COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP AGENDA
VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219

January 14, 2020
10:00 a.m.

1. USDOT Routes Initiatives
   Thomas Nelson, Virginia Administrator, Federal Highway Administration

2. Route 3 Business Over Rappahannock River
   Chatham Bridge: Special Use Permit
   Marcie Parker, Virginia Department of Transportation

3. Environmental Division Overview
   Angel Deem, Virginia Department of Transportation

4. Rail Industrial Access Presentation-Phoenix Packaging Operations, LLC
   Jeremy Latimer, Virginia Department of Rail & Public Transportation

5. Update on Public Transportation in Virginia
   Jennifer DeBruhl, Virginia Department of Rail & Public Transportation

6. Update on Rail in Virginia
   Michael McLaughlin, Virginia Department of Rail & Public Transportation

7. Transportation Alternatives Program
   FY21/22 Application Update
   Russ Dudley, Virginia Department of Transportation

8. WAZE
   Rob Cary, Virginia Department of Transportation
   Dani Simons, Public Sector Partnerships at WAZE
9. SmartScale Update  
   
   Chad Tucker, Office of Intermodal Planning and Investment

10. 2019 VTrans Vision, Goals, Objectives, Guiding Principles  
     2019 Mid-term Needs Identification Methodology  
     Jitender Ramchandani, Office of Intermodal Planning and Investment

11. Governor’s Omnibus Transportation Bill  
    Nick Donohue, Deputy Secretary of Transportation

12. Director’s Items  
    Jennifer Mitchell, Virginia Department of Rail & Public Transportation

13. Commissioner’s Items  
    Stephen Brich, Virginia Department of Transportation

14. Secretary’s Items  
    Shannon Valentine, Secretary of Transportation  
    # # #
Overview of the Federal Aid Highway Program

Thomas L Nelson, Jr., P.E.
FHWA Division Administrator
Virginia
January 14, 2020
Overview

- USDOT/FHWA Organization
- Federal Laws and Regulations
- Roles and Responsibilities
- Federal Funding
- R.O.U.T.E.S. Initiative
- One Federal Decision
## Overview of USDOT

<table>
<thead>
<tr>
<th>OST</th>
<th>Office of the Secretary of Transportation (OST)</th>
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<tbody>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration (FAA)</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration (FHWA)</td>
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<td>FMCSA</td>
<td>Federal Motor Carrier Safety Administration (FMCSA)</td>
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<td>FRA</td>
<td>Federal Railroad Administration (FRA)</td>
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<tr>
<td>FTA</td>
<td>Federal Transit Administration (FTA)</td>
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<tr>
<td>MARAD</td>
<td>Maritime Administration (MARAD)</td>
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<tr>
<td>NHTSA</td>
<td>National Highway Traffic Safety Administration (NHTSA)</td>
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<td>OIG</td>
<td>Office of the Inspector General (OIG)</td>
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<tr>
<td>PHMSA</td>
<td>PHMSA - Pipeline and Hazardous Materials Safety Administration</td>
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<tr>
<td>RITA</td>
<td>RITA - Research and Innovative Technology Administration</td>
</tr>
<tr>
<td>SLSDC</td>
<td>Saint Lawrence Seaway Development Corporation (SLSDC)</td>
</tr>
<tr>
<td>STB</td>
<td>Surface Transportation Board (STB)</td>
</tr>
</tbody>
</table>
Fundamentals and Responsibilities
Laws and Regulations

- Title 23 USC Code (23 USC)
- 23 Code of Federal Regulations (23 CFR)
- National Environmental Policy Act (EPA), Clean Air Act (CAA)…
- Occupational Safety & Health Act (OSHA), American with Disabilities Act (ADA)…
- State Laws and Regulations
- FHWA’s Directives and Policy
Characteristics of the Federal-aid Highway Program

- Federally Assisted, State Administered
- Requires States to have a Highway Agency
- Reimbursable Program - Not A Grant
- Funding tied to categories of roads
- States Pay For Maintenance
- Matching Requirements
- Contract Authority
Roles & Responsibilities under the FAHP

<table>
<thead>
<tr>
<th>FHWA Role</th>
<th>State Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Review and approve State proposals</td>
<td>• Develop a Statewide 20-yr Plan in coordination with Metropolitan Planning Organizations (MPOs)</td>
</tr>
<tr>
<td>• Issue standards and best practices for initiating and managing projects</td>
<td>• Develop, plan, design, initiate and construct projects</td>
</tr>
<tr>
<td>• Provide oversight and guidance on projects</td>
<td>• Maintain and operate highways</td>
</tr>
<tr>
<td>• Reimburse States for eligible expenses</td>
<td>• Provide oversight to LPA Projects</td>
</tr>
</tbody>
</table>

Partnership
Functional Classification
Eligibility for Federal Financial Assistance

- Local & Rural Minor Collectors: 75%
  (limited eligibility)
- Other Fed-aid highways: 20%
- Interstates: 1%
- Other NHS: 4%

4 Million Miles of Public Roads Total
About 90 percent of the FAHP consists of the following “core” programs:

- National Highway Performance Program (NHPP);
- Surface Transportation Block Grant Program (STBG);
- Highway Safety Improvement Program (HSIP);
- Congestion Mitigation and Air Quality Improvement (CMAQ) Program; and
- National Highway Freight Program (NHFP).
## Virginia 2020 Apportionment ($) under FAST Act

### FY 2020 Federal-Aid Highway Program Apportionments Under Fixing America's Surface Transportation (FAST) Act

(before post-apportionment set-asides; before penalties; before sequestration)

<table>
<thead>
<tr>
<th>State</th>
<th>National Highway Performance Program</th>
<th>Surface Transportation Block Grant Program</th>
<th>Highway Safety Improvement Program</th>
<th>Railway-Highway Crossings Program</th>
<th>Congestion Mitigation &amp; Air Quality Improvement</th>
<th>Metropolitan Planning</th>
<th>National Highway Freight Program</th>
<th>Apportioned Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Virginia</td>
<td>630,756,761</td>
<td>315,701,430</td>
<td>64,143,588</td>
<td>4,889,748</td>
<td>58,893,491</td>
<td>8,154,467</td>
<td>38,482,756</td>
<td>1,121,022,241</td>
</tr>
</tbody>
</table>
RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR ECONOMIC SUCCESS

R.O.U.T.E.S.

www.transportation.gov/rural
Rural Transportation Challenges

19% of Americans live in rural areas, but 69% of our nation’s total lane-miles are in rural areas

Safety
- The fatality rate per 100 million vehicle-miles traveled is **2.1 times** greater in rural areas
- **46%** of highway fatalities occur on rural roads

Infrastructure Condition
- **80%** of closed bridges and **90%** of posted bridges are in rural areas
- Detours required by a closed or posted bridge are **3 times** longer in rural areas

Traffic and Usage
- **44%** of rural passenger vehicle traffic are urban residents traveling to destinations outside their urban home
- **47%** of truck VMT occurs in rural areas
The R.O.U.T.E.S. Initiative

Rural Opportunities to Use Transportation for Economic Success

R.O.U.T.E.S. is a new USDOT initiative that will...

1. Collect input from stakeholders on the benefits rural projects offer for safety and economic outcomes, as well as the type and degree of assistance rural projects require.

2. Provide user-friendly information to rural communities to enhance understanding about USDOT’s infrastructure grant options.

3. Improve USDOT’s data-driven approaches to better assess needs and benefits of rural transportation infrastructure projects.

Established by DOT 5050.1
Organizational Structure

**R.O.U.T.E.S. Council**  
(OST and Modal Leadership)
- Meets quarterly
- Leads Initiative
- Coordinates rural-related programs

**R.O.U.T.E.S. Management Team**  
(FHWA, FTA, FRA, FAA, OST-P Management)
- Meets monthly
- Manages Working Groups toward deliverables
- Provides data/input to Council

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**Collecting Input**
- Education and Outreach Sessions at Key Stakeholders Events
- Federal Register Request for Information *(public comment)*

**Providing User Friendly Information**
- Website *(with eligibility maps)*
- Rural Resources Toolkit
- Modal Rural Liaisons?
- Technical Assistance Program?

**Improving USDOT Approaches**
- Discretionary Grants
- Policy / Guidance *(including STR)*
- Data and Analysis
6 discretionary grant programs at FHWA may fund capital infrastructure projects to improve the safety, condition, and usage of infrastructure

<table>
<thead>
<tr>
<th>INFRASTRUCTURE (CAPITAL) DISCRETIONARY GRANT PROGRAMS*</th>
<th>FY19 FUNDING*</th>
</tr>
</thead>
</table>
| Nationally Significant Federal Lands and Tribal Projects | FY18 - $300,000,000  
                   | FY19 - $25,000,000 |
| Tribal Transportation Program Safety Fund               | $9,900,000     |
| Advanced Transportation and Congestion Management Technologies Deployment | $60,000,000     |
| Accelerated Innovation Deployment (AID) Demonstrations  | $10,000,000    |
| Surface Transportation System Funding Alternatives (STSFA) | $20,000,000    |
| Competitive Highway Bridge Rehabilitation / Replacement Program | FY18 - $225,000,000  
                                      | FY19 - Formula |

<table>
<thead>
<tr>
<th>INFRASTRUCTURE (CAPITAL) FINANCE PROGRAMS</th>
</tr>
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<tbody>
<tr>
<td>Grant Anticipation Revenue Vehicles (GARVEE Bonds)</td>
</tr>
<tr>
<td>Section 129 Loans</td>
</tr>
</tbody>
</table>

*FY19 unless otherwise noted. Based on the most recent, publicly-available data, Notices of Funding Opportunity, and inputs from OST-B.
OST-P is reviewing USDOT discretionary grant programs to understand how the Department is serving rural communities through investments in infrastructure condition, safety, and usage.

**THE VISION**

Understand the infrastructure needs of rural areas and how the Department can better meet those needs through discretionary grant program funding.

**THE GOAL**

Conduct a current state analysis of up to four fiscal years of modal discretionary grant program data.

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**PHASE I: DATA GATHERING**

**PHASE II: ANALYSIS**

**PHASE III: TOOLKIT**
One Federal Decision
One Federal Decision Background

- Requires major infrastructure projects be processed as “One Federal Decision”
  - Multiple Authorizations by Federal Agencies
  - EIS
  - Reasonable Availability of Funds
- Sets goal for completing environmental reviews and authorization decisions to an agency average of not more than 2 years from publication of NOI
- DOES NOT replace current laws and regulations
Key Aspects of One Federal Decision

- Develop **single Permitting Timetable** for the necessary environmental review and authorization decisions;
- Prepare **single EIS**;
- Sign **single record of decision (ROD)**;
- Issue all necessary authorization decisions **within 90 days** of ROD issuance;
- Performance **accountability** reporting.
FHWA OFD Projects

- U.S. Route 58/220 Bypass to North Carolina State Line Limited-Access Study (Virginia)
- I-495/I-270 Managed Lanes Study (Maryland)
- Allston I-90 Multimodal Project (Massachusetts)
- I-285 Top End Express Lanes (Georgia)
- I-526 Lowcountry Corridor West Improvements (South Carolina)
- Route 5 Buffalo Skyway (New York)
Questions
ROUTE 3 BUSINESS OVER RAPPAHANNOCK RIVER
CHATHAM BRIDGE: SPECIAL USE PERMIT

Marcie Parker, Fredericksburg District Engineer
January 14, 2019
Project Overview

- $23.4 million State of Good Repair bridge rehabilitation project
- Chatham Bridge connects Stafford County and downtown City of Fredericksburg
- Replacement of bridge travel surface, beams, railing, and lighting fixtures
- Repair of substructure and approaches
- Existing weight posting will be removed upon completion
- Project advertisement accelerated due to bridge condition

The Chatham Bridge was built in 1941, and is structurally deficient; it carries an average of 16,000 vehicles a day
Project Plan

National Park Property
### Project Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detour sign installation and ramp improvements</td>
<td>Complete</td>
</tr>
<tr>
<td>Utility relocation</td>
<td>Underway</td>
</tr>
<tr>
<td>Project advertisement</td>
<td>January 2020</td>
</tr>
<tr>
<td>Project award</td>
<td>April 2020</td>
</tr>
<tr>
<td>Bridge closes to traffic</td>
<td>Late May 2020</td>
</tr>
<tr>
<td>Bridge opens to traffic</td>
<td>November 2021</td>
</tr>
<tr>
<td>Project complete</td>
<td>April 2022</td>
</tr>
</tbody>
</table>
Special Use Permit

- National Park Service requires a special use permit granting access to their property for construction

- National Park Service has already signed the special use permit

- Board approval needed prior to Commissioner’s signature
**MISSION**

**VDOT Mission:**
Our mission is to plan, deliver, operate, maintain, and support a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life.

**Environmental Division Mission:**
Our mission is to facilitate regulatory compliance and environmental protection through leadership, accountability and continuous improvement while delivering the Commonwealth’s transportation program.
## Division Structure

**Division Director**  
Angel Deem

| Asst. Director – Project Development  
*Cooper Wamsley* | Asst. Director – Project Delivery  
*Ed Wallingford* | Contracts & Business Support  
*Patrick Hughes* |
<table>
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<tbody>
<tr>
<td>NEPA Programs</td>
<td>Compliance</td>
<td>Procurement</td>
</tr>
<tr>
<td>Cultural Resources</td>
<td>Water Quality Permitting</td>
<td>Contract Management</td>
</tr>
<tr>
<td>Air &amp; Noise</td>
<td>Threatened &amp; Endangered Species</td>
<td>Administrative &amp; Training Budgets</td>
</tr>
<tr>
<td>Procedures Management</td>
<td>MS4 Support</td>
<td>Data Administration</td>
</tr>
</tbody>
</table>

### Central Office – 43 staff
- Procedures, Program Development
- Guidance, Technical Assistance
- Complex Project Management

### 9 District Offices – approx. 100 staff
- Project Reviews & Clearances: NEPA, Water Quality Permitting, T&E Clearance, Compliance
- Regional Staff for Cultural Resource & Hazardous Materials
Products and Services

- Regulatory Clearances
- Negotiate and Manage Efficiencies
- Statewide Environmental Business Tools & Products
- Environmental Program Administration
- Technical Assistance and Coordination
Regulatory Clearances

Cumulative Number of Federal Environmental Laws

- CAAA
- PPA
- CERCLA
- CWA
- RCRA
- TSCA
- CAA
- NEPA
Identification – Avoidance – Minimization - Documentation

Resources:

- Existing Traffic
- Future Traffic Patterns
- Communities
- Community Facilities
- Farmland
- Forested Areas
- Noise
- Wetlands & Streams
- Water Quality
- Floodplains
- Wildlife & Habitat
- Threatened & Endangered Species
- Historic Structures
- Archaeological Resources
- Parks & Recreation Areas
- Hazardous Materials
- Air Quality
- Property
Clearances & Commitments

- NEPA Document Approval
- Permit Acquisition - Conditions
- Project Design
- Time of Year Restrictions
- Contract Special Provisions & Copied Notes
- (R&B Specs)
Negotiate and Manage Efficiencies

- Streamlining Agreements with State Agencies
- Federal Agency Liaisons
- Programmatic Agreements
- Process Efficiencies
- State Agency Assistance
Statewide Environmental Business Tools & Products

CEDAR branches out with new functionality

SUCCESSES IN STEWARDSHIP

February 2019

CEDAR Helps States Increase Process Efficiencies in Project Development to Improve Environmental Compliance
Environmental Program Administration

- Environmental Memoranda
- Performance Metrics
- General Assembly
- Reviews of Proposed Regulation
Performance Metrics

Trend of Activities over 5 years

Program Area
- Cultural Resources
- Documents
- Hazardous Materials
- Noise
- Water Quality Permits

On Time Delivery of Projects

- Year of Task Act/End Date
Technical Assistance & Coordination

- SME Resource for District Staff
- Specialized Programs (Chesapeake Bay TMDL, Air & Noise)
- Technical Advisor on Design-Build and P3
- Tools/Guidance for Locally Administered Projects
- Environmental Research
Environmental Staff in Action
Environmental Staff in Action
Project Location

- Phoenix Packaging Operations, LLC, Pulaski County
Project Location

- Extension of existing spur
- New spur
- NS Mainline
Project Overview and Background

- Coordination with VEDP on the expansion since 2017.

- Phoenix has been working with the Port on incentives to increase shipments from the Port of Virginia.

- Phoenix Packaging Operations, LLC designs and manufactures rigid packaging solutions for commercial food and beverages, healthcare, and disposable consumer product industries.

- The expansion will serve national and international markets and will ship through the Port of Virginia.

- The facility will be served by Norfolk Southern Railroad.
Application Summary

• Application for $450,000 in Rail Industrial Access Funds
  • Applicant will provide minimum 30% match
  • $30M Total Estimated Capital Expenditure ($30M package of loans and incentives)
    • New 176,000 square foot warehouse and manufacturing facility
    • Build new rail spur
    • Extend a former RIA grant funded rail spur
      • $450,000 Grant in 2012
      • Met requirements of 2012 grant – 154 annual carloads
  • Approximately $1M Rail Project Cost
  • Capital expenditures outside the $450,000 grant will be paid for by the applicant as well as other state and local grants and incentives
    • Cost overruns responsibility of applicant
Public Benefits

- Public Benefits:
  - Additional 296 railcars annual commitment (currently 164 carloads per year)
    - 1,006 additional trucks off of Virginia highways annually (currently 558 annual trucks)
  - 145 new jobs associated with expansion
  - 96% of shipping will be by rail
  - Application scores 69 of 100 points
    - Minimum 50 points needed to be recommended to CTB
  - Minimum threshold will be 10 new carloads
Questions?

Jeremy Latimer
jeremy.latimer@drpt.Virginia.gov

www.drpt.Virginia.gov
804-786-4440
MERIT Transit Reforms Implemented

- Capital Program Prioritization
  - Methodology implemented with capital project funding in FY20

- Performance Based Operating Assistance
  - Transition Formula/Transition Assistance in FY20

- Transit Strategic Plans
  - Pilots nearing completion, several others underway

- Special Programs updated using the MERIT methodology
  - Demonstration, Technical Assistance, Transportation Demand Management, Senior/Human Service
Major Studies/Initiatives Completed

• Virginia Breeze Intercity Bus Expansion Study
  » Two routes identified for expansion, service to begin in Spring/Summer 2020

• Coordinated Human Service Mobility Plan
  » Identified priority areas for improvement in human service transportation

• Integrated Mobility Plan
  » Autonomous Bus and Autonomous Shuttle projects underway

• Battery Electric Transit Buses
• Economic Impacts of Transit
• Transit Capital Needs Assessment
Transit Ridership in Virginia

Forty-one agencies provide transit services in urban, suburban, and rural communities throughout Virginia. Ridership in many parts of the state is growing for the first time in 5 years, in contrast with national trends. In 2019, transit accounted for:

- **172 Million** Annual Riders
- **1 Billion** Annual Passenger Miles Travelled
- **470,000** Daily Riders
- **2.7 Million** Daily Passenger Miles Travelled
Ridership Trends

Annual Ridership Change (FY18-19)

Harrisonburg Public... 0.2%
Fairfax Connector 0.3%
Bristol Virginia Transit 0.3%
Loudoun County Transit 0.8%
Mountain Lynx Transit 1.3%
BRITE 2.9%
VRT 3.3%
Four County Transit, Inc. 3.5%
JAUNT 3.5%
Greene County Transit 3.9%
Lake Country Area... 5.6%
Blackstone Area Bus 5.9%
Graham Transit 6.4%
Farmville Area Bus 9.0%
Blacksburg Transit 14.8%
GRTC 14.8%
Suffolk Transit 16.5%
Economic Impacts of Transit

The presence of transit as a travel option in communities throughout Virginia has a large annual impact on the economy of the state:

- **Transit Supports:**
  - **28,940** Jobs Statewide

- **Generating:**
  - **$3.5 Billion** In Gross State Product

- **Those Jobs Create:**
  - **$1.9 Billion** In Labor Income

- **And Brings Back:**
  - **$607 Million** In Tax Revenues

Every dollar of public investment in transit generates **$2.91** in economic activity statewide.
Economic Impacts of Transit

The presence of transit also brings an impressive amount of additional monetized and qualitative social and economic benefits annually:

<table>
<thead>
<tr>
<th>$2.5 Billion/Year in Monetized Social and Economic Benefits</th>
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<tbody>
<tr>
<td>$692 Million in Travel Time Savings</td>
</tr>
<tr>
<td>$1.5 Billion in Income for Transit Dependent Riders</td>
</tr>
<tr>
<td>$16 Million in Emissions and Fuel Consumption Savings</td>
</tr>
</tbody>
</table>

- **17.8 Million Gallons** in Fuel Savings
- **23.5 Million hours** in highway travel time saved
- **Economic Development Opportunities**
  Many employers seek transit as a requisite to locate in VA
- **Increased Property Values**
  Near high capacity transit stations
- **Built Environment Benefits**
  Attracts more efficient, higher density development around transit stations
Capital Needs - Fall 2019 Update

• Each Fiscal Year, transit agencies submit a 5-year capital budget that is included in the Six Year Improvement Program
  » Includes projected capital expenses with federal, state, and local shares

• Fall 2019 Update: In order to improve the accuracy of these capital budget projects, DRPT staff engaged transit agencies throughout the state to:
  » Account for recent changes in the use of the capital program – WMATA, SMART SCALE, Toll Revenues
  » Reassess revenues – major de-obligated balances allocated, capital bonds programmed to projects
  » Identify those “projects that will realistically be implemented” over the next 5 years with greater scrutiny and accuracy

• Moving forward, Transit Strategic Plans will provide better forecasts of needs to support improved capital forecasts.
Statewide Capital Needs

Continued capital investment is needed to ensure that Virginia transit agencies have sufficient funds to replace aging assets when needed and expand services where appropriate.

Projected Statewide Transit Capital Needs, FY2021-25

Over the next 5 fiscal years, transit agencies have identified $932 Million in Capital Projects, Statewide

NOTE: Capital Needs for Washington Metropolitan Area Transit Authority (WMATA) are not included
Statewide Capital Needs

However, state controlled capital funds are projected to fall short of the needs that statewide agencies have identified.

NOTE: Capital Needs for Washington Metropolitan Area Transit Authority (WMATA) are not included.
Statewide Capital Needs

To make up for the anticipated $208 Million shortfall in statewide capital funds…

The state will need:

$42 Million per Year in Additional Capital Revenues
Without Additional Resources

- Identified needs are primarily for State of Good Repair (SGR)
- Limits on the use of federal funding
- Prioritization can be used to direct timing of funding, but the backlog of unfunded needs will increase over time
- Limited resources can be redirected from major expansion projects (20% of available funds) to SGR, but will not fulfill SGR needs
- More financial burden will fall on localities, which will need to provide additional resources or cut services
Public Transportation in Virginia

Statewide Economic Impacts of Public Transportation and Projected Near-Term Capital Needs
Transforming Rail in Virginia

Commonwealth Transportation Board, January 14, 2020

Michael McLaughlin, Chief of Rail Transportation
Department of Rail and Public Transportation
On December 19th Governor Northam and Secretary Valentine announced a $3.7B landmark deal with CSX that includes purchase of over:

- 350 miles of railroad right of way
- 225 miles of track
Major Features

- Acquisition of ROW, track and passenger rights from CSX
- Build-out of infrastructure in two phases
- Completion of phases will result in additional VRE / Amtrak service
- Path forward to full separation of freight and passenger service in future
- Preservation of future rail corridors
Acquisition

- 100+ miles of right of way and 39 miles of track from DC to Richmond along the “RF&P”
- 30 miles of passenger rights from Richmond to Petersburg
- 170+ miles of track on the Buckingham Branch from Doswell to Clifton Forge
- 75 miles of abandoned track from Petersburg to Ridgeway, NC
Infrastructure – Long Bridge Corridor

- Construction of Long Bridge and 4th track in DC
- 4th track in Arlington and Alexandria
- All passenger trains in VA travel through this corridor
• 3\textsuperscript{rd} track from Franconia to Lorton

• Franconia-Springfield Bypass
Sidings consist of a third track built adjacent to existing two tracks at the following locations:

A. Potomac Creek
B. Woodford - Milford
C. Hanover
D. Neabsco Creek - Woodbridge
E. Aquia Creek
F. Crossroads
Long Bridge

- Approximately 1.5 mile corridor includes a new two-track bridge over the Potomac and fourth track in DC
- Five additional structures over roadways and Washington Channel
- Estimated cost: $1.9 Billion
Service

- Provides Virginia with control and guaranteed VRE / Amtrak service
- Double state-supported Amtrak, with nearly hourly service from DC to Richmond
- Additional train to Norfolk with mid-day arrival/departure
- New round-trip train to Newport News
- Increase VRE service by 75% along the Fredericksburg line + new late night service offering
- Allows future ability to increase trains on the VRE Manassas Line
Amtrak Service Plan

- 6 additional round-trip trains connecting Virginia to the northeast by 2030
VRE Service Plan

- 5 additional round-trip VRE trains on the Fredericksburg Line by 2030
- Includes late-night & weekend service
Next Steps

• Finalize definitive agreements with CSX
  ▪ Conduct land survey and title work necessary for agreements
  ▪ Maintenance and operation agreement
  ▪ Transition Agreement

• Develop service agreements with Amtrak and VRE

• Refine financial plan and secure commitments from other state, Federal and local funding partners

• Continue working with CSX and other stakeholders to advance rail projects in the corridor
  ▪ Alexandria / Arlington 4th Track Design
  ▪ Long Bridge Preliminary Engineering
Questions?

Michael McLaughlin

www.drpt.Virginia.gov

Program Overview

• Available funding includes Transportation Alternatives (TA), Safe Routes to Schools (SRTS), and a Recreational Trail Programs mandatory set-aside (provided to Dept of Conservation & Recreation)

• 10 eligibility categories

• Legislation provides that 50% of funds are distributed based on population and 50% can be used anywhere in state
  o Metropolitan Planning Organizations (MPOs) in Transportation Management Areas (TMAs) make selections (>200,000 population)
  o District CTB members make selections with $9M/yr statewide funding
  o CTB At-Large /Secretary make selections with funding based on population areas under 200,000 and any statewide amount over $9M/yr
Eligible Categories

1. On-Road and off-road Bike/Ped facilities
2. Infrastructure projects that provide safe routes for non-drivers
3. Conversion of abandoned railway corridors into trails
4. Construction of turn-outs, overlooks, and viewing areas
5. Inventory, control, and removal of outdoor advertising
6. Rehabilitation of historic transportation facilities
7. Vegetation management practices in transportation rights-of-way
8. Archaeological activities related to impacts from implementation of a transportation project
9. Environmental mitigation of water pollution related to highway construction
10. Environmental mitigation focused on wildlife protection or habitat connectivity
FY21/22 Application Summary

- October 1, 2019 deadline
- Applications submitted through SMART Portal for two-year cycle
- 128 Applications requesting ~ $86.6M
- Anticipated allocations FY21/22 ~ $41.2M after Rec Trails distribution; Minus $507,925 for Donor Districts’ Balance Entry

<table>
<thead>
<tr>
<th>Tentative Allocation Distribution (2 Year)</th>
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<tbody>
<tr>
<td>MPO/TMA Areas</td>
</tr>
<tr>
<td>District Members</td>
</tr>
<tr>
<td>At-Large Members/Secretary</td>
</tr>
</tbody>
</table>
Application Submittal Package

- FY21/22 Application Summaries with Scores
- Current CTB TAP Selection Policy
- List of Current Active Projects by District
- Safe Routes to School Information
- Copy of Current De-Allocation/Re-Allocation Process
- Central Office Local Assistance Division Staff Contact List
CTB Project Selection Policy

• Selected projects will receive not less than 50% of the funds requested in the application

• If requested amount is $200,000 or less, the request will be fully funded if that amount completes a project

• Projects not under construction within four (4) years of the project’s first allocations availability are subject to deallocation
Project Scoring

Average Project Score

• All applications have a Project Score based on:
  • Project funding
  • Project concept
  • Project improves the transportation network
  • Sponsor’s ability to administer a federal project
  • Project’s readiness to proceed

Priority Ranking

• Additional info to assess progress of existing projects
  • Focus on projects that will use funds quickly
  • Projects reviewed based on several indicators
  • Ranking from 1 to 6
    1 - project ready for construction
    6 - initial stages of project development
District Summaries

• Provides indication of current status (under construction, agreement pending, etc.) for all active projects
• Indicates each year that an allocation was provided and amount reimbursed to date
• Color Coded for status – Legend on last page of each District
• At-Large Members received all nine district summaries
Deallocation/Reallocation Process

• All active projects reviewed for potential action based on progress
• Revised policy formally adopted by CTB – July 2013
• Policy now allows for an ongoing review and action
• Project sponsors are provided “45 day letters” as described in the Process
• With sufficient documentation, short extensions are granted (up to one-year)
• District CTB member contacted for decisions on deallocation or any further time extension beyond one year
## Transportation Alternatives – Next Steps

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 2019</td>
<td>Validated/Scored Applications</td>
</tr>
<tr>
<td>January 14, 2020</td>
<td>Present TAP Update and Scores to CTB District Members/MPO for use in Selections</td>
</tr>
<tr>
<td>January 30, 2020</td>
<td>CTB District Member Selections to LAD / LAD Provides to MPOs</td>
</tr>
<tr>
<td>February 20, 2020</td>
<td>MPO Project Selections to LAD</td>
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<tr>
<td>March 17/18, 2020</td>
<td>CTB At-Large Member Selection Meeting</td>
</tr>
<tr>
<td>April – May 2020</td>
<td>SYIP Public Meetings</td>
</tr>
<tr>
<td>June 17, 2020</td>
<td>CTB Approval of Project Allocations</td>
</tr>
</tbody>
</table>
Virginia Commonwealth Transportation Board

Waze for Cities & States
Your partner in mobility

January 14, 2020
The Waze
You Know...

The world’s largest, crowdsourced navigation app

130M+
Monthly Active Users

33B KM
Driven/Month

18.5M
Hazards Reports Per Month

76K
Active Map Editor Volunteers

185
Countries
Completely free
The Waze You Will Know...

A mobility platform that helps people move more freely in the communities where they live & work.

1300+ Data Sharing Partners

60+ Crises Supported Annually

18 Cities Using Waze Beacons

4 Countries Carpooling with Waze
What Makes Waze Unique

We bring together users, public sector organizations, private sector companies and community members to solve mobility challenges globally. We believe the best mobility solutions come from technology empowering people to work together.
Waze’s Tools for Public Agencies

We’re all in this together, and we’re happy to partner with cities to help them meet our shared goals. We have four programs that take some of the best of Waze and give it to cities—and are made stronger by city participation.

Data Sharing
Free, real-time data sharing to inform planning

Carpooling
Reduce CO2 emissions and congestion

Beacons
Improve safety in non-GPS environments

Crisis
Keep citizens safe and informed during incidents
Waze for Cities: Data Sharing

Waze provides public sector partners access to Waze data and allows partners to provide Waze data to be communicated directly with drivers.

**Waze’s Datasets Include:**

- User-generated reports like traffic jams, crashes, hazards, construction, potholes, roadkill, stopped vehicles, objects on-road, and missing signs.
- Waze can also provide email alerts for “unusual traffic events” helping you quickly spot & manage irregularities.

**Public Sector Partners Can Provide:**

- Street closures information both (permanent and temporary changes (for construction or events)
- “Push” alerts to drivers for major events or incidents.
VDOT & Waze

Data Sharing in Action

**VDOT Data Shared with Waze**
Road Closures (planned events & work zones)
Incident (construction, crashes)
Major Traffic Events

**Waze Data Shared with VDOT**
Incidents
Traffic Jams (Waze auto-calculates traffic jams by comparing current road conditions with historical road data.)
Hazards/construction/potholes/roadkill/missing signs
No speed data, personal data, historical data, police activity/location data

Data-sharing partner since 2016
511VA Website

Waze Layer
Unplowed Roads

VDOT suggestion has turned into a Waze global feature

- The feature will offer the Waze community of over 130 million monthly users the opportunity to be better prepared for hazardous winter weather conditions.

- VDOT plans to monitor reports coming in from Wazers, and those who are simply shoveling their driveways and sidewalks, this winter and determine how they can incorporate this data into their operations for the following winter.
Unplowed Roads

Feature has garnered extensive local and global press coverage

The Washington Post

Waze “data is free to about 1,300 government agencies that are part of the Waze for Cities Data program, Simons said. ...the work with VDOT exemplifies “what can be accomplished when we collaborate with public-sector partners to meet community needs.” –Washington Post

Mashable

Thanks to the 130 million monthly active users who crowdsource information and report it, Waze can give you all sorts of information about road hazards. Snow-related alerts now join as many as 25 other reportable hazards, including oil on the road, potholes, roadkill, missing signs, and even tornadoes.” – Mashable

Engadget

“In theory, this doesn’t just help you save time and stay safe. It could help cities gauge how well their snowplows clear the roads, and pinpoint parts of town that aren’t receiving adequate care.” – Engadget
Waze’s Approach to Traffic
Routing, Carpool and Trucks

- **Traffic is getting worse**
  - VA statewide vehicle registrations jumped 40% from 2010–2019
  - More cars = more traffic

- **Waze works to fight traffic in two ways:**
  - The Waze navigation app tries to finds open stretches of road and spreads cars across the grid of public streets
  - Waze Carpool tries to make it easier for people to fill up empty seats in their car and take unnecessary cars off the road

- Waze strives to **reflect current policies and limitations** as accurately as possible.

- Waze was **created for use with personal vehicles**, and expanded to offer navigation tools for motorcycles and taxis. We **do not currently support truck routing**, public transit or bicycles.
Waze Carpool

Peer-to-peer carpooling – no private drivers – is becoming reality in cities through our easy-to-use app, promoting:

- Reduced congestion
- Time savings in the HOV/HOT lanes
- Happier & more affordable commutes
- Greater mobility access for residents
Waze Carpool makes sharing a trip easy, safe and fun

Easy onboarding. Customize your schedule daily or weekly.

Algorithm automatically matches drives & riders on or near route.

Safety first: get to know carpoolers, filter by same gender or coworkers only.

Most efficient route using Waze technology.
Waze Carpool is making inroads

- **25,000,000** miles shared by Waze Carpoolers in the USA
- **710,000** monthly global Carpool rides
- **150,000** trees would need to grow for 10 years to remove the same amount of CO$_2$

Source: Waze Internal Data, 10/18-10/19 & EPA Greenhouse Gas Equivalencies Calculator
Waze Carpool helps agencies track TDM goals
Looking Ahead

Waze 2020 Priorities of note for the CTB

● Help make our data sharing program easier to use and more useful
  ○ Improving our online education and community support for our Waze for Cities partners
● Help our public partners make map edits they need, when the need them
  ○ Deepening ties between our Waze for Cities partners and our local map editors
● Increase the amount of useful information we provide to Wazers
  ○ Engaging our Waze for Cities partners to keep sharing their closures, major traffic events and hazards with us
● Continue to grow Carpool to help fight traffic
  ○ Working with our Waze for Cities partner to spread the word about Carpool and align with existing transportation demand management programs
Thank you!

Stay in touch!

danisimons@waze.com
203-980-8820
waze.com/wazeforcities
Proposed Changes to SMART SCALE Policies and Methods - Round 4

January 2019
Summary of Proposed Policy Changes

- **Timeline and schedule**
  - 1 month pre-app intake
  - Pre app caps - 4+1 and 10+2

- **Project eligibility**
  - Transit maintenance facility must include capacity/service expansion
  - Prohibit systemwide projects

- **Project Readiness**
  - Adaptive signal control projects must include corridor study or operational analysis
  - Major Transit Investments - BRT/Light Rail
    - require planning study that shows alternatives considered
    - inclusion in agency’s Transit Strategic/Development Plan
Fall Meeting Public Feedback

• Concerns raised by stakeholders and at two previous Board meetings about proposed changes to Land Use (setting L1 to 0% of the score and adjusting the Land Use weight in Area Type A from 20% to 15%) - recommendation to split weighing 50/50 and not reduce Land Use factor weight

• Several comments not in support of proposed change in Safety factor to adjust S1 (# reduction) from 50% to 70% and S2 (rate reduction) from 50% to 30%

• Several comments regarding the complexity of SMART SCALE and asking us to look for ways to simplify the application and scoring processes and extend submission timeline

• We will provide full summary of comments to the Board related to proposed changes in February
Project Evaluation and Scoring
Environment Resource Impact Measure

- Problem: treating measure as a benefit
- Significant potential impact = 0 and No impact = 100
- After lessons of Round 1 - potential impact was then scaled by points in all other measures
- Results can be counter intuitive - if you do not consider $
- Example - HRBT, which had the second-highest total impact to sensitive resources received the greatest number of points for this measure due to high benefit score

Environment - Recommendation for Round 4
1) Convert E1 to subtractive measure (subtracting up to 5 points at end of scoring)
2) E2 (Air Quality Energy) measure weight changed to 100%
Congestion

- Feedback - concern that current methods do not account for congestion on both weekdays and weekends
- Implement method to better account for peak period congestion throughout entire week (weekdays and weekends)
- Datasource: INRIX dataset
- During December Board meeting we committed to providing more details on this modified approach (next 3 slides)
Common traffic analysis methods are based on peak hour analysis.

Since peak congestion can extend beyond peak hour, SMART SCALE policy requires congestion benefits to be calculated for the peak period.

Peak Period Expansion Factor (PPEF) is a value used by the SMART SCALE team to convert estimated peak hour delay and throughput benefits to peak period benefits.

**PPEF can be thought of as average congestion duration** - a value of 1.75 would mean facility is congestion for 1 hour and 45 minutes.
Congestion
Current Peak Period Expansion Factor

- INRIX is datasource used by Commonwealth for various purposes:
  - Travel time Variable Message Signs on Interstates
  - VTrans congestion and reliability needs
  - Calculation of PPEF for SMART SCALE
- Travel Time Index (TTI) is used to calculate PPEF
- TTI is the ratio of the congested travel time to the free flow travel time
- Using 15-minute increments the TTI data is averaged **Mon-Fri from 6AM to 9PM**

MONDAY - FRIDAY (Typical Work Week)
Congestion
Proposed Peak Period Expansion Factor

- Proposed method nearly identical to previous method
- **Main difference** - Base calculation on *Mon-Sun (include Sat and Sun) from 6AM to 9PM* is calculated
- PPEF for facilities that experience weekend congestion would likely increase
- Anticipate this change will result in following:
  - Congested during work week and weekend - PPEF increase/decrease
  - Congested only on weekend - PPEF increase
  - Congested during work week but no congestion on weekend - PPEF decrease
SMART SCALE team has been working on the following areas related to safety:

- Targeted Crash Modification Factors (CMFs)
- Weighting of S1 (crash frequency) versus S2 (crash rate) - currently 50/50
  - Recommend changing weight to 70/30
  - Supports Board targets to reduce fatal and severe injury crashes and policy changes related to HSIP program

Safety - Recommendations for Round 4:

1) For certain project types a targeted CMF will be used
2) 70/30 split in weighting - more weight to reduction in crash frequency
3) Area Type A - Increase safety weight from 5% to 10%

Change since 12/10/19
Economic Development Sites

- Floor Area Ratio (FAR) assumptions for zoned-only properties can be problematic
- Large industrial tracks (250+ acres) with assumed FARs of 1
  - 250 acre would equate to 10,890,000 sq ft building
  - Boeing Everett Factory - 4.28M sqft
- Several tracts with assumed FARs of 5.0 or higher
- Applicants provided documentation of local ordinances allowing FAR value used - just because it is allowed does not mean it is likely

Economic Development - Recommendation for Round 4
1) FAR for zoned only properties capped at 0.3 unless applicant can prove average FAR around project is higher or minimum FAR in local zoning ordinance is higher than 0.3
2) Incorporate VEDP Business Ready Sites into site weighting process
Economic Development Sites:
VEDP Business Ready Sites

Current weighting process
- Development square footage scaled by *up to 5 points*:
  - 0.5 points if proposed project is specifically referenced in comprehensive or development plan, and
  - Up to 0.5 points based on level of economic distress
  - **PLUS**
    - .5 points for Conceptual Site Plan Submitted, or
    - 1 point for Conceptual Site Plan Approved, or
    - 2 points for Detailed Site Plan Submitted, or
    - 4 points for Detailed Site Plan Approved
**Economic Development Sites: VEDP Business Ready Sites**

**Proposed weighting process (changes in orange)**
- Development square footage scaled by *up to 5 points*:
  - 0.5 point if proposed project is specifically referenced in comprehensive or development plan, and
  - Up to 0.5 point based on level of economic distress
  - 0.5 points for Conceptual Site Plan Submitted, or
  - 0.5 point for Conceptual Site Plan Approved, or
  - 1 points for Detailed Site Plan Submitted, or
  - 2 points for Detailed Site Plan Approved
  - 1 point for redevelopment of existing site (existing building vacant or abandoned)
  - 0.25 points for VEDP Tier 3 sites
  - 0.5 points for VEDP Tier 4 site, or
  - 1 point for VEDP Tier 5 site

*Change since 12/10/19*
Land Use

- L1 multiplies non-work accessibility by future density; existing dense areas do well in this measure but emerging areas may not due to lack of current non-work destinations.

- L2 multiplies non-work accessibility by the change in population and employment; areas that do well in L1 also tend to perform well in L2.

- Current weighting has L1 at 70% and L2 at 30% - recommend even weight for both measures (50/50).

Land Use - Recommendations for Round 4

1) Drop L1 measure and give 100% of weight to L2
2) Modify current weighting of L1 and L2 from 70/30 to 50/50
3) Area Type A - Land Use weight changed from 20% to 15%
4) Area Type A = Safety weight changed from 5% to 10%

Change since 12/10/19
Other Minor Changes

- **Area Types**
  - Fredericksburg Area Metropolitan Planning Organization (FAMPO) has formally passed resolution to request change in Area Type from A to B
  - New River Valley Regional Commission (NRVRC) has expressed desire to change Area Type from C to D - formal resolution has not been received to-date

- **Policy resolution in February** will clean up and clarify existing policy - example: formalize policy for project cancellation
Interstate Projects and SMART SCALE

- Dedicated funding sources for operational and capacity improvements for Interstates exists now from the 81 legislation

- Staff recommended policy:
  - No change to SMART SCALE policy - per current Board policy fully funded projects not eligible for SMART SCALE
  - Any project included in a Board adopted interstate corridor plan/program would be considered fully funded and would not compete in SMART SCALE
  - Projects not included in a Board adopted interstate plan/program that meet VTrans need can be submitted and compete for SMART SCALE funding
Thank you
2019 VTrans Vision, Goals, Objectives, Guiding Principles
2019 Mid-term Needs Identification Methodology

Commonwealth Transportation Board

Nick Donohue, Director, Office of Intermodal Planning and Investment
Jitender Ramchandani, AICP, PMP

January 14, 2020
PRIMARY PURPOSE

- Request for Board Action
  - VTrans Vision, Goals, Objectives, and Guiding Principles
  - 2019 VTrans Mid-term Needs Identification Methodology
<table>
<thead>
<tr>
<th>Month</th>
<th>Activity</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>June, 2019</td>
<td>Gather CTB’s Feedback</td>
<td>Presented method for the identification of Mid-term Needs</td>
</tr>
<tr>
<td>July</td>
<td>Analyze Performance</td>
<td>Developed initial results</td>
</tr>
<tr>
<td>August</td>
<td>Gather Feedback from Transportation Partners</td>
<td>Conducted 13 Regional Workshops to seek feedback on the initial results</td>
</tr>
<tr>
<td>September</td>
<td>Incorporate Feedback in the Methodology</td>
<td>Revised methods, introduced new need categories to incorporate feedback</td>
</tr>
<tr>
<td>October, November</td>
<td>Validate</td>
<td>Draft documents made available at the Fall Transportation Meetings</td>
</tr>
<tr>
<td>December</td>
<td>Incorporate Feedback in the Methodology</td>
<td>Made additional revisions to incorporate feedback</td>
</tr>
<tr>
<td>January</td>
<td>Request Action</td>
<td></td>
</tr>
</tbody>
</table>
Considerations from SMART SCALE perspective (pursuant to § 33.2-214.1 of the Code of Virginia)

- Urban Development Area (UDA) Needs shall also be considered Regional Network (RN) Needs if RN directional congestion needs are 20 miles or fewer
- Safety Needs on designated Corridors of Statewide Significance (CoSS) roadways shall also be considered CoSS Needs
REQUESTED BOARD ACTIONS

1. Approval of VTrans Vision, Goals, Objectives, and Guiding Principles
2. Approval of Methodology used to develop the 2019 VTrans Mid-term Needs
3. Inclusion of Route 288 as a component of North Carolina to Washington Corridor of Statewide Significance
4. Acceptance of the 2019 VTrans Mid-term Needs
Resolution also directs staff to:

1. **Develop a VTrans Action Plan** that prioritizes the identified 2019 Mid-term Needs and includes recommendations for such prioritized needs

2. **Modify the 2019 Mid-term Needs** to reflect changes in the transportation system that have taken place since the data used in the 2019 Mid-term Needs were developed

3. **Review and provide recommendations to the modify the Board action**, entitled *Action to Approve the VTrans Multimodal Transportation Plan Needs Recommendations Methodology and Recommendations by the Commonwealth Transportation Board*, taken on January 10, 2018

4. **Develop scenarios to assess the impacts of divergent futures trends** and conduct an assessment of vulnerability of the transportation network, local communities, and regions from flooding and sea-level rise
Overview of Administration Proposals

• Omnibus transportation package
  – HB1414 (Filler-Corn)
  – SB890 (Saslaw)

• Transportation Safety
  – HB1439 (Jones)
  – SB907 (Lucas)

• Hampton Roads Express Lanes Bonds Act
  – HB1438 (Jones)
Governor’s Transportation Package (HB1414 Filler-Corn / SB890 Saslaw)

• Restructures Virginia’s transportation funding model
• Transforms rail in the Commonwealth
• Reduces fatalities and injuries on Virginia’s highways
Virginia’s Transportation Funding Model Is Unsustainable

3 key reasons:

• Increased fuel efficiency

• Structure of HB2313 motor fuels tax
  – tied to sales price of gas

• Significant reliance on regressive fees
  paid exclusively by Virginians
Motor Fuels Tax Revenue and Vehicle Miles Traveled (VMT)

Sources: CTF Revenue Reporting by DOA; VDOT VMT Report 2200 - DVMT by Maintenance Jurisdiction All Roads, annualized total (VMT reflects calendar year reporting); Tax Forecast, November 2019 update for FY 2020 forward
~31% reduction in collections due to increased fuel efficiency

~3.4% reduction in collections due to EV penetration

Source: KPMG Analysis
Motor Fuels “Full” Tax Rates by State

Current Gasoline Tax Rates by State
(Cents per Gallon)

Weighted National Average = 36.3 cpg

Note: Includes state excise taxes for gasoline (excludes diesel) plus other applicable taxes and fees collected on gasoline such as local taxes. Excludes federal excise tax of 18.4 cpg. National average represents approximate volume-weighting.
Source: American Petroleum Institute - State Motor Fuels Taxes (rates effective as of 10/1/2019)
HB2313: Expectations versus Reality

NOTE: Figures on vertical access shown in millions of dollars.
Today’s transportation funding allocation model: confusing and opaque

New, streamlined allocation model
Restructuring Virginia’s Transportation Funding Model

• Raise the gas tax by 4 cents a year for 3 years

• Index the gas and diesel tax to CPI instead of the sales price of fuel

• Creates a new Highway Use Fee on fuel-efficient vehicles – a tiered fee based on fuel economy

• Cut most passenger vehicle registration fees by $20 starting in FY22
Highway Use Fee

- Ensures equitable contributions from users of our transportation system

- A fuel-efficient vehicle would pay 85% of the difference between the fuel tax paid by an average vehicle and what the fuel-efficient vehicle pays

- If an average car pays $100 in gas tax, and the fuel efficient car pays $80 in gas tax, then the fee would be as follows:

  \[
  \text{\$100} - \text{\$80} = \text{\$20} \times 85\% = \text{\$17}
  \]

- Fuel efficient vehicle would save ~\$215 in gas costs (@ \$2.20/gallon)
Highway Use Fee

- In FY21 the driver of a 2000 Toyota Camry with a fuel economy of 23 mpg would pay $101.88 in gas tax.
- The driver of a 2019 Toyota Camry Hybrid with a fuel economy of 52 mpg would pay $45.06 in gas tax.
- Driver of the 2019 Camry pays $56.82 less in gas taxes.

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<tr>
<th></th>
<th>2000 Camry</th>
<th>2019 Camry Hybrid</th>
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<tbody>
<tr>
<td>Weight</td>
<td>2,998 lbs</td>
<td>3,572 lbs</td>
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<tr>
<td># of Seats</td>
<td>5</td>
<td>5</td>
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<tr>
<td>Dimensions</td>
<td>189” L x 70” W</td>
<td>192” L x 72” W</td>
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## Impact to Transportation Program

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<thead>
<tr>
<th></th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>FY24</th>
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<tbody>
<tr>
<td>Phase Gas Tax Increase</td>
<td>$152.4</td>
<td>$319.6</td>
<td>$492.9</td>
<td>$542.6</td>
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<tr>
<td>Highway Use Fee</td>
<td>$38.0</td>
<td>$46.7</td>
<td>$55.9</td>
<td>$58.8</td>
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<tr>
<td>Reg. Fee Reduction</td>
<td>-</td>
<td>($163.2)</td>
<td>($164.7)</td>
<td>($165.4)</td>
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<tr>
<td><strong>GROSS TOTAL</strong></td>
<td>$190.4</td>
<td>$203.1</td>
<td>$384.1</td>
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<tr>
<td>Route 58/NVTD/Oak Grove</td>
<td>($61.0)</td>
<td>($61.0)</td>
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<td>($60.0)</td>
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<tr>
<td>DMV</td>
<td>($5.0)</td>
<td>($5.0)</td>
<td>($5.0)</td>
<td>($5.0)</td>
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<tr>
<td><strong>NET TOTAL</strong></td>
<td>$124.4</td>
<td>$137.1</td>
<td>$319.1</td>
<td>$371.0</td>
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</table>
Addresses Key Transportation Needs

- Increases SMART SCALE Round 4 by $200M
- Restores funding to transit from the end of the CPR bonds in 2018
- Addresses Virginia’s 25 Special Structures: Robert O. Norris Bridge and Statewide Special Structures Program
- Increases safety funding by 33%
- Improves long-term condition of interstates, secondary highways, and city streets
- Matches federal PRIIA funding for WMATA
- Creates Transit Incentive Program
Rail Announcement

- $3.7B initiative
- A new, Virginia-owned Long Bridge will carry passenger and commuter rail, while the old bridge is reserved solely for freight.
- Virginia will acquire from CSX:
  - 350 miles of rail right-of-way
  - 225 miles of track
- Includes 37 miles of track improvements
- Partnership with Amtrak and VRE
We cannot pave our way out of congestion in NOVA
Transforming Rail in the Commonwealth

• Establishes a Virginia Passenger Rail Authority
  o Will own and manage real estate and oversee and contract for passenger rail service

• Authorizes debt backed by I-66 inside the Beltway toll revenues to support Long Bridge construction
  o Working in partnership with the Northern Virginia Transportation Commission

• Consolidates REF and IPROC into new Commonwealth Rail Fund
Virginia Passenger Rail Authority

Board of Directors has 8 voting members and 2 other members

- 2 from NVTC
- 2 from PRTC
- 2 from RMTA
- 1 from HRTAC
- 1 from Western Virginia
- Amtrak representative, ex-officio
- DRPT Director, who shall be chair and only vote in the event of a tie
Virginia Passenger Rail Authority

- Supermajority of 6 of 8 votes required for the issuance of bonds and sale of land
  - Bonds may only be used for capital projects approved by the Board
  - Land sales with a value in excess of $5M must be approved by the Board

- Annual budget
  - Capital and operating budget is required by be submitted to CTB by March 1 each year
  - CTB has until May 30 to approve or reject
Virginia Passenger Rail Authority

• DRPT will continue to—
  – Develop rail plans and undertake rail planning
  – Administer grant programs
  – Retain 8.5% of the new Commonwealth Rail Fund
    – Up to $4M of which may be used for the Shortline Rail Preservation and Development Fund
Improving Safety on Virginia’s Roadways
Improving Safety on Virginia’s Roadways

• Set of policies and investments that are anticipated to reduce fatalities by 15-20%, 120 to 160 people annually, when fully implemented

• Key policies
  
  o Making seat belt use a primary offense;
  o Prohibiting the use of hand held devices;
  o Prohibiting open containers in the passenger area of vehicles;
  o Enhanced speed enforcement in highway safety corridors; and,
  o Authority for local governments to lower speed limits in business and residence districts.
Improving Safety on Virginia’s Roadways

• Three of the policies have a delayed effective date until July 1, 2021 (primary seat belt, handheld ban, and open container)

• DMV Commissioner is required to—
  – Work with Chiefs of Police and DRIVE SMART to develop training materials for law-enforcement
  – Work with traffic safety organizations to develop educational materials for the general public
  – Establish an advisory council to review materials and monitor the effectiveness of policies and whether there is a disproportionate impact on certain communities
The bill establishes a Virginia Highway Safety Improvement Program:

• Investment in system infrastructure improvements and proven behavioral programs

• 5-year investment strategy adopted by the CTB

• Projects, strategies, and activities prioritized based on expected reduction in fatalities and serious injuries
Interstate Operations and Enhancement Program

- Directs CTB to establish a program to govern the funds from the ‘81’ bill last GA session
- CTB must establish a prioritization process for the use of funds
- Funds may only be used for a project or strategy that addresses a need in VTrans or a Board adopted corridor plan
Transit Incentive Program

• Directs CTB to establish a program to promote increased ridership of large urban transit systems and to reduce the barriers to transit use for low-income individuals.

• Funds are allocated by the Board to—
  – Establish routes of regional significance
  – Develop regional subsidy allocation models
  – Implement bus-only lanes and fare integration

• Up to 25% of funds may be used in any area to establish fare reduction programs and/or fare elimination.
Other Key Provisions of the Omnibus Transportation Package

• Restores $30M to 45M/year in funding to the NVTA through grantor’s tax and transient occupancy tax

• Debt authorization for the Interstate 81 Corridor Improvement Program as recommended by the Interstate 81 Committee and the CTB

• Regional fuels tax restructuring in NOVA, Hampton Roads, and 81 Corridor to be indexed to CPI instead of the distributor price of fuel

• Provides funding to complete Corridor Q in Southwest Virginia
Transportation Safety  
(HB1439 Jones / SB907 Lucas)

- Set of policies and investments that are anticipated to reduce fatalities by 15-20%, 120 to 160 people annually, when fully implemented

- Repeals the requirement for a safety inspections
  - Only 2% of all crashes are caused by vehicle failure
  - Only 14 other states require safety inspections
  - Only 3 of the 10 safest states require safety inspections
Transportation Safety  
(HB1439 Jones / SB907 Lucas)

• Set of policies and investments that are anticipated to reduce fatalities by 15-20%, 120 to 160 people annually, when fully implemented

• Repeals the requirement for a safety inspections
  – Only 2% of all crashes are caused by vehicle failure
  – 35 states have no requirement for a regular safety inspection
  – Of the 10 safest states only 3 require safety inspections
Improving Safety on Virginia’s Roadways

• Key policies included—
  o Making seat belt use a primary offense;
  o Prohibiting the use of hand held devices;
  o Prohibiting open containers in the passenger area of vehicles;
  o Enhanced speed enforcement in highway safety corridors;
  o Authority for local governments to lower speed limits in business and residence districts.

Includes the same protections as Omnibus Transportation bill
Hampton Roads Express Lanes Bond Act (HB1438 Jones)

- Authorizes $1.1 billion in 9(c) bonds to support the construction of the Hampton Roads Bridge Tunnel and the Hampton Roads Express Lanes

- Backed by tolls on the express lanes network

- Intent of the legislation is to maintain flexibility as HRTAC and the CTB determine the best method to finance these improvements
Other Legislation of Interest

- **SMART SCALE**
  - HB561 (Brewer), HB620 (Cole), and HB642 (LaRock)

- **Interstate 81**
  - HB970 (LaRock), HB1528 (Austin), and SB692 (Obenshain)

- **Transportation Funding**
  - SB332 (Stuart), SB452 (Edwards), and SB596 (Hanger)

- **Regional Funding**
  - HB1541 (McQuinn)
  - HB729 (Watts) and SB899 (Saslaw)
COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION
COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP AGENDA
VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219

January 14, 2020
10:00 a.m.

12. Director’s Items
Jennifer Mitchell, Virginia Department of Rail & Public Transportation

This item does not have a presentation associated with it.

# # #
13. Commissioner’s Items
   Stephen Brich, Virginia Department of Transportation

   This item does not have a presentation associated with it.
   ##
COMMONWEALTH TRANSPORTATION BOARD
WORKSHOP AGENDA
VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219

January 14, 2020
10:00 a.m.

14. Secretary’s Items
Shannon Valentine, Secretary of Transportation

This item does not have a presentation associated with it.

# # #