhancement projects with a maximum of 20% available for Major Expansion projects. This structure reflects program trends and the availability of other funding sources to support major expansion projects. The Board retains the discretion to shift funding from Major Expansion to State of Good Repair, based on program needs. The Board also retains the discretion to direct any carryover balances appropriated prior to FY2020, based on program needs.
3. In order to provide predictability and to ensure projects are funded at a level sufficient to move forward, State of Good Repair and Minor Enhancement projects will be matched at a maximum state match rate of 68% of total project cost. Major expansion projects will be funded at a maximum state match rate of 50% of total project cost, providing applicants with funding that can be leveraged against other state and federal funding programs. Local matching funds, at a minimum of 4% of total project cost, are required for all transit capital projects.
4. State of Good Repair projects will be evaluated considering asset condition (up to 60 points) and service impact (up to 40 points). The asset condition score depends upon the asset's age at the time of application. For vehicles, the asset condition score is the average of the age and mileage-based scoring tables. For non-vehicle assets, only the age score is used.

| Age of Asset Relative to Expected Service Life (ESL) | Points | Mileage of Vehicle Relative to Expected Service Life (ESL) | Points |
|---|--------|--|--------|
| < 95% of ESL Age | 0 | < 95% of ESL Mileage | 0 |
| +/- 5% ESL Age | 30 | +/- 5% ESL Mileage | 30 |
| 5-10% > ESL Age | 35 | 5-10% > ESL Mileage | 35 |
| 10-20% > ESL Age | 40 | 10-20% > ESL Mileage | 40 |
| 20-30% > ESL Age | 45 | 20-30% > ESL Mileage | 45 |
| 30-40%> ESL Age | 50 | 30-40%> ESL Mileage | 50 |
| 40-50%> ESL Age | 55 | 40-50%> ESL Mileage | 55 |
| >50% ESL Age | 60 | >50% ESL Mileage | 60 |

Service impact considers the asset impact on service (direct or indirect), and to what extent an asset affects the rider experience and system efficiency. Points for service impact will be awarded in four categories, with up to 10 points awarded per category:

- Service Frequency, Travel Time and/or Reliability – Speeds up transit routes or allows for increased frequency. Significant impact on reliability either through preventing breakdowns or removing vehicles from mixed traffic.
- Operating Efficiency – Provides for a significantly more cost-effective service.
- Service Accessibility and/or Customer Experience – Implements a significant improvement in a customer’s ability to access the system or a significant improvement in the ease of use of the system.
- Safety and Security – Provides a significant improvement in safety or security.

Service impact scoring is primarily qualitative based on project type and takes into consideration specific project features and characteristics. Projects will automatically receive the minimum score for the criteria based on the default values with high = 8, medium = 5, and low =2. In order to differentiate and quantify based on specific characteristics of a project, the additional considerations will be utilized to adjust the default score. The maximum score for each category cannot exceed 10 points, with a maximum of 40 total points available for service impact.

| Primary Project Types | Secondary Project Types | Operating Efficiency | Travel Time and Reliability | Accessibility and Customer Experience | Safety and Security |
|-------------------------------|---------------------------------------|----------------------|-----------------------------|---------------------------------------|---------------------|
| Admin/Maintenance Facilities | All | Medium Impact | Medium Impact | Low Impact | Medium Impact |
| Customer Facilities | Bus Stop/ Shelter Improvements | Low Impact | No Impact | High Impact | Medium Impact |
| Customer Facilities | Transit Centers/Stations | Medium Impact | Medium Impact | High Impact | Medium Impact |
| Maintenance Equipment & Parts | All | Medium Impact | Medium Impact | Medium Impact | High Impact |
| System Infrastructure | All | High Impact | Medium Impact | Medium Impact | Medium Impact |
| Technology/Equipment | Administrative | Low Impact | Low Impact | Low Impact | Low Impact |
| Technology/Equipment | Operations Support | Medium Impact | Medium Impact | Medium Impact | Medium Impact |
| Technology/Equipment | On-Board Systems - ITS/Communications | Medium Impact | Medium Impact | High Impact | Medium Impact |
| Technology/Equipment | On-Board Systems - Safety | No Impact | No Impact | Medium Impact | High Impact |
| Vehicles | Revenue Vehicles | High Impact | High Impact | High Impact | High Impact |
| Vehicles | Support Vehicles | Medium Impact | Medium Impact | Low Impact | Low Impact |
| Vehicles | Overhaul/Engine Replacement | High Impact | High Impact | Medium Impact | High Impact |

| Project Type | Additional Considerations in Scoring |
|--|--|
| Operating Efficiency | <ul style="list-style-type: none"> • LEED certification (reduced facility operating costs). • Electric or Hybrid Technology • Expansion buses, if the agency spare ratio is below 15% |
| Travel Time & Reliability | <ul style="list-style-type: none"> • Agency on-time performance (OTP) is greater than 80% • Agency Mean Distance between Failures > 10,000 miles |
| Accessibility and Customer Experience | <ul style="list-style-type: none"> • Investments that add new stops or expand service coverage • Software/hardware to provide real-time arrival information • Improvement in bicycle or pedestrian access to transit facilities |
| Safety and Security | <ul style="list-style-type: none"> • On-board technology to enhance passenger safety. |

- Improved lighting or other crime prevention features.
- Pedestrian safety improvements.

5. Minor Enhancement projects will be evaluated considering the same service impact methodology that is applied to State of Good Repair projects.
6. Major Expansion projects will be evaluated based upon the following factor areas identified in 33.2-214.4 of the *Code of Virginia*: congestion mitigation, economic development, accessibility, safety, environmental quality, and land use.
7. The factors specified in 33.2-214.4 of the *Code of Virginia* will be measured and weighted according to the following metrics:

| Category | Measure | Measure Weight |
|-----------------------|---|----------------|
| Congestion Mitigation | Change in peak period transit system ridership attributed to the project | 100% |
| Economic Development | Project consistency with regional and local economic development plans and policies, and support for local development activity | 100% |
| Accessibility | Project improvement in accessibility to jobs, workforce development, and select non-work destinations | 50% |
| | Disadvantaged population (low-income, minority, or limited English proficiency) within walking distance of project | 50% |
| Safety | Project contribution to improving safety and security, reducing risk of fatalities or injuries | 100% |
| Environmental Quality | Reduction in daily vehicle miles traveled resulting from project | 100% |
| Land Use | Transit supportive land use served by the project | 100% |

8. The factors will initially be evaluated according to the following typology categories and weighting frameworks within existing MPO and PDC boundaries adopted by the Commonwealth Transportation Board as part of the SMART SCALE process. MPOs or PDCs may, in consultation with Transportation District Commissions (where applicable), examine the weighting framework applicable to its area and determine its appropriateness for the purpose of Transit Capital prioritization and may request that the Board approve a different typology for the purpose of Transit Capital prioritization, by resolution of their policy board.

Weighting Frameworks:

| Factor | Congestion Mitigation | Economic Development | Accessibility | Safety | Environmental Quality | Land Use |
|-------------------|------------------------------|-----------------------------|----------------------|---------------|------------------------------|-----------------|
| Category A | 45% | 5% | 15% | 5% | 10% | 20% |
| Category B | 15% | 20% | 25% | 20% | 10% | 10% |
| Category C | 15% | 25% | 25% | 25% | 10% | 0% |
| Category D | 10% | 35% | 15% | 30% | 10% | 0% |

| Region in which the Project is Located | Typology |
|---|-----------------|
| Accomack-Northampton PDC | Category D |
| Bristol MPO | Category D |
| Central Shenandoah PDC | Category D |
| Central Virginia MPO | Category C |
| Charlottesville-Albemarle MPO | Category B |
| Commonwealth Regional Council | Category D |
| Crater PDC | Category D |
| Cumberland Plateau PDC | Category D |
| Danville MPO | Category D |
| Fredericksburg Area MPO (FAMPO) | Category A |
| George Washington Regional Commission | Category D |
| Hampton Roads PDC | Category D |
| Hampton Roads TPO | Category A |
| Harrisonburg-Rockingham MPO | Category C |
| Kingsport MPO | Category D |
| Lenowisco PDC | Category D |
| Middle Peninsula PDC | Category D |
| Mount Rogers PDC | Category D |
| New River Valley MPO | Category C |
| New River Valley PDC | Category C |
| Northern Neck PDC | Category D |
| Northern Shenandoah Valley RC | Category D |
| Northern Virginia Transportation Authority (NVTA)/Transportation Planning Board (TPB) | Category A |
| Rappahannock-Rapidan RC | Category D |
| Region 2000 LGC | Category D |
| Richmond Regional PDC | Category D |
| Richmond Regional TPO (RRTPO) | Category B |
| Roanoke Valley TPO (RVTPO) | Category B |
| Southside PDC | Category D |

| | |
|---------------------------------|------------|
| Staunton-Augusta-Waynesboro MPO | Category C |
| Thomas Jefferson MPO | Category C |
| Tri-Cities MPO | Category C |
| West Piedmont MPO | Category D |
| WinFred MPO | Category C |

Note: PDC is defined as the remainder of the region outside an MPO boundary. In many cases, these regions include partial counties (e.g. Goochland County is partially within RRTPO and the Richmond Regional PDC). If a project is within the MPO boundary, the project shall use the weighting associated with the MPO. For projects that cross multiple typology boundaries, the project shall use the weighting associated with the typology for which the majority of the project is located.

9. Candidate Major Expansion projects will be scored based on the factors and weights identified above, the cost of the project, and based on the information included in the project application.
10. The final score for Major Expansion projects will be determined by calculating the anticipated benefits relative to the amount of funding requested pursuant to 33.2-1526.1 of the *Code of Virginia*.
11. A project that has been selected for transit capital funding (state of good repair, minor enhancement, or major expansion) must be rescored and the funding decision reevaluated if there are significant changes to either the scope or cost of the project.

BE IT FURTHER RESOLVED, the methodology may continue to evolve and improve based upon advances in technology, data collection, and reporting tools, and to the extent that any such improvements modify or affect the policy and process set forth herein, they shall be brought to the Board for review and approval.

BE IT FURTHER RESOLVED, the Board hereby directs the Director of the Department of Rail and Public Transportation to take all actions necessary to implement and administer this policy and process, including, but not limited to preparation of program guidance and outreach consistent with this resolution.

BE IT FURTHER RESOLVED, the Board hereby directs the Director of the Department of Rail and Public Transportation analyze the outcomes of this process on an annual basis and to revisit the process at least every three years, in consultation with the Transit Service Delivery Advisory Committee, transit agencies, metropolitan planning organizations, and local government prior to making recommendations to the Commonwealth Transportation Board.

###



UPDATED MOA WITH THE CENTRAL VIRGINIA TRANSPORTATION AUTHORITY

Approval of an Amendment to Memorandum of Agreement Between VDOT and the Central Virginia
Transportation Authority and New Standard Project Agreement Template

| Dale Totten, P.E. – Richmond District Engineer

October 17, 2023

Background - CVTA Memorandum of Agreement

- **The Central Virginia Transportation Fund (Fund) and Authority (CVTA) were established by the 2020 Session of the Virginia General Assembly and are set out in chapter 37 of Title 33 of the Code of Virginia (Chapter 37).**
- **Chapter 37 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.**
- **In December, 2020, the CTB approved and authorized the Commissioner of Highways to execute a Memorandum of Agreement with the CVTA (VDOT/CVTA MOA).**

Purpose - CVTA Memorandum of Agreement

- **The VDOT/CVTA 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 CVTA Fund and related activities.**
- **The MOA provided a Standard Project Agreement (SPA) template for VDOT administration of CVTA projects, if requested by the CVTA.**

Recent CVTA Actions

- Earlier this year, CVTA and member localities developed a template for and entered into SPAs providing for administration of CVTA projects by member localities.
 - The Locality / CVTA SPA template is more streamlined than the SPA template for VDOT-administered projects.
 - Uniformity and standardization of the processes and SPAs used by the CVTA to address administration of CVTA funded agreements would benefit administration of both VDOT- and locality-administered projects.
 - VDOT staff, CVTA staff, and member locality staff are working to revise the SPA template for VDOT- administered projects (similar format to Locality/CVTA SPA)
 - Action by CVTA on the proposed SPA template revision is anticipated in October

Anticipated Next Steps

- **Both CVTA and CTB will be provided copies of the revised SPA template for VDOT-administered CVTA projects for review and approval**
 - **CVTA action on revised SPA template anticipated at its October 27th meeting**
 - **CTB action to be requested at December meeting**
 - Approval of revised SPA template for VDOT-administered CVTA projects
 - Authorization for the Commissioner to execute an amendment to the VDOT/CVTA MOA addressing the revised SPA template
 - Authorization for the Commissioner to enter into Standard Project Agreements utilizing the revised SPA template format for administration of any projects funded in whole or in part by the CVTA that have already been included in the Six Year Improvement Program.



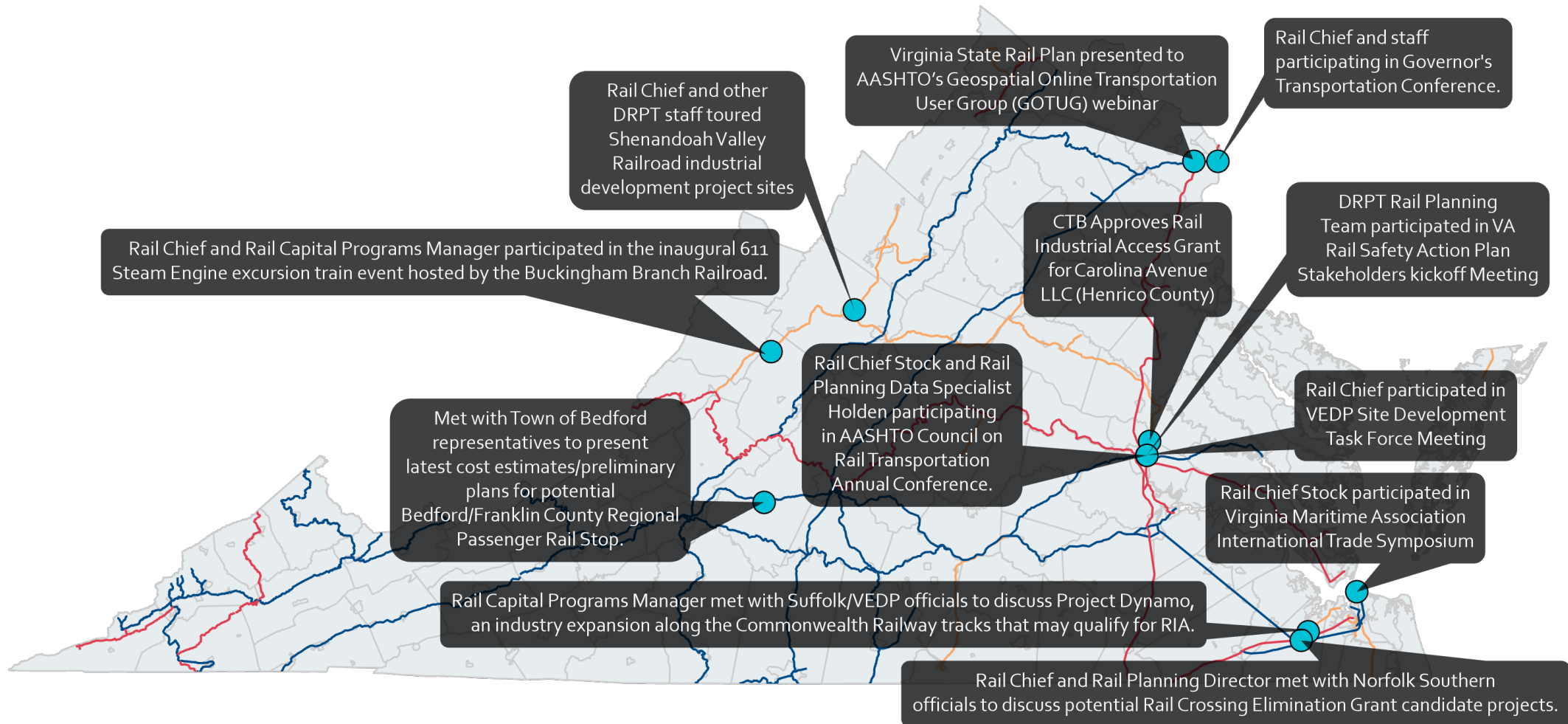


Director's Report

October 2023



Rail Highlights

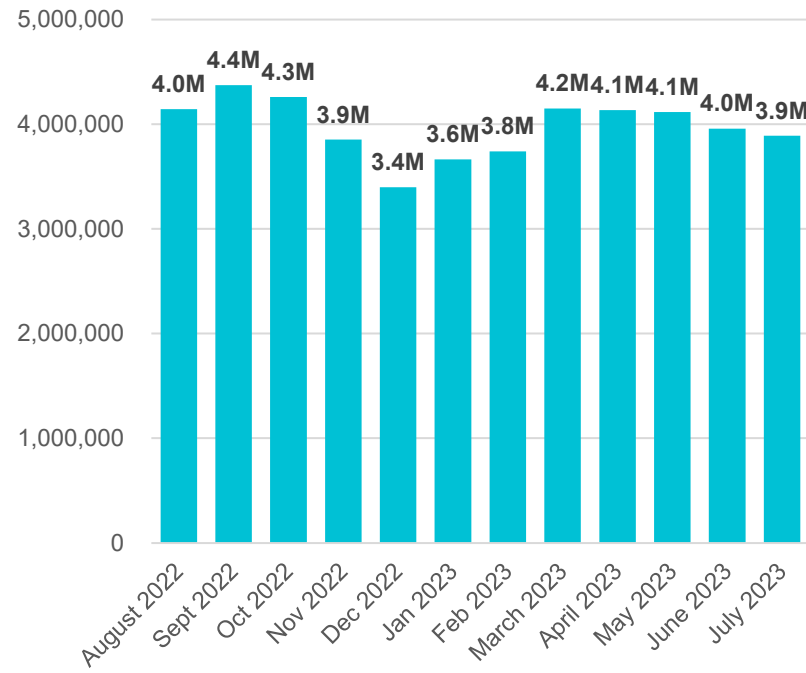


Public Transportation Highlights

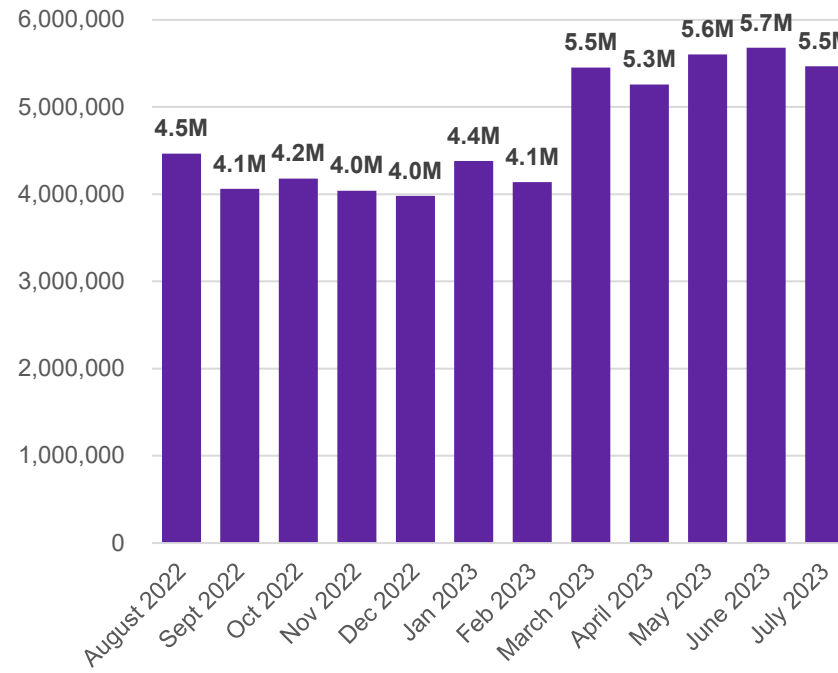
- In early October, DRPT staff participated on a panel at a consultant forum for the Virginia Transportation Construction Alliance. The panel was intended to address how the consulting industry can partner with DRPT and other public agencies to better deliver transportation outcomes.
- DRPT is preparing for a transition to a new grants management platform that will take effect December 1, 2023. The new platform is named WebGrants and it used by a number of other state agencies in the Commonwealth.
- Arlington Regional Transit (ART) has begun a zero-fare project during rush hours with a grant provided from the Commuter Choice program that eases congestion in the I-66 corridor. The project will run through Christmas 2023.
- A collaborative effort between VDOT and DRPT to replace the transfer bridges at the dock on the Jamestown side of the Jamestown-Scotland ferry is moving forward. The project received a grant from the Federal Transit Administration of \$2.1 million.
- Dulles Airport has been designated as the fastest-growing airport in the country for international flights by industry experts. A major driver of the growth is the presence of the Silver Line Metro station at the airport. The station opened in November 2022 and expects to welcome its one-millionth rider during October 2023.

Statewide Transit Ridership

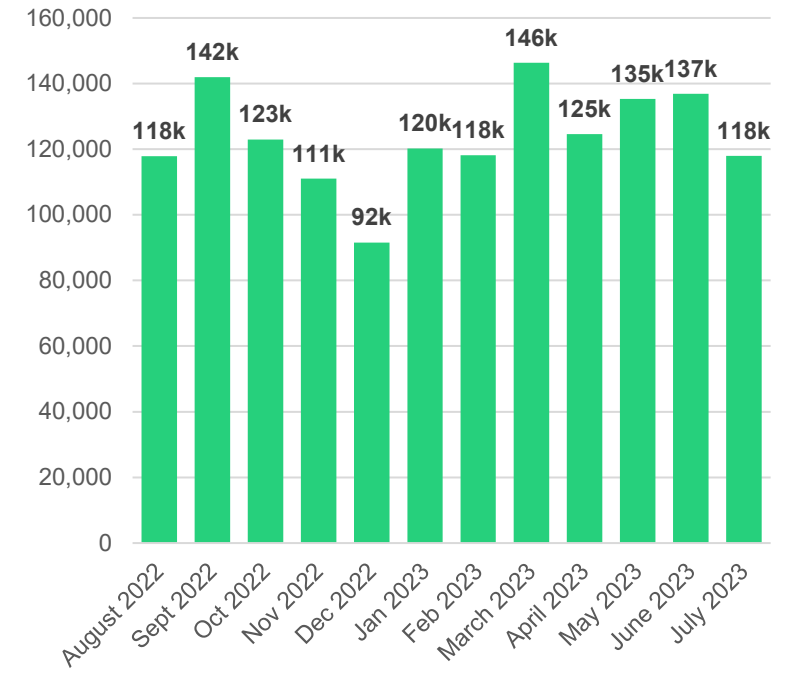
Statewide Transit Ridership – August 2022 to July 2023



Virginia Agencies



WMATA



VRE

| Agencies | August 2022 | Sept 2022 | Oct 2022 | Nov 2022 | Dec 2022 | Jan 2023 | Feb 2023 | March 2023 | April 2023 | May 2023 | June 2023 | July 2023 | Total |
|-----------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Virginia Agencies | 4,145,479 | 4,373,310 | 4,260,617 | 3,852,673 | 3,398,977 | 3,664,484 | 3,741,040 | 4,150,599 | 4,135,441 | 4,118,535 | 3,958,207 | 3,890,336 | 43,799,362 |
| VRE | 117,880 | 141,963 | 122,984 | 111,028 | 91,597 | 120,228 | 118,181 | 146,391 | 124,664 | 135,314 | 136,900 | 117,951 | 1,367,130 |
| WMATA | 4,466,511 | 4,061,584 | 4,178,637 | 4,040,866 | 3,979,130 | 4,380,844 | 4,137,898 | 5,451,449 | 5,258,278 | 5,603,271 | 5,679,896 | 5,465,891 | 51,238,364 |
| All Agencies + VRE + WMATA | 8,729,870 | 8,576,857 | 8,562,238 | 8,004,567 | 7,469,704 | 8,165,556 | 7,997,119 | 9,748,439 | 9,518,383 | 9,857,120 | 9,775,003 | 9,474,178 | 96,404,856 |

Statewide Ridership Comparison: Year-to-Year

Transit ridership for Virginia agencies in July 2023 was 9% higher than July 2022.

- Bus ridership was 10% higher

July 2023 ridership for Virginia agencies was 80% of pre-pandemic July 2019 levels.

- Bus ridership was 77% of 2019 levels

VRE ridership in July 2023 was 19% higher than July 2022 and 29% of pre-pandemic July 2019 levels.

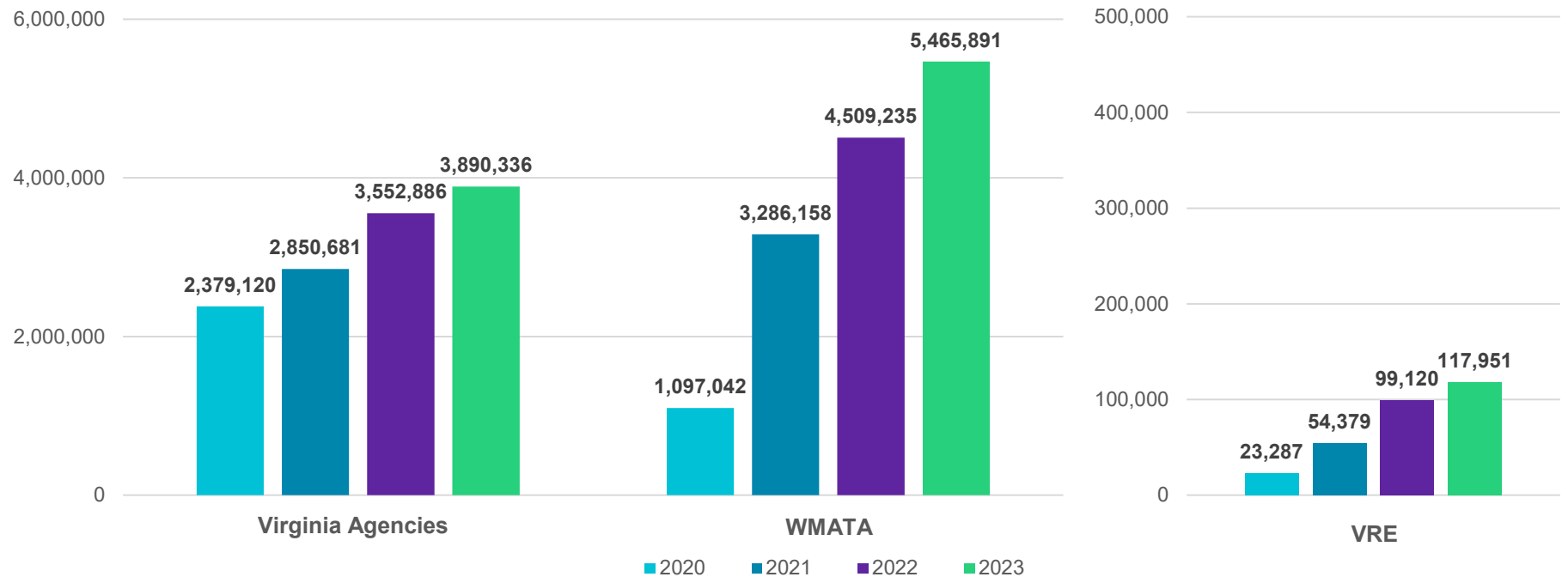
WMATA ridership in July 2023 was 21% higher than in July 2022.

- Bus ridership was 24% higher
- Heavy rail (Metro) was 10% higher

July 2023 WMATA ridership was 59% of pre-pandemic July 2019 levels.

- Bus ridership was 69% of July 2019 levels
- Heavy rail (Metro) was 58% of July 2019 levels

Ridership Comparison: Year-to-Year
2020 – 2023



| Mode | 2020 | 2021 | 2022 | 2023 | 2023 vs 2020 | 2023 vs 2021 | 2023 vs 2022 |
|-----------------------------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|
| Virginia Agencies | 2,379,120 | 2,850,681 | 3,552,886 | 3,890,336 | 64% | 36% | 9% |
| VRE | 23,287 | 54,379 | 99,120 | 117,951 | 407% | 117% | 19% |
| WMATA | 1,097,042 | 3,286,158 | 4,509,235 | 5,465,891 | 398% | 66% | 21% |
| All Agencies + VRE + WMATA | 3,499,449 | 6,191,218 | 8,161,241 | 9,474,178 | 171% | 53% | 16% |

Virginia Breeze Ridership - July

In July 2023, ridership on VA Breeze routes totaled 3,357 which was:

- 117% higher than original estimates, and
- 6% higher than July 2022

Overall on-time-performance (OTP) was 78% and the overall farebox recovery was 31%.

For the month of July 2023, the VA Breeze contributed to a reduction of 75 metric tons of CO₂ equivalent emissions.

Valley Flyer:

- Ridership – 13% higher than July 2022
- Farebox Rev. – 11% higher than July 2022

Piedmont Express:

- Ridership – 12% lower than July 2022
- Farebox Rev. – 17% lower than July 2022

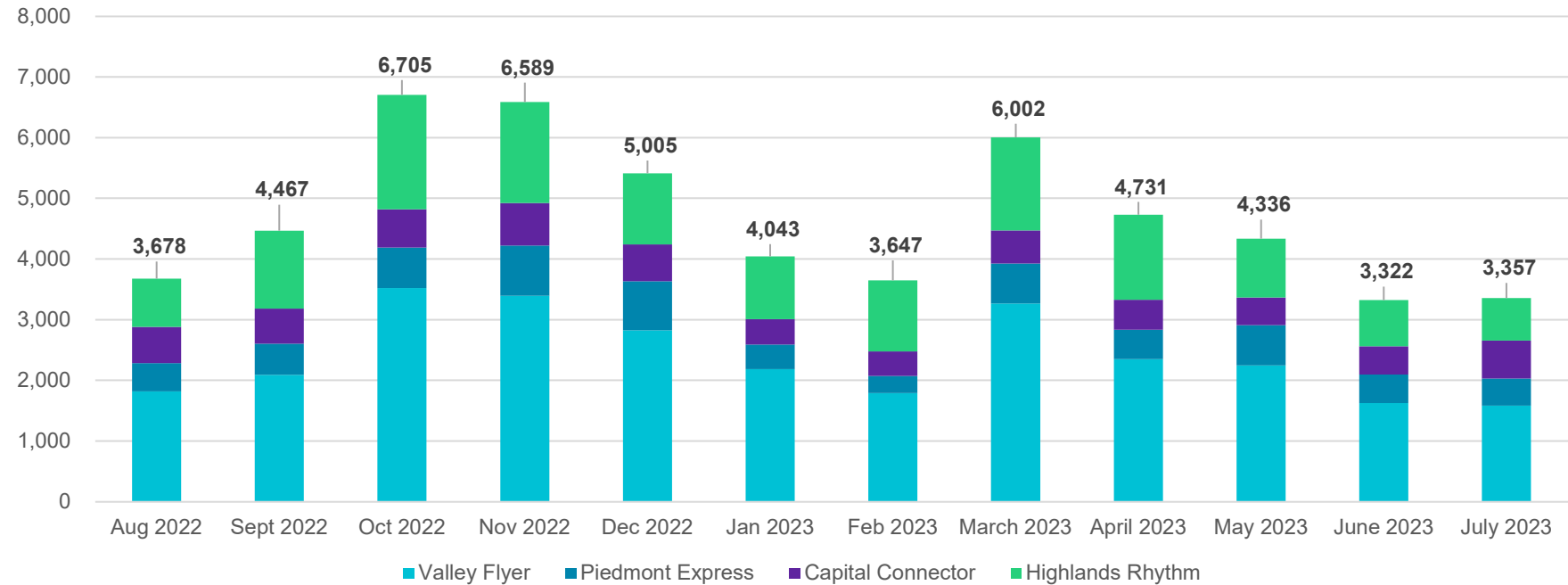
Capital Connector:

- Ridership – 1% higher than July 2022
- Farebox Rev. – 1% lower than July 2022

Highlands Rhythm:

- Ridership – 12% higher than July 2022
- Farebox Rev – 12% higher than July 2022

Virginia Breeze Ridership by Route – August 2022 to July 2023



| Route | Aug 2022 | Sept 2022 | Oct 2022 | Nov 2022 | Dec 2022 | Jan 2023 | Feb 2023 | March 2023 | April 2023 | May 2023 | June 2023 | July 2023 | Total |
|-------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| Valley Flyer | 1,820 | 2,091 | 3,519 | 3,394 | 2,826 | 2,187 | 1,793 | 3,269 | 2,351 | 2,248 | 1,627 | 1,586 | 28,711 |
| Piedmont Express | 464 | 511 | 672 | 827 | 808 | 402 | 278 | 656 | 483 | 664 | 468 | 446 | 6,679 |
| Capital Connector | 597 | 581 | 627 | 701 | 606 | 421 | 404 | 544 | 493 | 455 | 468 | 625 | 6,522 |
| Highlands Rhythm | 797 | 1,284 | 1,887 | 1,667 | 1,171 | 1,033 | 1,172 | 1,533 | 1,404 | 969 | 759 | 700 | 14,376 |
| All Routes | 3,678 | 4,467 | 6,705 | 6,589 | 5,411 | 4,043 | 3,647 | 6,002 | 4,731 | 4,336 | 3,322 | 3,357 | 56,288 |

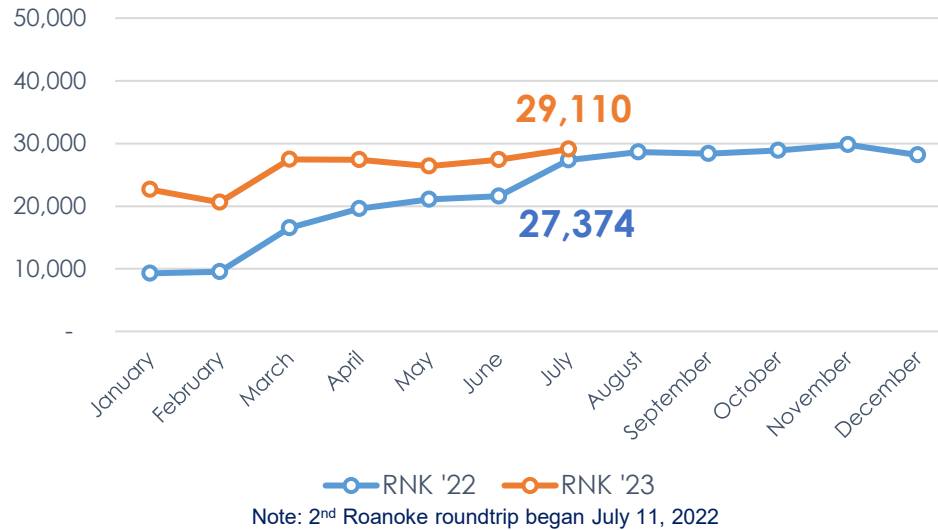
Virginia-Supported Monthly Ridership by Route 2023 vs 2022

The largest year over year ridership increase was Route 50: Norfolk at 19.1% (+7,788)

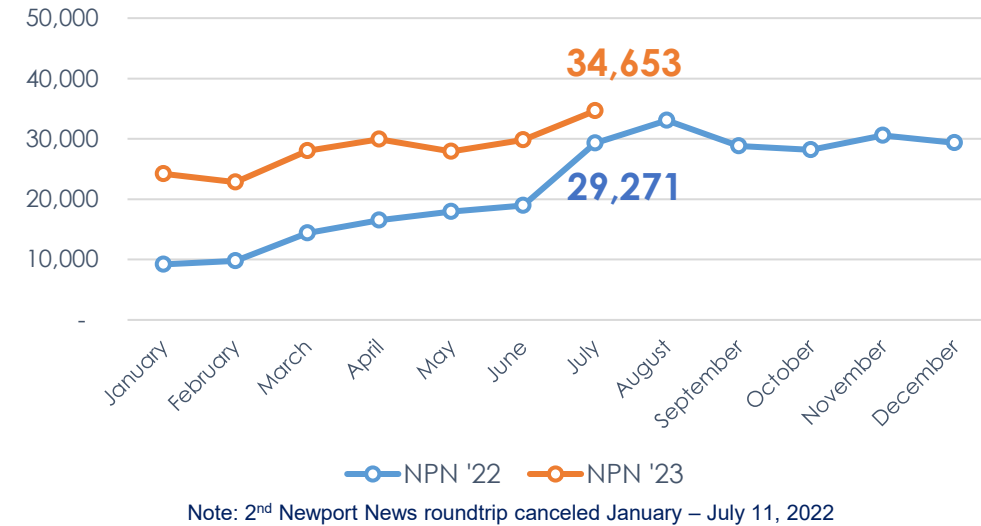
All four routes saw ridership growth year over year.

Virginia-Supported Service increased from five to eight daily roundtrips on July 11, 2022.

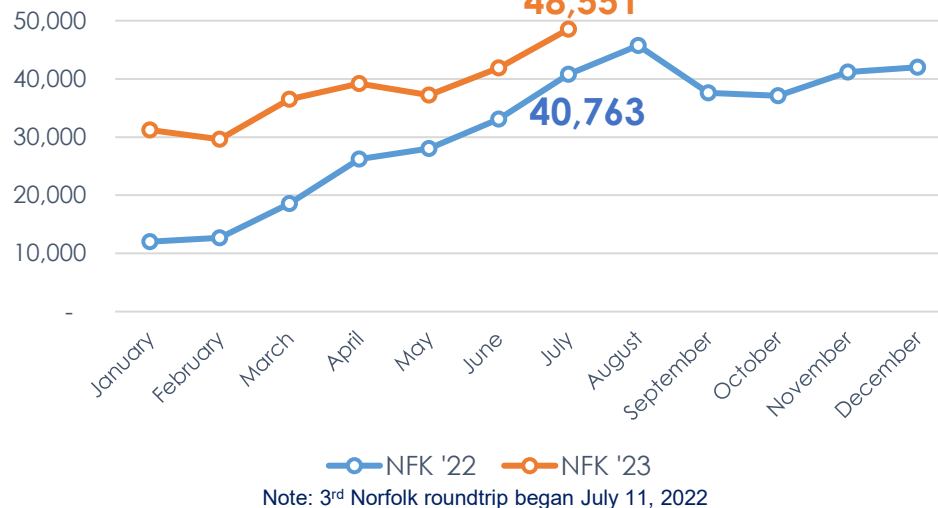
Route 46: Roanoke Ridership (+6.3%)



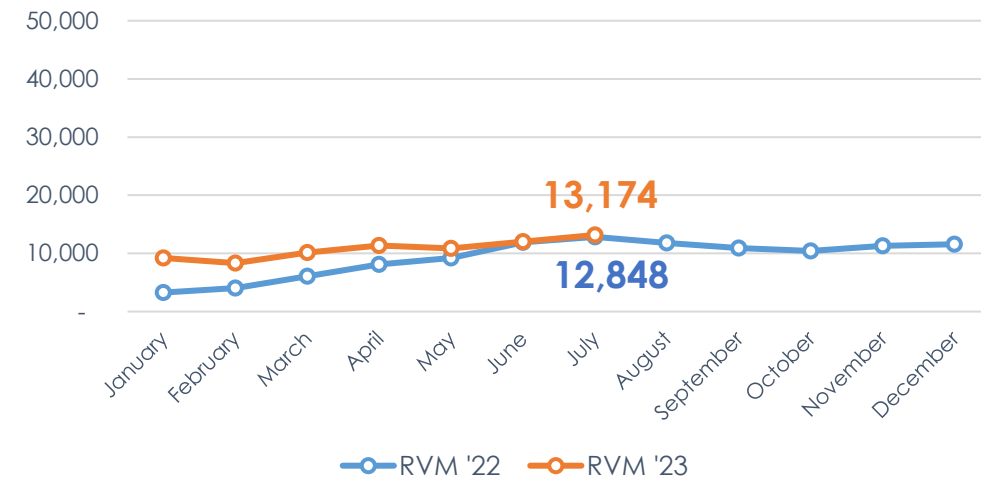
Route: 47 Newport News Ridership (+18.4%)



Route 50: Norfolk Ridership (+19.1%)



Route 51: Richmond Ridership (+2.5%)





Quarterly Financial Report

June 30, 2023

Executive Summary

This report provides the Commonwealth Transportation Board (CTB) and other interested parties an update regarding the Agency budget and the related variances between anticipated expenditures and actual expenditures; cash balances; resources versus commitments; and funds available for allocation. The General Assembly and Governor approved the creation of the Virginia Passenger Rail Authority (VPRA) beginning on July 1, 2020. The VPRA is a separate legal entity that is charged with the oversight of passenger rail activities in the Commonwealth. A majority of rail financial activity is now reported by the VPRA. The VPRA receives ongoing funding from DRPT of 93% of the estimated revenues of the Commonwealth Rail Fund.

Budget vs. Actual

A key schedule included in this report is a Budget versus Actual Expenditure analysis. This schedule reports the actual results of the agency's activities during the fiscal year as compared to the budget adopted by the CTB using a cash basis of accounting.

| Department of Rail and Public Transportation Budget vs. Actual Fiscal Year 2023 (\$ in Millions) | | | | |
|---|---------------------------|-----------------------------|-----------------|-------------------|
| | <u>FY 2023 Budget</u> | <u>Actual 6/30/2023</u> | <u>Variance</u> | <u>Percentage</u> |
| Transit Programs | \$ 804.2 | \$ 757.0 | \$ 47.2 | 5.9% |
| Rail Programs | 36.5 | 18.0 | 18.5 | 50.7% |
| Agency Operating Budget | 18.3 | 17.6 | 0.7 | 3.8% |
| Agency Total before VPRA | <u>\$ 859.0</u> | <u>\$ 792.6</u> | <u>\$ 66.4</u> | <u>7.7%</u> |
| VPRA Payments | 185.7 | 188.9 | (3.2) | -1.7% |
| Agency Total after VPRA | <u>\$ 1,044.7</u> | <u>\$ 981.5</u> | <u>\$ 63.2</u> | <u>6.0%</u> |

At June 30, 2023, the total variance of the actual expenditures compared to the anticipated expenditures for the FY 2023 is 6.0% or \$63.2 million. For Transit Programs the expenditures are below the estimate by 5.9% or \$47.2 million. In general, Capital projects, including facility construction, bus purchases, bus overhauls, and IT hardware and software replacements are delayed mainly due to the impact of the COVID-19

pandemic and related supply chain issues. Although capital spending is beginning to grow again, production bottlenecks remain. In addition, this was the second year of funding for the new Transit Ridership Improvement Program. Increased time was needed for agencies to plan and collect local matching funds for larger projects. The planned spending on these projects will move forward into fiscal year 2024 and beyond.

In Rail Programs, the expenditures are below the estimate by 50.7% or \$18.5 million. These variances were mainly due to delays across the board in rail projects due to the impact of the COVID-19 pandemic on the freight rail industry. In addition, there have been delays in securing Federal and local funding agreements for some larger projects.

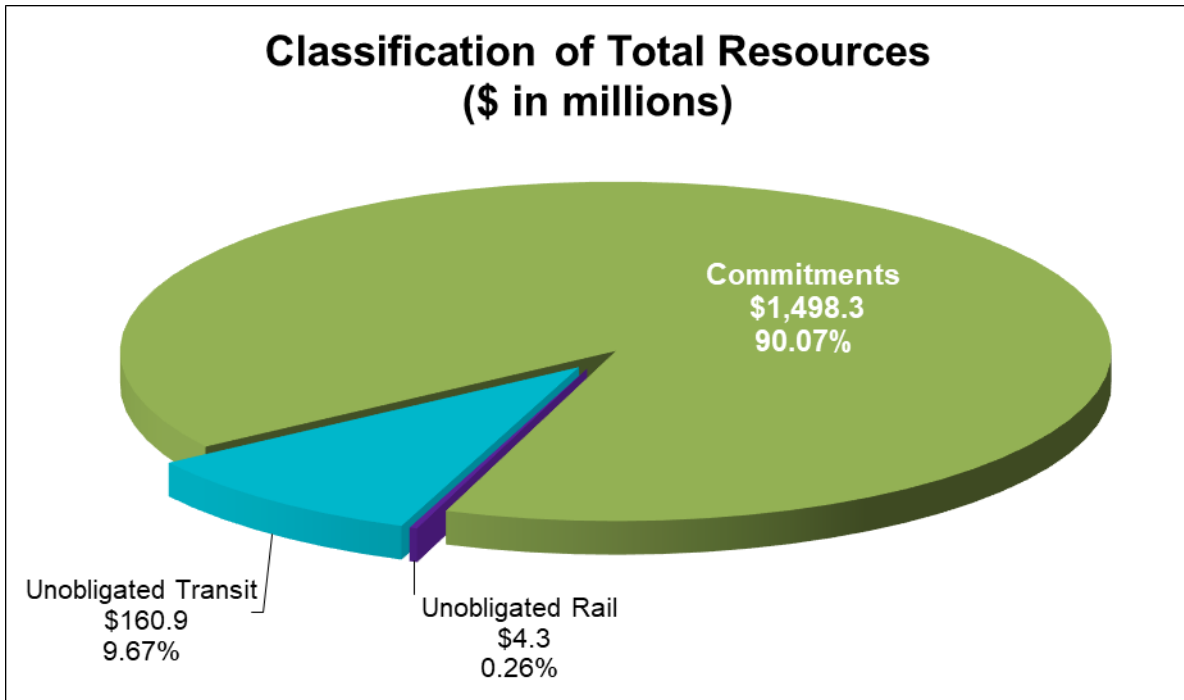
It is important to note that DRPT's reliance on our transportation partners for accurate information will impact the accuracy of our budgeted expenditures. The vast majority of the DRPT budgeted expenditures are initiated by a reimbursement request from one of our project partners who controls the actual project development. As such, DRPT must gather information from these partners about the timing of over 2,000 projects in order to estimate cash basis expenditures each year. Based on this operating format for DRPT, a variance of up to 15% would not be unreasonable. Ultimately, the goal for DRPT is to work with our project partners to realize a variance of 10% or less by each year end.

Unobligated Funds

The detailed analysis section of this report includes a Schedule of Resources and Commitments that identifies available resources that may be allocated to new projects. This schedule is supported by a reconciliation of current and prior year resources and the related Six Year Improvement Program (SYIP) allocations of those resources to various projects by the CTB. It utilizes the modified accrual basis of accounting and is similar to a balance sheet. The schedule also provides an indication of the utilization and collection efforts of DRPT's resources (assets).

The key output of the Schedule of Resources and Commitments (page 11) is the detail of unobligated funds that are currently available to fund rail and transit projects. The chart on the following page illustrates the amount of funds available after our commitments are met. Essentially, the chart shows what percentage of DRPT resources are already supporting ongoing rail and transit initiatives. It is important to note that unique allocation parameters govern the allowable use of the unobligated balances.

For the year ended June 30, 2023, the total unobligated balance for all funds is \$165.2 million, which includes \$160.9 million for the transit programs and \$4.3 million for the rail programs. The total unobligated balance is 9.9% of total resources as compared to 9.0% on June 30, 2022. The unobligated balances have been reduced by the amount needed for project allocations proposed in the FY 2024 SYIP.



The rail programs balance of \$4.3 million consists of \$3.7 million of unobligated freight and rail planning funds. In addition, the rail programs balance includes \$0.6 million of rail preservation funds.

The transit programs unobligated balance of \$160.9 million consists of \$21.9 million of Federal funds that have restrictions on their potential use, such as \$2.6 million of Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan Act (ARPA) funding. In addition, the transit programs balance includes \$70.3 million of Commonwealth Mass Transit funds, \$10.0 million in the transit operating and capital reserves, \$60.1 million of I-66 toll funds, \$0.1 million of transit bonds, \$0.2 million of other transit capital funds, and a deficit of \$1.7 million of WMATA Dedicated funds. The deficit in WMATA Dedicated funds is due to the timing of revenue collections and expenses. The deficit is expected to be fully funded in FY 2024. Despite this deficit, the Commonwealth fulfilled its FY 2023 obligation of \$154.5 million to WMATA.

High balances of Federal funds are due to the Federal Transit Administration allocating CARES Act funding to address needs related to the Coronavirus in the fourth quarter of FY 2020 and ARPA funds in FY 2021. A portion of the Federal CARES funds were used in place of Commonwealth Mass Transit funds and FTA 5311 funds to cover operating expenses for rural service in FY 2021 and FY 2022. This has resulted in a large balance of both unobligated and committed Federal funds which are decreasing as these funds are used.

The detailed report included herein provides a more in-depth look at DRPT's assets (cash and receivables), liabilities (project and grant commitments), and annual operational results as compared to the approved budget.



Detailed Quarterly Analysis

The following pages present a detailed reporting of the Department's fiscal year (July 1, 2022 – June 30, 2023). For a definition of individual line items in the subsequent schedules, please consult the glossary.

Schedule of Budget vs. Actual

This schedule reports the actual results of the agency's activities during the current fiscal year as compared to the budget adopted by the CTB. In the current quarter, the schedule compares the full budget for the fiscal year (July 1 – June 30) with the actual expenditures for the FY 2023 using a cash basis of accounting. For transit programs, the FY 2023 expenditures are 5.9% below the estimate, as compared to a 9.6% variance at the same time last year. In the rail programs, the current year expenditures are 50.7% below the estimate compared to the prior year's variance of 55.7% as of June 30.

| Schedule of Budget vs. Actual | | | | | |
|---|--------------------|---------------------|----------------|------------------------|-------|
| As of June 30, 2023 | | | | | |
| (\$ in Millions) | | | | | |
| | Adopted FY 2023 | Actual 6/30/2023 | Variance | Percentage Variance | Notes |
| Public Transportation Programs | | | | | |
| Operating Assistance | \$ 215.1 | \$ 209.9 | \$ 5.2 | 2.4% | |
| Capital Assistance | 122.5 | 100.9 | 21.6 | 17.6% | A |
| Special Programs | 8.6 | 7.1 | 1.5 | 17.4% | |
| Ridership Incentive Programs | 24.3 | 10.1 | 14.2 | 58.4% | B |
| WMATA Assistance | 252.6 | 252.1 | 0.5 | 0.2% | |
| Total | 623.1 | 580.1 | 43.0 | 6.9% | |
| Commuter Assistance Programs | 11.6 | 12.8 | (1.2) | -10.3% | |
| Human Service Transportation Pgm | 10.3 | 6.2 | 4.1 | 39.8% | |
| Planning, Regulation, & Safety Pgm | 4.7 | 3.4 | 1.3 | 27.7% | |
| WMATA Dedicated | 154.5 | 154.5 | - | 0.0% | |
| Total Transit Programs | 804.2 | 757.0 | 47.2 | 5.9% | |
| Rail Assistance Programs | | | | | |
| Rail Preservation Programs | 11.1 | 5.8 | 5.3 | 47.7% | |
| Rail Industrial Access | 2.6 | 1.2 | 1.4 | 53.8% | |
| Freight Rail and Rail Planning Programs | 22.8 | 11.0 | 11.8 | 51.8% | C |
| Total Rail Programs | 36.5 | 18.0 | 18.5 | 50.7% | |
| Agency Operating Budget | 18.3 | 17.6 | 0.7 | 3.8% | |
| Agency Total before VPRA | \$ 859.0 | \$ 792.6 | \$ 66.4 | 7.7% | |
| VPRA Recurring Payments | 185.7 | 188.9 | (3.2) | -1.7% | |
| Agency Total | \$ 1,044.7 | \$ 981.5 | \$ 63.2 | 6.0% | |

Note: Any variances of \$10.4 million (1% of the total budget) and 15% are explained.

Variance notes:

(A) Transit Capital Assistance expenditures were \$21.6 million or 17.6% less than the estimate in the budget. The following project specific details help to explain the total variance for Capital Assistance expenditures:

- NVTC was expected to invoice \$3.6 million more for Alexandria for access improvements to the Potomac Yard Metrorail Station. The station was opened for service in 2023, but final construction activities and punch-list completion are ongoing. Completion is expected in the second quarter of fiscal year 2024 with final invoicing expected in the third quarter of fiscal year 2024.
- NVTC was expected to invoice \$3.5 million more for Fairfax County for design and construction of the Silver Line innovation metro garage. Invoicing on this project is complete and the remaining balance has been deobligated.
- HRT was expected to invoice \$3.3 million more for Ferry purchases. This order was completed early and under budget with the remainder of funding deobligated.
- Jaunt was expected to invoice \$2.7 million for the purchase of light duty buses. These grants were put on hold pending a review of service area needs which was completed in October 2021. All buses were ordered in the third quarter of fiscal year 2022. The first bus is expected to arrive in the first quarter of fiscal year 2024. Delivery should be completed by the end of the second quarter of fiscal year 2024.
- The City of Harrisonburg was expected to invoice \$2.5 million for bus purchases. The project was delayed due to the delay in finalizing the State bus contract. Gillig is in the process of providing a final quote at which time a notice to proceed will be sent. Buses are expected to arrive the third quarter of fiscal year 2025.
- Charlottesville was expected to invoice \$2.2 million for body on chassis bus purchases. Four buses have been ordered and delivery is expected in the first quarter of fiscal year 2024. Ten more buses are expected to be ordered in the first quarter of fiscal year 2024. Delivery would be expected eighteen to twenty-four months from the order date.
- PRTC was expected to invoice \$2.1 million for bus purchases. Production has been delayed. Delivery is now expected in the first quarter of fiscal year 2024.
- The remaining variance is due to many smaller projects that differ from the estimated cash flows for a variety of reasons.

(B) Ridership Incentive Program expenditures were \$14.2 million or 58.4% less than the estimate in the budget. The following project specific details help to explain the total variance for Transit Ridership Incentive expenditures:

- DRPT anticipated that an additional \$10.9 million of Transit Ridership Improvement Programs would be funded when the annual budget for FY 2023 was created. This was the second year of the new program and grantees were still learning about the program. In addition, increased project planning time for larger projects and time to collect local matching funds were needed. Furthermore, the initial restrictions on the use of the funds were tight. Legislation was recently passed relaxing the requirements to use these funds. As such, grant applications for projects utilizing these funds are expected to increase in Fiscal Years 2024 and 2025.
- Fairfax County was expected to invoice \$2.1 million for subsidized Smart Card trips. These cards are reduced fare, meaning card holders will only be charged for 50% of the fare associated with the rides. There has been a delay in receiving the cards from WMATA. Payment is expected in the first quarter of fiscal year 2024.

- Hampton Roads Transit was expected to invoice \$0.4 million more for a Norfolk Naval Station internal circulator. The initial planning and coordination with the naval base took longer than anticipated. The route has been in operation since November 2022. Payments are expected to continue through the first quarter of fiscal year 2024.
- Petersburg Area Transit was expected to invoice \$0.4 million for Southern Express service. This project would provide service from Petersburg to Southern Virginia. Petersburg has not been able to reach agreement with other involved counties. It is anticipated that this project will not move forward.
- Greater Lynchburg Transit Company (GLTC) was expected to invoice \$0.3 million more for a Route 4 regional connectivity improvement project which provides an increased transit presence on a major commercial corridor in the City of Lynchburg. GLTC has begun the service and it is anticipated that invoicing will continue through the first quarter of fiscal year 2024.
- The remaining variance is due to many smaller projects that differ from the estimated cash flows for a variety of reasons.

(C) Freight Rail and Rail Planning Program expenditures were \$11.8 million, or 51.8% less than the estimate in the budget. The following project specific details help to explain the total variance for Freight Rail and Rail Planning expenditures:

- The Virginia Port Authority was expected to invoice \$2.7 million for the Front Royal capacity expansion project. There was a delay in the Federal funding agreement, but all agreements are in place and the project is actively moving forward. Invoicing is delayed from the Port but is expected in the first quarter of fiscal year 2024.
- The Virginia Port Authority was expected to invoice \$2.6 million for the Commonwealth Railway Marshalling yard expansion project. The project required additional coordination with a local sub-recipient. The City of Norfolk is putting together their funding commitment. The project will move forward when this funding commitment is secured.
- DRPT anticipated \$2.8 million of funds would be made available for rail planning projects such as State of Good Repair, Master Planning, Future Service Development Planning, and Station Improvement Planning projects when the annual budget for FY 2023 was created. Due to delays in Federal funding opportunities that require State match, funding for these projects will be pushed into FY 2024.
- The Shenandoah Valley Railroad was expected to invoice \$0.4 million for the Pleasant Creek rail siding project. The cold storage customer that required the increase in rail service has suffered from supply chain issues that may cause this project to be cancelled and funds deobligated.
- The remaining variance is due to many smaller projects that differ from the estimated cash flows for a variety of reasons.

As stated earlier, it is important to note that DRPT's reliance on our transportation partners for accurate information will impact the accuracy of our budgeted expenditures. The vast majority of the DRPT budgeted expenditures are initiated by a reimbursement request from one of our project partners who controls the actual project development. As such, DRPT must gather information from these partners about the timing of over 2,000 projects in order to estimate cash basis expenditures each year. Based on this operating format for DRPT, a variance of up to 15% would not be unreasonable. Ultimately, the goal for DRPT is to work with our project partners to realize a variance of 10% or less by each year-end.

Resources and Commitments

The Schedule of Resources and Commitments outlines the Department’s financial assets and obligations, broken down by rail and transit. The current year totals are compared to the prior year balances and any substantial variances are explained. This schedule is supported by a reconciliation of current and prior year resources and the related allocations of those resources to various projects by the CTB. It utilizes the modified accrual basis of accounting and is similar to a balance sheet. The schedule also provides an indication of the utilization and collection efforts of DRPT’s resources (assets).

DRPT resources include cash and receivables for anticipated expenditures and anticipated collections of revenues that will be used to fund the DRPT projects that are allocated in the current and prior year’s SYIPs. These anticipated collections are included because the commitments include the remaining balance of all active DRPT projects with SYIP allocations in FY 2023 and prior. Commitments are also increased by the amount of current unobligated funds needed for project allocations proposed in the Fiscal Year 2024 Six Year Improvement Program. More information about each of the line items in the schedule can be found in the glossary.

The key output of the Schedule of Resources and Commitments is the detail of unobligated funds that are currently available to fund rail and transit projects. The remaining funds (“Funds Available”) are discussed in more detail on page 12.

| Schedule of Resources and Commitments | | | | |
|--|------------------|-----------------|-----------------|------------------|
| As of June 30, 2023 | | | | |
| (\$ in Millions) | | | | |
| | 6/30/2023 | | | 6/30/2022 |
| | Rail | Transit | Total | Total |
| Resources | | | | |
| Cash | \$ 54.3 | \$ 473.5 | \$ 527.8 | \$ 409.5 |
| Estimated Revenues - FY 2024 | 15.3 | 812.1 | 827.4 | 842.1 |
| Accounts Receivable | 5.4 | 0.5 | 5.9 | 9.9 |
| Bonds Receivable | - | 0.4 | 0.4 | 4.5 |
| Anticipated Bond Proceeds | 11.2 | 43.0 | 54.2 | 73.1 |
| Anticipated Reimbursement - VDOT | 0.5 | 130.4 | 130.9 | 170.0 |
| Anticipated Reimbursement - VPRA | 16.7 | - | 16.7 | 23.7 |
| Anticipated Reimbursement - DEQ | - | 7.8 | 7.8 | 8.3 |
| Anticipated Reimbursement - Federal | 5.0 | 87.4 | 92.4 | 86.5 |
| Total Resources (A) | 108.4 | 1,555.1 | 1,663.5 | 1,627.6 |
| Commitments | | | | |
| Transit & TDM Commitments | - | 1,389.2 | 1,389.2 | 1,378.9 |
| Rail Commitments | 91.9 | - | 91.9 | 89.0 |
| VPRA Commitments | 11.7 | - | 11.7 | 13.7 |
| Due to VDOT / VPRA | 0.5 | 5.0 | 5.5 | 0.3 |
| Total Commitments (B) | 104.1 | 1,394.2 | 1,498.3 | 1,481.9 |
| Funds Available | \$ 4.3 | \$ 160.9 | \$ 165.2 | \$ 145.7 |

Variance notes:

(A) Total Resources on June 30, 2023 increased by \$35.9 million from the \$1,627.6 million reported in FY 2022. The following line-item details help to explain the variance in Total Resources:

- Cash increased \$118.3 million due to the delay in many transit capital projects caused by the COVID-19 pandemic and the receipt in June 2023 of \$39.8 million of Priority Transportation funds that the Commonwealth Transportation Board had restored to the Commonwealth Mass Transit Fund in December 2021. We are estimating that DRPT will need to transfer \$13.4 million in FY 2024 back to VDOT for excess Mass Transit funds collected in FY 2023 since a surplus of Mass Transit Funds was generated. We anticipate cash balances to decline as supply chain constraints diminish for major capital projects.
- Estimated Revenues decreased \$14.7 million due to formula driven revenue changes.

- Accounts Receivable decreased \$4.0 million.
- Bonds Receivable decreased \$4.1 million. Bond receivables are generally collected within one month from VDOT.
- Anticipated Bond Proceeds decreased by \$18.9 million mainly due to the end of the ten-year period of the initial bond authorization and the completion of many multi-million dollar projects over the past year. This balance will continue to decrease in the future.
- Anticipated Reimbursements from VDOT decreased \$39.1 million. Priority Transportation funds of \$39.8 million that were collected in June 2023 were included in anticipated reimbursements from VDOT in the prior year.
- Anticipated Reimbursement from the VPRA decreased \$7.0 million. These freight rail and rail planning projects are administered by DRPT and are reimbursed by VPRA as expenses are incurred. This balance will continue to decrease as projects are completed.
- Anticipated Reimbursements from DEQ decreased \$0.5 million. These are expected funds from the Volkswagen settlement to be used for purchasing electric buses. This balance is expected to decrease in the future.
- Anticipated Reimbursement from Federal sources increased \$5.9 million.

(B) Total Commitments on June 30, 2023 increased \$16.4 million from the \$1,481.9 million reported in FY 2022. The following line-item details help explain the variance in Total Commitments:

- Transit commitments increased \$10.3 million due to formula driven revenue changes.
- Rail commitments increased \$2.9 million.
- The VPRA commitments decreased \$2.0 million. These commitments include the 93% of the revenue and interest collected in the Commonwealth Rail Fund that have not been transferred to the VPRA as of the quarter end.
- Funds due to VDOT / VPRA increased \$5.2 million. It is estimated that DRPT will need to transfer \$5.0 million in FY 2024 back to VDOT to the Priority Transportation Fund for excess Mass Transit funds collected in FY 2023.

Funds Available

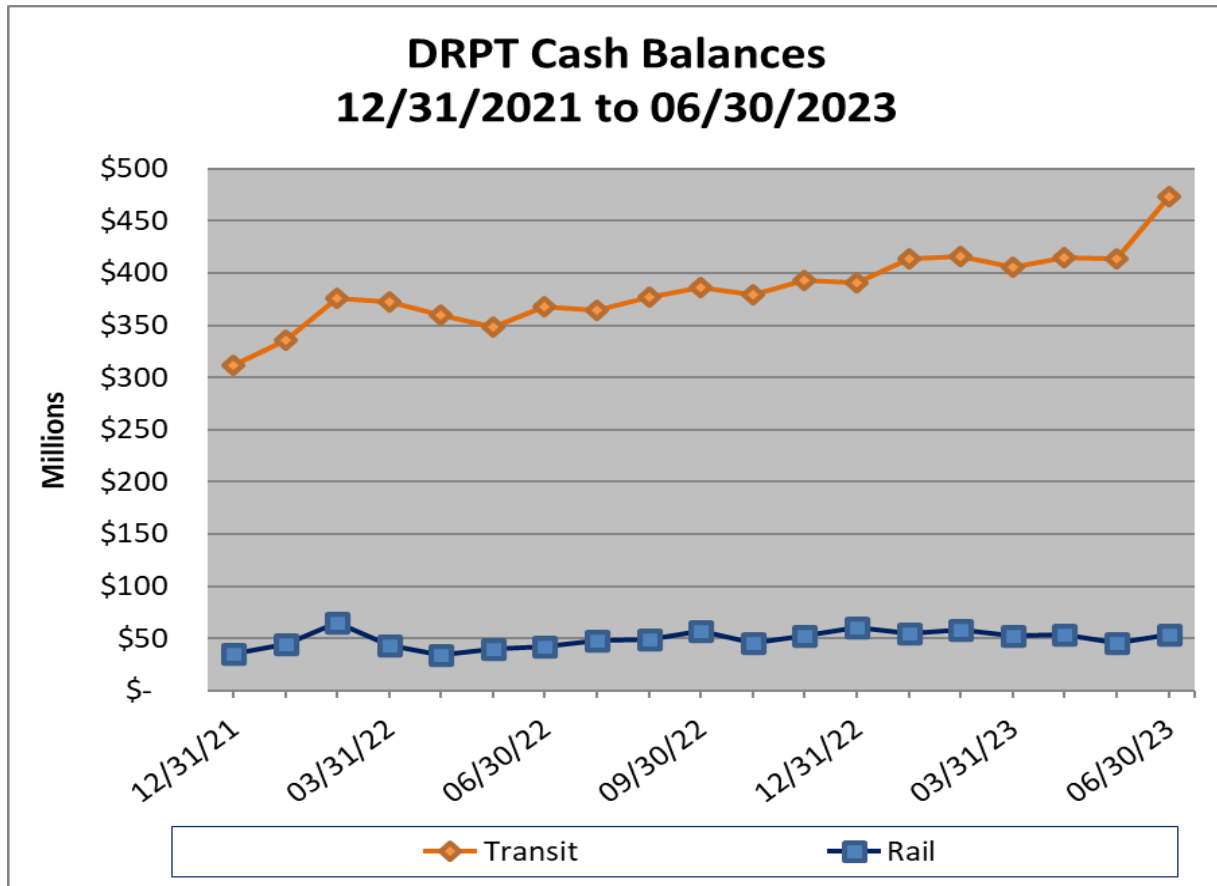
The following schedule outlines the Department's available balances after meeting all current commitments. These balances are available to fund new projects within the parameters mandated by the Code of Virginia for each separate source. Please see the glossary for a more detailed explanation of each of the schedule line items.

| Schedule of Available Balances | | | | | |
|---|---------------|-----------------|-----------------|-----------------|----------------|
| As of June 30, 2023 | | | | | |
| (\$ in Millions) | | | | | |
| | 6/30/2023 | | | 6/30/2022 | Variance |
| | Rail | Transit | Total | Total | |
| Unobligated Freight & Rail Planning Funds | \$ 3.7 | \$ - | \$ 3.7 | \$ 7.3 | \$ (3.6) |
| Unobligated Rail Preservation Funds | 0.6 | - | 0.6 | 0.9 | (0.3) |
| Unobligated Mass Transit Funds | - | 70.3 | 70.3 | 71.1 | (0.8) |
| Transit Operating/Capital Reserve | - | 10.0 | 10.0 | 10.0 | - |
| Unobligated I-66 Toll Funds | - | 60.1 | 60.1 | 22.7 | 37.4 |
| Unobligated Transit Bonds | - | 0.1 | 0.1 | 0.9 | (0.8) |
| Unobligated WMATA Dedicated Funds | - | (1.7) | (1.7) | - | (1.7) |
| Unobligated Transit Federal Funds | - | 21.9 | 21.9 | 32.6 | (10.7) |
| Unobligated Transit Other | - | 0.2 | 0.2 | 0.2 | - |
| Total Funds Available | <u>\$ 4.3</u> | <u>\$ 160.9</u> | <u>\$ 165.2</u> | <u>\$ 145.7</u> | <u>\$ 19.5</u> |

The Total Funds Available increased by \$19.5 million from FY 2022 to FY 2023. The following line-item details help to explain the variance in Total Funds Available:

- The Unobligated Freight and Rail Planning Funds decreased \$3.6 million. Allocations exceeded revenues in the FY 2024 SYIP.
- The Rail Preservation Funds decreased \$0.3 million. All unobligated funds are allocated to projects in the out years of the FY 2024 SYIP.
- The Unobligated Mass Transit Funds decreased \$0.8 million. Allocations exceeded revenues in the FY 2024 SYIP.
- The Transit Operating and Capital Reserve is at the maximum allowed reserve of \$10.0 million.
- Unobligated I-66 Toll funds increased \$37.4 million. These funds will be used for transit and rail projects in the Northern Virginia area.
- The Unobligated Transit Bonds decreased \$0.8 million. Bond funding for capital projects is being prioritized over Mass Transit funds as the program is coming to an end.
- The Unobligated WMATA Dedicated Funds decreased \$1.7 million. These funds consist of interest and any excess revenues collected that are being used to make scheduled WMATA payments when revenues collected are less than required payments. The deficit is due to the timing of collections and payments. This is expected to be fully funded in FY 2024. Despite this deficit, the \$154.5 million obligation in FY 2023 was fulfilled.
- The Unobligated Transit Federal funds decreased \$10.7 million as some Federal programs enacted during the COVID pandemic are coming to an end.
- Other Unobligated Transit funds remained unchanged at \$0.2 million.

Cash Balances and Working Cash Needs



DRPT’s cash balances for both rail and transit are depicted in a trend analysis over the last eighteen months in the preceding chart. Transit cash balances overall have seen a large increase due to the effects of COVID on the economy. There have been industry-wide supply chain issues and inflationary pressures that have impacted the ability to secure replacement vehicles and other commodities for capital projects, which slowed the spend rate for the capital program during the height of the pandemic. Moreover, the State had been without a bus contract for over a year due to the conflict between state and federal law compounding the supply chain issues. This conflict in laws was addressed legislatively by the 2022 General Assembly. As such, there is a significant backlog in bus purchases that have been funded but not yet received. Bus purchases can take up to two years given the current supply chain issues. This will result in retaining high cash balances in the near future until the purchases are finally completed.

(A) The following details help to explain the trends in Rail cash balances:

- There was a spike in cash flow in February 2022 due to a timing difference of the 93% VPRA revenues booked at month end but not paid until the following week in March 2022.

- Rail cash inflows and outflows have remained relatively steady from March 2022 to June 2023.

(B) The following details help to explain the trends in Transit cash balances:

- Between December 2021 and February 2022, revenues outpaced expenses in accordance with the CTB authorization of a mid-year uplift in revenue projections in November 2021.
- Due to the mid-year revenue uplift, scheduled operating payments to many of the larger transit agencies were increased in each month from March to May 2022 reducing cash.
- Revenue collections again slightly outpaced expenses from June 2022 to May 2023. In addition, Federal CARES funding was being used in lieu of State funds to pay for the operations of many rural transit agencies, further increasing cash balances from State revenue sources.
- In June 2023 VDOT transferred \$39.8 million of Priority Transportation funds that the Commonwealth Transportation Board had restored to the Commonwealth Mass Transit Fund in December 2021. We are estimating that DRPT will need to transfer \$5.0 million in FY 2024 back to VDOT for excess Mass Transit funds collected in FY 2023 due to the Priority Transportation Fund.

The following table calculates the working cash needs for rail and transit using the current annual CTB adopted budget. DRPT has determined that two months of working cash is sufficient for transit, while six months of working cash is needed for freight rail and rail planning, as these projects are usually larger and span a longer period of time. The delays in capital spending due to COVID, the revenue uplift, and Federal CARES funding used in lieu of State funds to pay for the operations of many rural transit agencies have contributed to the relatively high State cash balances.

| Working Cash Needs | | |
|---|-------------------------|------------------------|
| As of June 30, 2023 | | |
| (\$ in Millions) | | |
| | <u>Transit</u> | <u>Rail</u> |
| Annual Budget (Excl \$185.7M VPRA payments) | \$ 821.7 | \$ 37.3 |
| Divided by 12 Months | ÷12 | ÷12 |
| Times Number of Months Reserve | <u>X 2</u> | <u>X 6</u> |
| Working Cash Needs | <u>137.0 (A)</u> | <u>18.7 (B)</u> |
| Six Month Average Cash Balance | 422.9 | 53.4 |
| Excess / (Shortfall) | <u>\$ 285.9</u> | <u>\$ 34.7</u> |
| (A) - 60 days cash reserve | | |
| (B) - 180 days cash reserve | | |

Receivables

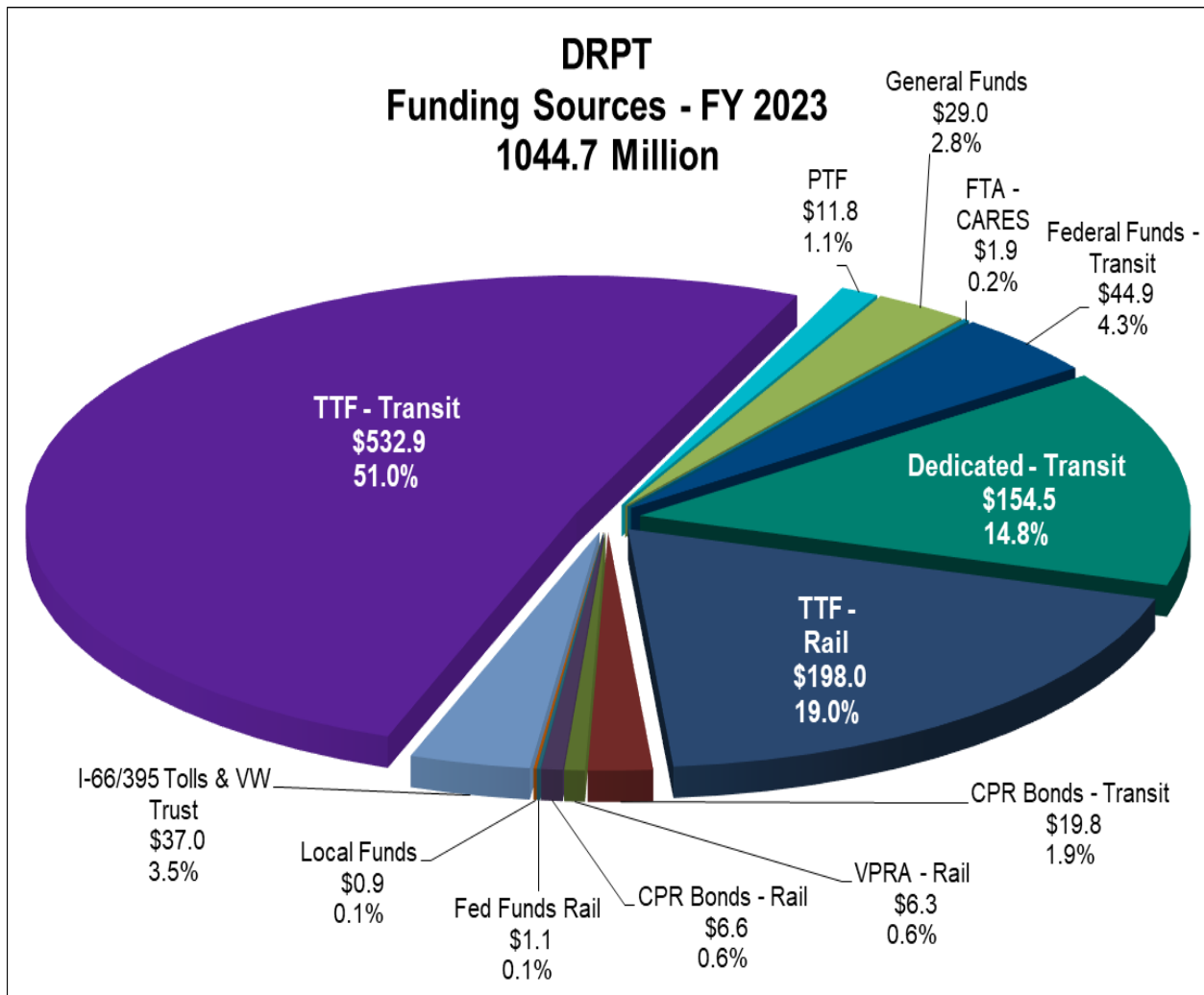
DRPT has accounts receivable from VDOT for numerous small projects that are paid on a reimbursement basis using highway funds. In addition, DRPT invoices some municipalities in Northern Virginia on a recurring basis for the collection of regional tax revenues that support the WMATA dedicated funding program. The bonds receivable are collected from VDOT as they function as the trustee for the bond issuance proceeds. Bonds receivable are generally collected within thirty days of invoicing VDOT. Current accounts receivable are not a concern as of June 30, 2023 as the balance is due from the Federal government, VDOT, and municipalities that historically have remained current on their payments.

| Schedule of Receivables | | | | | | |
|----------------------------|------------------|-------------------|---------------------|----------------------|--------------|-----|
| As of June 30, 2023 | | | | | | |
| (\$ in Millions) | | | | | | |
| | <u>0-30 days</u> | <u>31-90 days</u> | <u>> 90 days</u> | <u>> 365 days</u> | <u>Total</u> | |
| Accounts Receivable | \$ 5.9 | \$ - | \$ - | \$ - | \$ | 5.9 |
| Bonds Receivable | \$ 0.4 | \$ - | \$ - | \$ - | \$ | 0.4 |

The remainder of this report provides some background on the annual CTB budget and highlights our largest partners by funding disbursed.

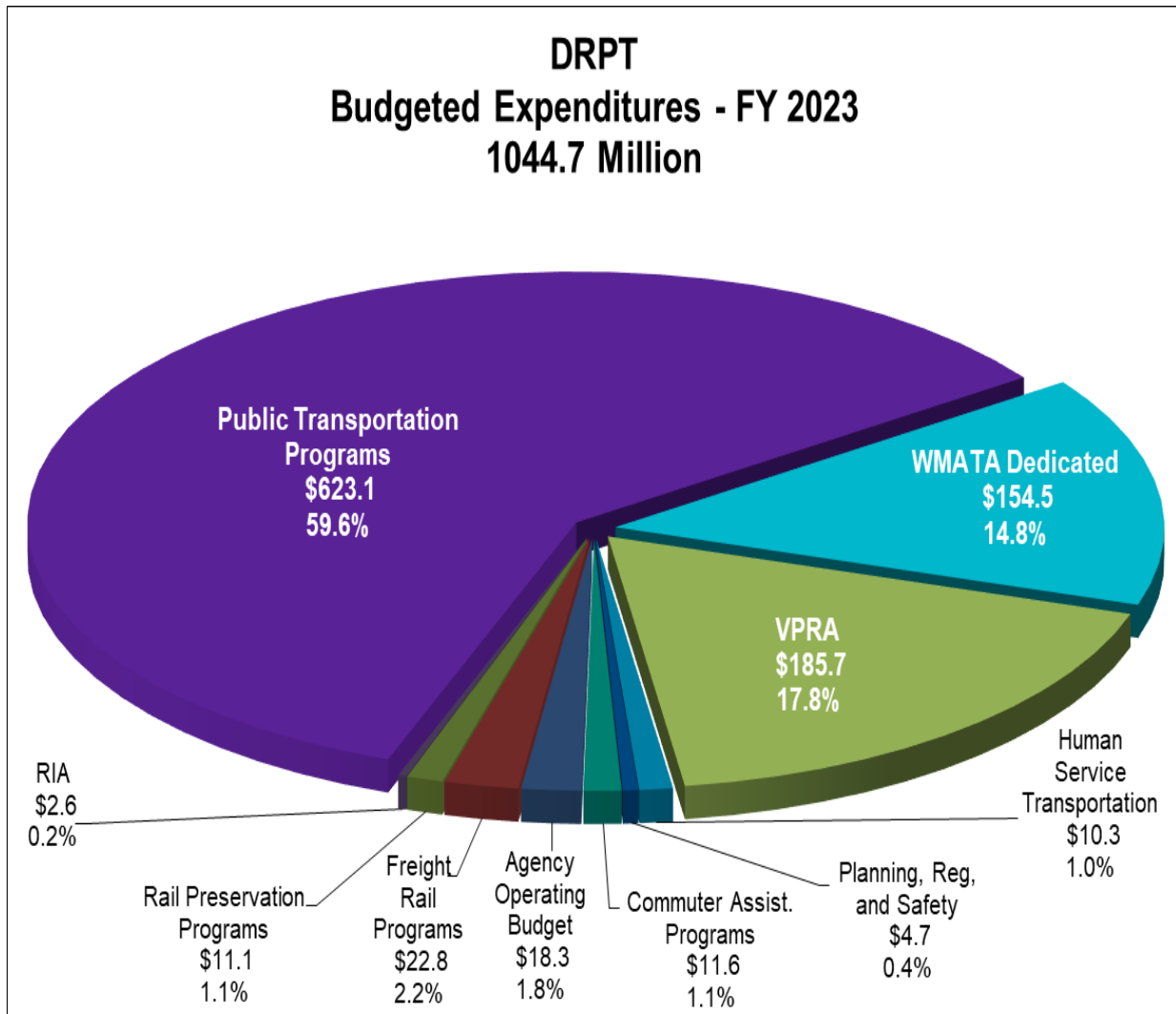
Funding Sources for FY 2023

The major sources of funds for the \$1,044.7 million DRPT budget are depicted in this chart. This does not represent the estimated revenues for FY 2023; instead, it shows the sources of funding for the budgeted expenditures for the year. For example, \$87.9 million of the Transportation Trust Fund was allocated to transit capital projects in the FY 2023 SYIP as amended in December 2022, but the budget and the funding sources statement included \$122.5 million of projected transit capital assistance expenditures for FY 2023. This is the result of the two to three year lag on some transit capital projects between the SYIP allocation and the timing of the actual expenditures.



Budgeted Expenditures for FY 2023

In FY 2023, DRPT anticipated spending \$1,044.7 million of federal, state, and local funds compared to \$1,043.0 million in FY 2022 or an increase of \$1.7 million. This was primarily due to implementing *Code of Virginia* allocation percentages in FY 2023, adjusting CTB Directed funding, and mid-year revenue uplifts in FY 2022 and FY 2023.



Payments to Grantees

The following is a list of grantees that have received payments totaling \$1.2 million or more during FY 2023. This list provides an indication of the wide variety of project partners that DRPT works with to accomplish its transportation goals (Amounts in millions):

| | |
|--|----------|
| WMATA - NVTC (WMATA Assistance) | \$ 202.6 |
| WMATA - PRIIA (WMATA Assistance) | 49.5 |
| WMATA (Dedicated) | 154.5 |
| County of Fairfax | 48.7 |
| NVTC | 47.9 |
| Virginia Railway Express | 42.4 |
| Hampton Roads Transit | 41.8 |
| Greater Richmond Transit Company | 30.7 |
| County of Arlington | 28.2 |
| City of Alexandria | 16.4 |
| Potomac Rappahannock Transportation Commission | 14.1 |
| Virginia Port Authority | 10.5 |
| County of Loudoun (OTS) | 10.1 |
| Greater Roanoke Transit Company | 7.9 |
| Town of Blacksburg | 6.9 |
| JAUNT, Inc | 5.2 |
| City of Fairfax | 3.8 |
| Buckingham Branch RR | 3.5 |
| Bay Transit | 3.4 |
| Charlottesville Transit | 3.2 |
| City of Petersburg | 3.2 |
| Va Regional Transportation Association | 3.0 |
| City of Harrisonburg | 2.9 |
| Danville Transit | 2.7 |
| Williamsburg Area Transport (WATA) | 2.6 |
| Greater Lynchburg Transit Company | 2.3 |
| Central Shenandoah PDC | 2.0 |
| Mountain Empire Older Citizens | 2.0 |
| Fredericksburg Regional Transit | 1.7 |
| City of Richmond | 1.7 |
| Appalachian Agency for Senior Citizens | 1.7 |
| Metropolitan Washington COG | 1.3 |
| Washington Metrorail Safety Commission | 1.2 |

Glossary of Terms

1. **Accounts Receivable:** Expenditures incurred on projects funded by VDOT, DEQ, VPRA, and the Federal Government that have not been reimbursed. In addition, DRPT invoices some municipalities in Northern Virginia on a recurring basis for the collection of regional tax revenues. Past collection's history indicates that all receivables are collected so no allowance for doubtful accounts is needed. The balance also includes receivables for payments made by DRPT on behalf of the VPRA.
2. **Anticipated Bond Proceeds:** The balance remaining on bond-funded projects that will be requested for reimbursement from VDOT when expenditures are incurred.
3. **Anticipated Reimbursement from FEDS:** The balance remaining on projects funded by the Federal government that will be requested for reimbursement when expenditures are incurred. These include CARES Act, CRRSAA, and ARPA funding awarded from the FTA to DRPT.
4. **Anticipated Reimbursement from VDOT:** The balance remaining on projects funded by VDOT that will be requested for reimbursement from VDOT when expenditures are incurred. These include reimbursement for Smart Scale projects.
5. **Anticipated Reimbursement from VPRA:** The balance remaining on projects that were funded primarily by IPROC and REF funds that were not transferred to the Virginia Passenger Rail Authority. The cash balance related to these projects was transferred to the VPRA in FY 2021. DRPT requests reimbursement from VPRA as expenses are incurred.
6. **Anticipated Reimbursement from DEQ:** The balance remaining on transit capital projects including electric buses that are funded by DEQ as a result of the Volkswagen settlement that will be requested for reimbursement from DEQ when expenditures are incurred.
7. **Bonds Receivable:** Expenditures incurred on bond-funded projects that have not been reimbursed by VDOT. These receivables are generally paid within 30 days.
8. **Due to VDOT / VPRA:** Funds received in advance from VDOT including Rail Industrial Access projects that were completed under budget or did not move forward as anticipated. At year-end this balance can also include excess Mass Transit Trust Fund revenues that must be paid into the Priority Transportation Fund that is maintained by VDOT. These also include funds due to VPRA for prior year's rail projects that received funds in advance and were completed under budget or did not move forward as anticipated.

9. **Estimated revenues – FY 2024:** Revenues anticipated to be collected in fiscal year 2024 based on economic forecasts.
10. **Rail Commitments:** Freight rail or rail planning obligations that have been approved by the Commonwealth Transportation Board or the Agency Director.
11. **VPRA Commitments:** This includes the 93% of the annual revenues and interest collected in the Commonwealth Rail Fund that has not been transferred to the VPRA.
12. **Transit and Transportation Demand Management (TDM) Commitments:** Obligations that have been approved by the Commonwealth Transportation Board or the Agency Director.
13. **Unobligated Federal Funds:** Available federal funds that have not been allocated to a project or funds that remain on a project that has been completed.
14. **Unobligated Mass Transit Funds:** Available balances in the Mass Transit Fund. These balances can be comprised of funds that have not been allocated to a project or funds that remain on a project that has been completed.
15. **Operating and Capital Reserve:** Balance set aside (capped at \$10 million) of up to five percent of the Commonwealth Mass Transit Fund revenues in a given biennium to ensure stability in providing operating and capital funding to transit entities from year to year.
16. **Unobligated Freight and Rail Planning Funds:** Available balances of the Commonwealth Rail Fund (CRF). These balances can be comprised of funds that have not been allocated to a project or funds that remain on a project that has been completed.
17. **Unobligated Rail Preservation Funds:** Available balances in the Rail Preservation fund including bonds.
18. **Unobligated Transit Bonds:** Available bond allocations that have not been allocated to a capital project or bond allocations that remain on a project that has been completed.
19. **Unobligated Transit Other:** Available balances related to other transit funding such as transportation demand management projects. It also includes the remaining balance of the up to five percent (as permitted by the Appropriations Act) that DRPT can take off the top to fund administration costs of the agency. Any unused balances are given back to the grantees the following year.
20. **VPRA Recurring Payments:** These are payments made to the VPRA for 93% of the annual revenues received from the Commonwealth Rail Fund. They are paid to VPRA twice a month.

PROJECT HIGHLIGHT



New I-95 Express Lanes Fredericksburg Extension Opens with Ribbon Cutting

On Tuesday, Aug. 15, a ribbon cutting was held to celebrate the new, 10-mile extension of the 95 Express Lanes opening to mainline traffic on Thursday, Aug. 17. The \$670 million project, a public-private partnership between the Virginia Department of Transportation (VDOT) and Transurban, broke ground in 2019. Construction of the project was led by a joint venture of Branch Flatiron. From groundbreaking to completion, the extension is expected to deliver economic development benefits to the Fredericksburg and Stafford communities by creating more than 9,100 jobs, generating \$1.1 billion in economic activity, and investing over \$75 million in procurement from Disadvantaged Business Enterprises (DBEs) and Small, Women and Minority-owned (SWaM) designated businesses.

VDOT Business Plan



VDOT recently finalized the FY2024-2026 Business Plan. The new Business Plan sets VDOT's goals and objectives for the next three years.

Nearly ten years ago, the Commonwealth began the process of making some historic changes to how transportation projects are selected and funded, which has enabled Virginia to launch a number of extensive projects.

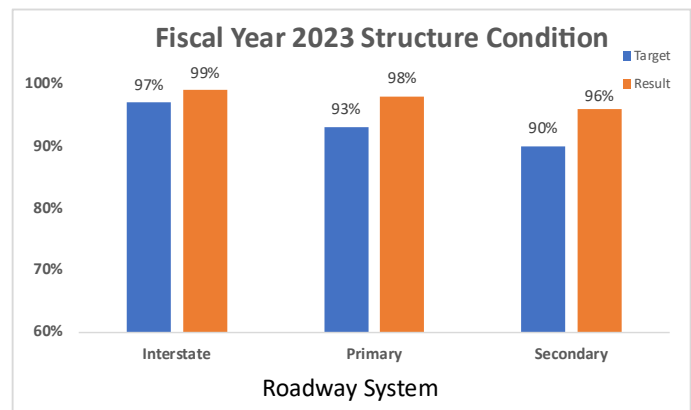
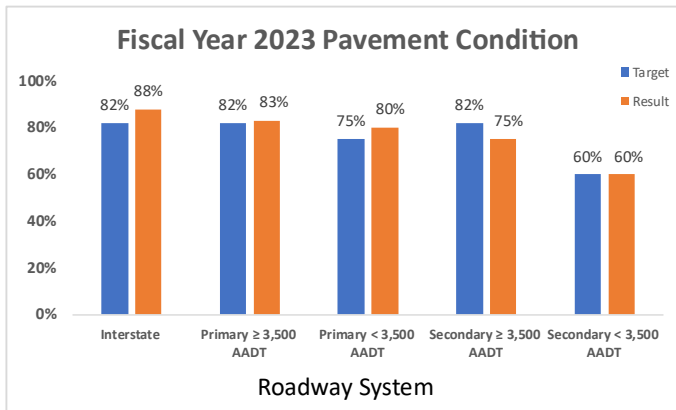
Some of these major projects include high-occupancy toll (HOT) lanes on I-95/I-395, Transform 66, I-495 HOT lanes extension (Project NEXT), I-81 Improvements, widening Route 29 and I-64 and a new Hampton Roads Bridge Tunnel, Virginia's largest transportation project in history. Virginia's Six-Year Improvement Program (SYIP) has nearly doubled in size in this same period, from \$10.7 billion to \$19.6 billion. More than 1,500 projects have been added to the SYIP, which now totals 4,700.

There are also record investments in VDOT's maintenance program, including the implementation of the Special Structures program focusing on 25 critical bridges and tunnels throughout the Commonwealth.

VDOT's Traffic Operations program has also experienced growth by expanding the active traffic management systems and restructuring to ensure Operations is a core function of the agency.

As Virginia's transportation needs continue to grow and change, the priority remains that VDOT will provide a safe, efficient, and quality transportation system that is good for business and enable Virginia to be a best-in-class place to live, work, and raise a family.

FISCAL YEAR 2023 MAINTENANCE PROGRAM PERFORMANCE



Pavement condition: Percentage of roadway in sufficient condition as of the survey published prior to FY2023 year-end reporting. Results are based on Critical Condition Index (CCI), the pavement rating system, and have been listed by roadway system. Targets were approved by the Commonwealth Transportation Board (CTB) in December 2019.

Structure condition: Percentage of structures not rated to be in poor condition as of FY2023 year-end reporting. Results are based on the compilation of bridge inspections and have been listed by roadway system. Targets were approved by the CTB in December 2019.

AWARDS AND HONORS

Virginia Asphalt Association Presents VDOT with Perpetual Pavement Award – In October, the Virginia Asphalt Association presented VDOT with the 2022 Perpetual Pavement Award: By Design for the I-64 Widening Segment II Project located in the Hampton Roads District. The project was recognized for “asphalt pavements which have been specifically designed and built with outstanding care and exceptional quality.” This honor marks VDOT’s very first Perpetual Pavement Award: By Design. VDOT has previously earned one Perpetual Pavement Award: By Conversion and three Perpetual Pavement Awards: By Performance.

VDOT Awarded Grant from USDOT to Improve Passage for Aquatic Life and Local Community – In August, as part of the inaugural National Culvert Removal Replacement and Restoration Grant Program, VDOT was awarded a \$434,000 grant, which is one of only two projects in the southeast to receive an award. The grant will be used to replace two existing high-density polyethylene pipes with a series of multiple countersunk box culverts to increase resilience and optimize the capacity of the opening under Montague Island Road (Route 648 in Middlesex County) thereby allowing improved aquatic organism passage along Mud Creek, a tributary to the Rappahannock River. In addition, this will improve access to the Jamaica District community that depends on the road that regularly becomes overtopped due to the existing undersized culverts.

VDOT, Partner Agencies Earn Planning Award for SMART SCALE – In August, VDOT, the Office of Intermodal Planning and Investment (OIPI) and the Virginia Department of Rail and Public Transportation (DRPT) received a 2023 Transportation Achievement Award from the Institute of Transportation Engineers (ITE) in the Planning Category for the SMART SCALE: Funding the Right Transportation Projects in Virginia initiative. The awards bestow international recognition upon the recipients and increase the public’s awareness of the roles and responsibilities of transportation professionals and the positive impacts they have in their communities.

Interstate 95 Northbound Variable Speed Limit Project Wins Two Awards – In August, the I-95 northbound variable speed limit project won a regional America’s Transportation Award from the Southern Association of State Transportation Officials (SASHTO). The project won in the Operations Excellence – Small Category, for projects under \$25 million. VDOT was also named the winner of the National Operations Center of Excellence (NOCoe) Transportation Systems Management and Operations (TSMO) and Safety Award for the I-95 Variable Speed Limit project.

Transform 66 Project Awarded P3 Project of the Year for Innovation – In July, VDOT received the P3 Project of the Year for Innovation award for the Transform 66 Outside the Beltway project. This award was presented by the American Road and Transportation Builders Association (ARTBA) at their 2023 Public Private Partnerships (P3) in Transportation Conference.