



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219
February 19, 2020
10:00 a.m.

1. Northstar Boulevard Extension Location Approval
US 50 to Shreveport Drive
James Zeller, P.E., Loudoun County
2. Transportation and Mobility Planning Division Overview
Marsha Fiol, Virginia Department of Transportation
3. Update from 2020 TRB Annual Meeting
Cathy McGhee, Virginia Transportation Research Council
4. At-Risk Project Briefing
Kimberly Pryor, Virginia Department of Transportation
Ken King, Virginia Department of Transportation
5. State of Good Repair
Jennifer Ahlin, Virginia Department of Transportation
6. Legislative Update
Nick Donohue, Deputy Secretary of Transportation
7. Director's Items
Jennifer Mitchell, Virginia Department of Rail & Public Transportation
8. Commissioner's Items
Stephen Brich, Virginia Department of Transportation
9. Secretary's Items
Shannon Valentine, Secretary of Transportation

###



Loudoun County

VIRGINIA

WHERE TRADITION MEETS INNOVATION

Northstar Boulevard Extension US Route 50 to Shreveport Drive Location Approval

James C. Zeller PE, Loudoun County

February 19, 2020

Project Location



Purpose and Need

To Improve local roadway access connections through the surrounding area. The needs for this project include:

- Improve emergency and state maintenance vehicle access and response time.
- Provide additional travel options and reduce local congestion.
- Improve community access to local schools.

Background and Financing

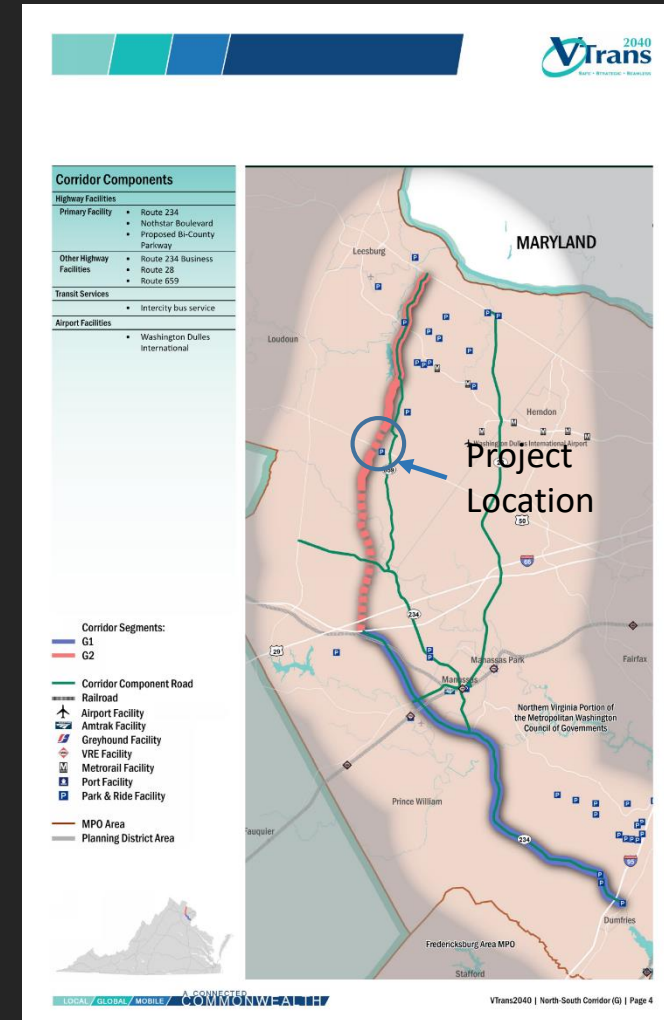
- Minor Arterial per Loudoun County's 2019 Countywide Transportation Plan
- Located in the most rapidly growing area of the county
- Project Financing: \$89,997,000 aggregate allocations
 - \$19,200,000 Revenue Share (combined state and local)
 - \$25,000,000 FFY18 TIGER
 - \$11,449,000 Unmatched Local
 - \$34,348,000 NVTA

Compliance With VTRANS Mid-Term Needs

- Congestion Mitigation
- Transit and Non-motorized Accessibility Improvement
- Located within UDA
- Safety Segment Improvement
- Transportation Demand Management Improvement

Compliance With VTRANS Long-Term Needs

- Part of the North-South Corridor of Statewide Significance G2



Relationship With Other Adopted Long Range Plans

- VISUALIZE 2045 – Needed missing link as adopted by the Washington Metropolitan Transportation Planning Board (TPB)
- TRANSACTION – Listed project as adopted by the Northern Virginia Transportation Authority (NVTA)

Project Development History

- Project scoping initiated in 2016 as a Revenue Share Project
- January 2018 – Preliminary engineering initiated as a federal aid project
- March 2018 – Loudoun County awarded \$25M TIGER Grant
- July 2019 – Location & Design Public Information Meeting
- November 2019 – Design-Build RFQ released.

Range of Alternatives

- Due to site constraints, alternatives are limited to “Build” and “No Build”.
- Multiple alignments considered, one viable:
 - Limited crossing points of a regional utility corridor
 - Avoidance of VDOT’s Arcola Area Headquarters
 - Fixed intersection locations at Rte 50 and at Shreveport Drive
 - Crossing of North Fork Broad Run

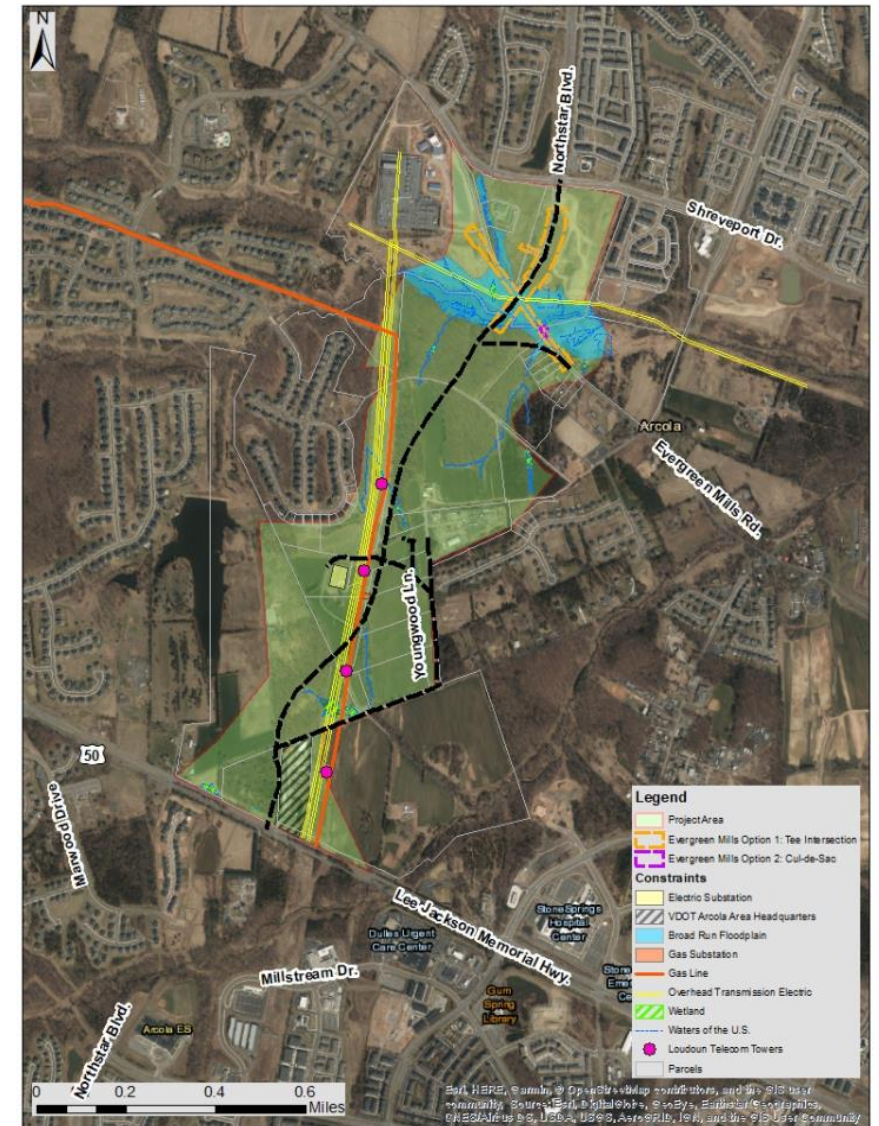


Figure 3.2.2 – Constraints Map for Northstar Boulevard Extension Alignments

Northstar Boulevard Extension

Northstar Boulevard Extension Project Design



Next Steps and Crucial Deadlines

- March 2020
 - CTB action on Location of the proposed roadway
 - Completion of NEPA
 - Design – Build Request for Proposals
- September 30, 2020 – Obligation deadline of TIGER grant
- December 2020 – Notice to Proceed
- September 1, 2022 – Construction start deadline
- May 2024 – Substantial Completion
- May 2025 – Period of Performance End Date



TRANSPORTATION AND MOBILITY PLANNING

Feeding the Program

Marsha Fiol

Transportation and Mobility Planning Division Director

February 19, 2020

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.

Transportation and Mobility Planning Division Mission:

Use performance-based planning to identify problems, work cooperatively with stakeholders, and develop prioritized, targeted solutions that can be readily implemented

Division Structure

Planning reports to the Chief Engineer and plays critical role in project development

Division Director Marsha Fiol

Assistant Director– <i>Ben Mannell, AICP</i>	Assistant Director– <i>Terrell Hughes, PE</i>	Planning and Investment Resources– <i>Tammy Poore</i>
Highway Programs	Conceptual Planning	Work Programs (VDOT/MPO/PDC)
Planning Data Solutions	Multimodal Planning	Administrative & Training Budgets
Travel Demand Modeling	SMART SCALE Support	

Central Office– 34 Staff

- Procedures, Program Management
- Guidance, Technical Assistance
- Complex Project Management

9 District Offices– approx. 34 Staff

- SMART SCALE leads
- Planning study leads
- Oversight of regional planning efforts at MPOs and PDCs

Where do Projects Come From?



...*Planning!*

Local

Regional

State

Federal/state mandates

Where do projects come from?

Scenario List								
SYIP	Interstate	Primary	Secondary	Urban	Enhancement	Transit	Rail	Other
Program Overview	Program Line Items	Transaction Log	Deleted Line Items	Reports				
Show Filters								
Scenario Overview								
Name	LIVE SYIP: FY21-26					Description	FY21-26	
Year	2021					Total Line Items	6188	
Allocations & Projected Funding								
	Previous	2021	2022	2023	2024	2025	2026	
Total Funding		\$0	\$0	\$0	\$0	\$0	\$0	
Total Programming	\$28,250,183	\$3,798,507	\$2,769,788	\$2,584,878	\$2,070,258	\$1,972,532	\$0	
Difference		(\$3,798,507)	(\$2,769,788)	(\$2,584,878)	(\$2,070,258)	(\$1,972,532)	\$0	
*Values in Thousands of Dollars								
Estimates & Expenditures								
	PE	RW		CN	Total			
Estimate	\$8,119,112	\$3,636,475		\$32,003,024	\$41,758,611			
Expenditures	\$2,210,814	\$1,646,041		\$9,300,584	\$13,157,581			
Difference	\$3,908,298	\$1,990,435		\$22,702,440	\$28,601,030			
*Values in Thousands of Dollars								
Authorizations								
	PE	RW		CN	Total			
Authorized	\$762,909	\$850,579		\$1,965,363	\$3,578,850			
Expenditures	\$2,210,814	\$1,646,041		\$9,300,584	\$13,157,581			
% of Authorized Expended	289.79%	193.52%		473.22%	367.65%			
*Values in Thousands of Dollars								
Home STIP Pool PCES IPM Funding CERS SYP SSYP Dashboard								
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What is Planning's Role in Project Development?

VTrans Vision, Needs and Priorities



Arterial Preservation, STARS and Corridor Planning Programs

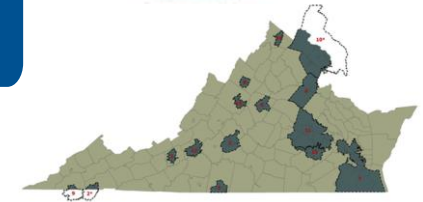
Public Involvement



Planning Data Sources



Regional Planning

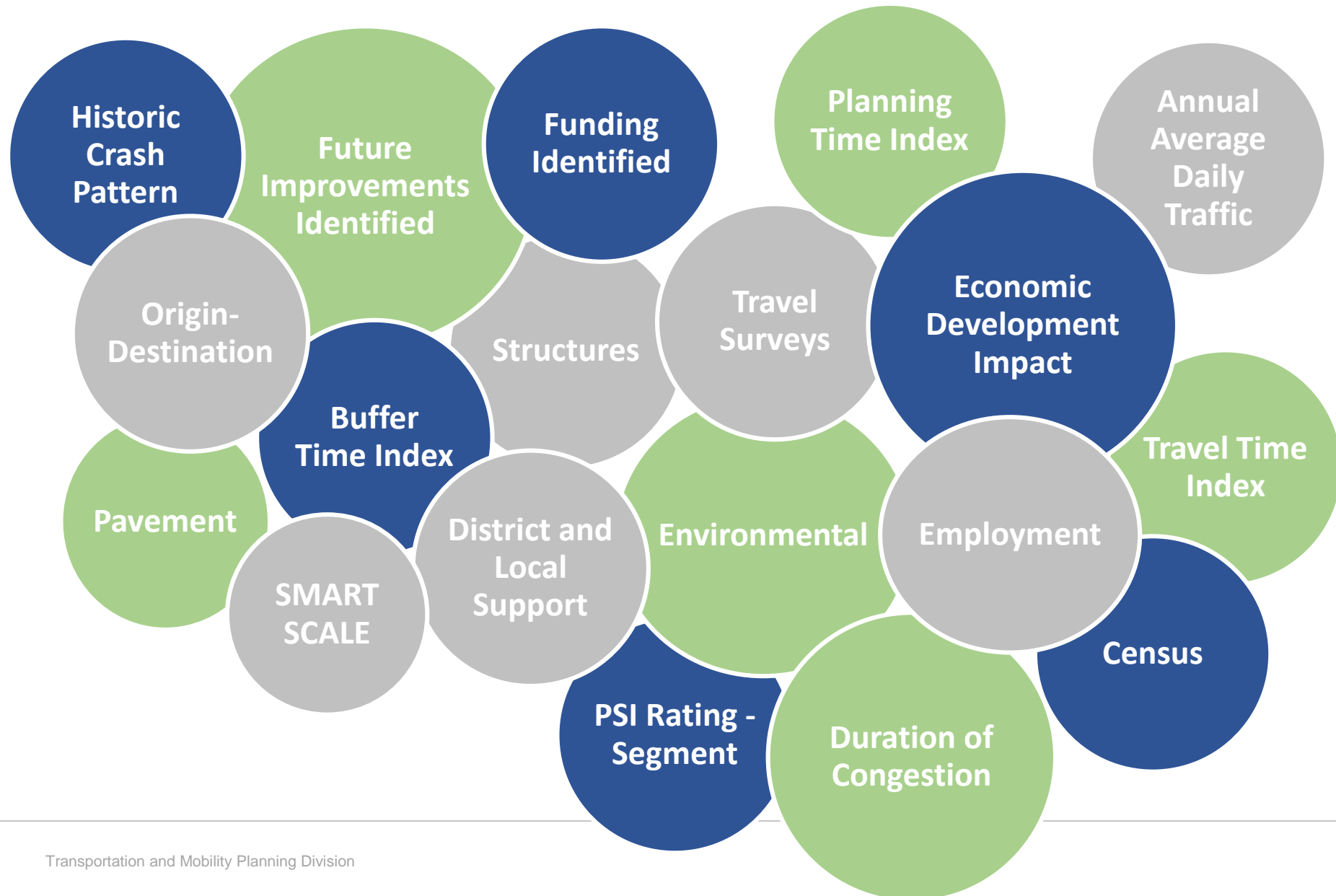


Project Development and Funding Today

- Performance-based
- Addressing underlying issues and looking for greatest return on investment
- Accelerated project development- projects fully funded
- Engagement with decision-makers and public early on

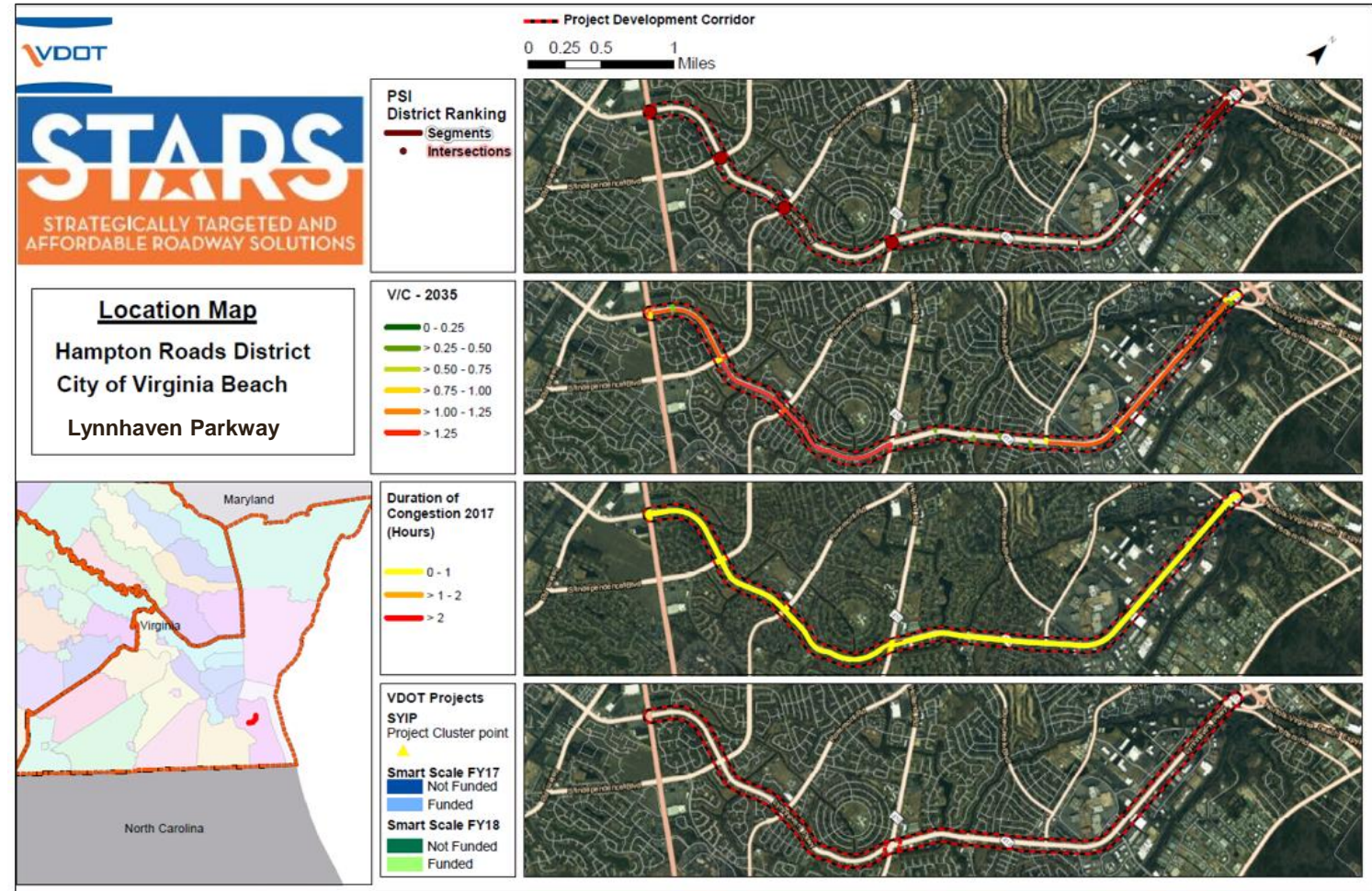


Data Resources:



Data Resources: Supporting Project Development

- **SMART SCALE = Data Driven Process**
 - Mapping of key performance metrics
 - Correlating SMART SCALE applications to issues is the first step to successful applications
- Using data for other funding programs
 - Not a requirement, but can help
 - Makes applications more defensible



Planning Data Sources- Pathways 4 Planning

<https://VDOTP4P.com/>

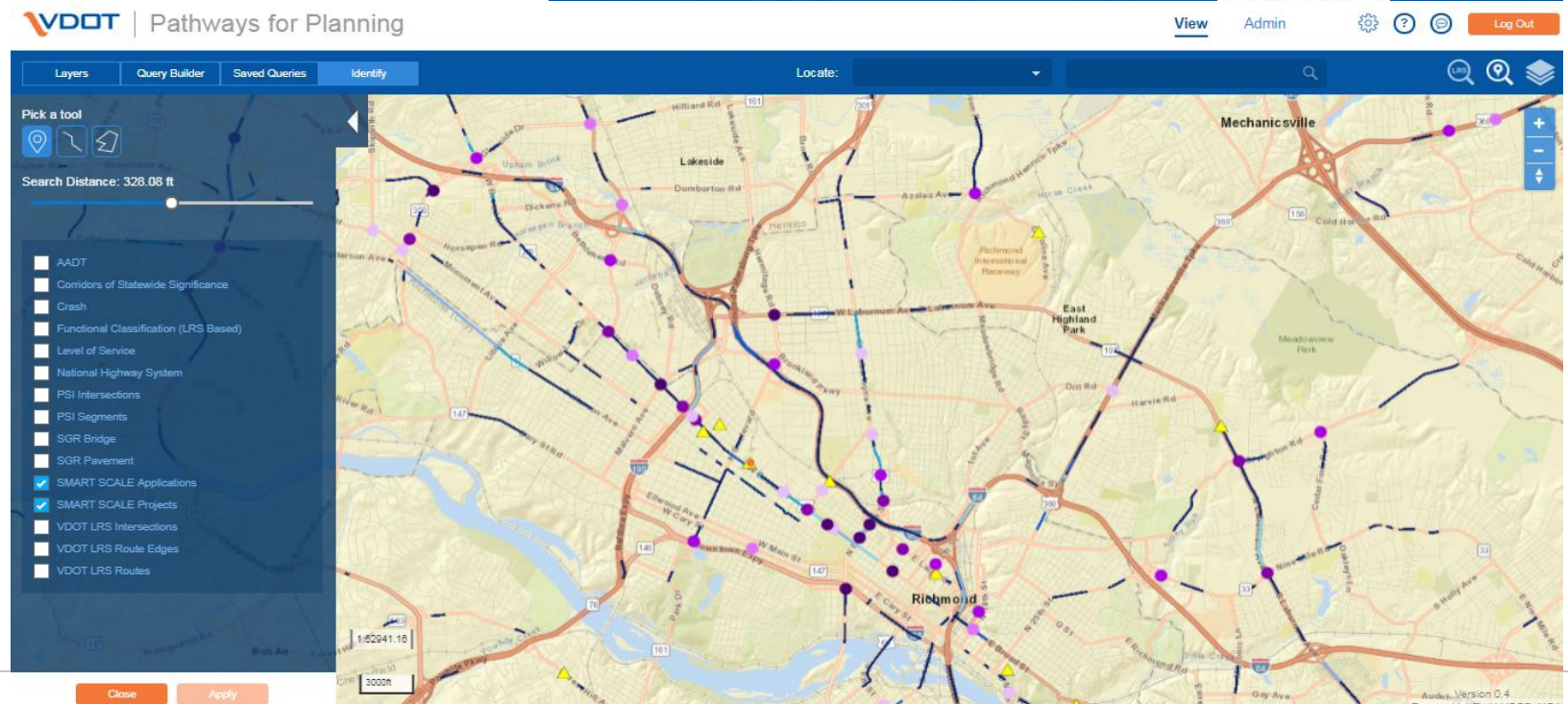
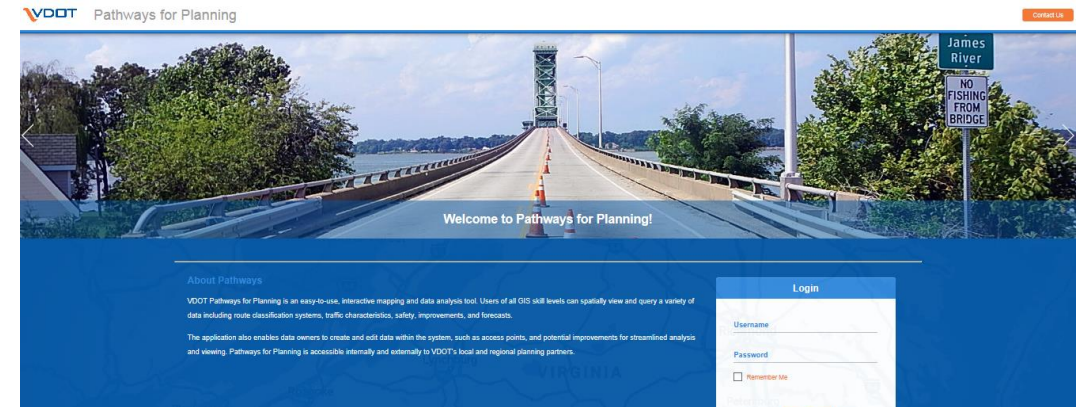
Email: P4P@vdot.virginia.gov

Using “Big Data”

- Sharing
- Querying
- Absorbing

Objective:

- Targeted solutions
- Funded projects



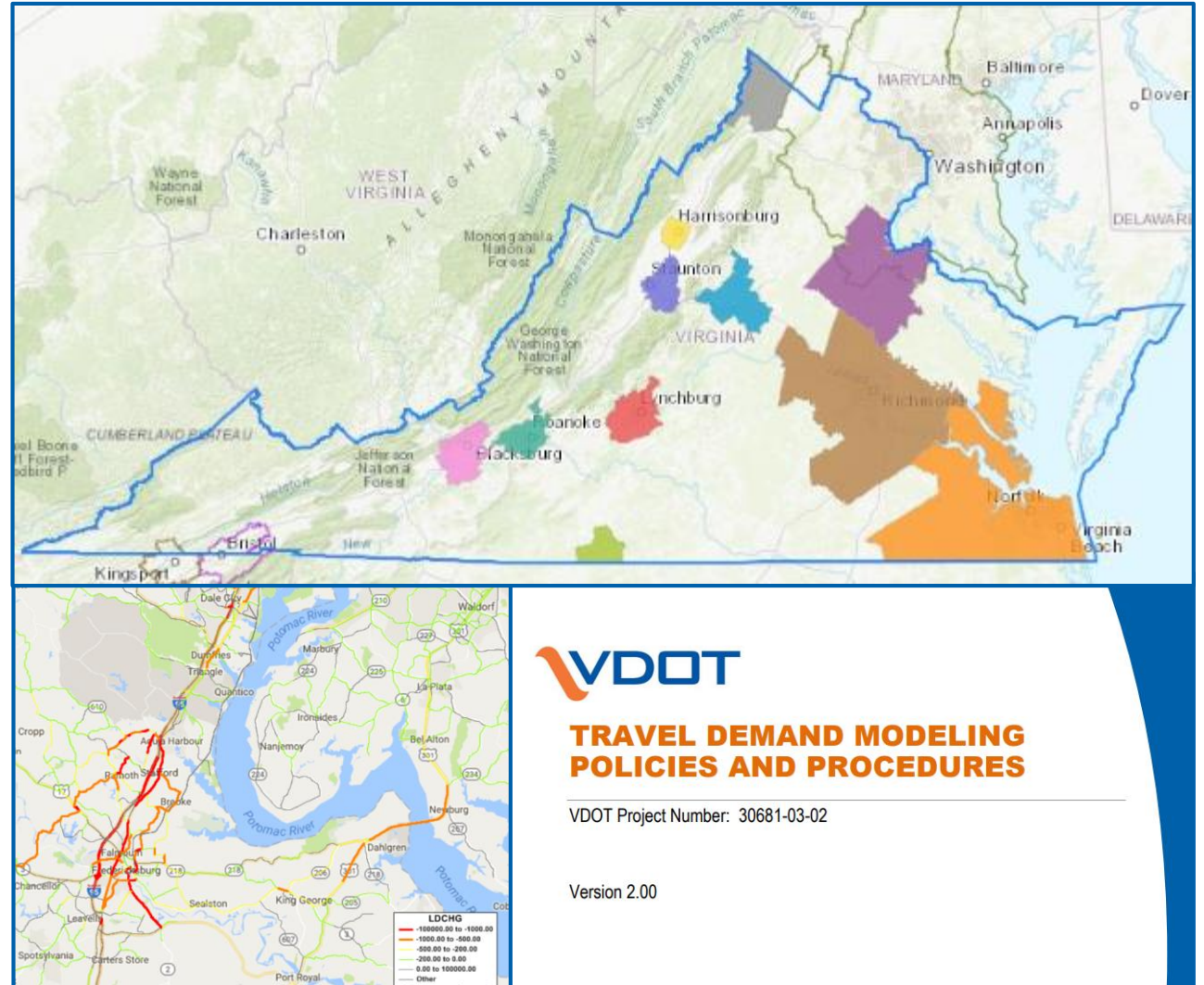
Data Resources: Forecasting

Travel demand modeling program used to support planning process

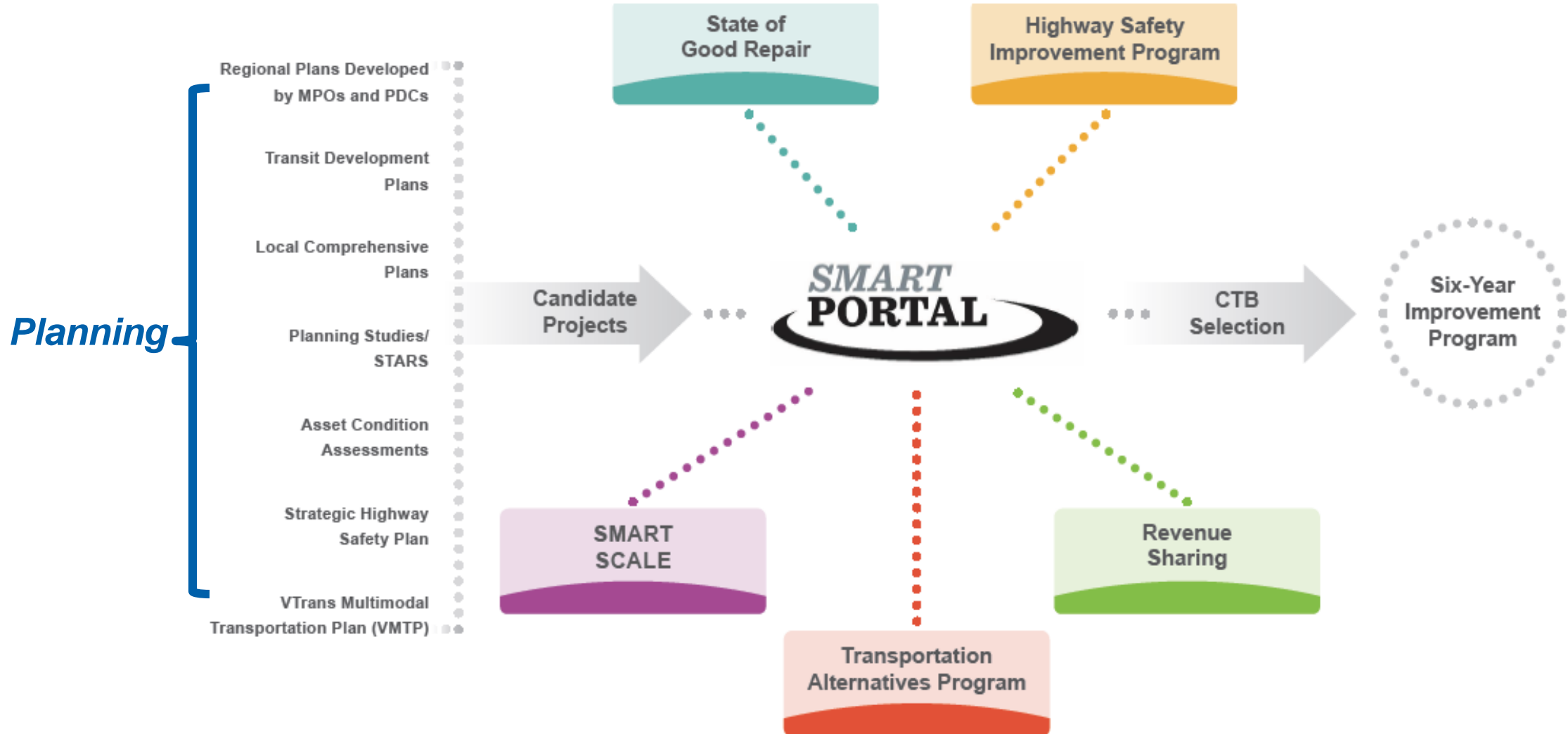
- Traffic forecasts
- Alternative transportation scenarios
- Policies

Can help answer questions such as:

- When will a trip be made?
- Where are people and goods traveling?
- How are people and goods traveling?
- Which route will they take to complete the trip?



Developing Candidate Projects



Public Involvement

VDOT Planning Policy:

Requires all planning studies to include a public involvement component

Encourages use of virtual public involvement, alternatives to traditional engagement

Critical with SMART SCALE where concepts and estimates quickly become projects and budgets



I-95 Corridor Improvement Plan



Welcome

I-95 Corridor Improvement Plan

The purpose of the I-95 Corridor Improvement Plan is to identify targeted operational and capital multimodal improvements that will increase safety, reduce congestion, and improve reliability of the I-95 corridor through the Commonwealth of Virginia.

[View study area map](#) [Begin](#)

Interstate 95 runs approximately 179 miles through Virginia, from the North Carolina border to the Woodrow Wilson Bridge at the Potomac River and connects Petersburg, Richmond, Fredericksburg, and Northern Virginia.

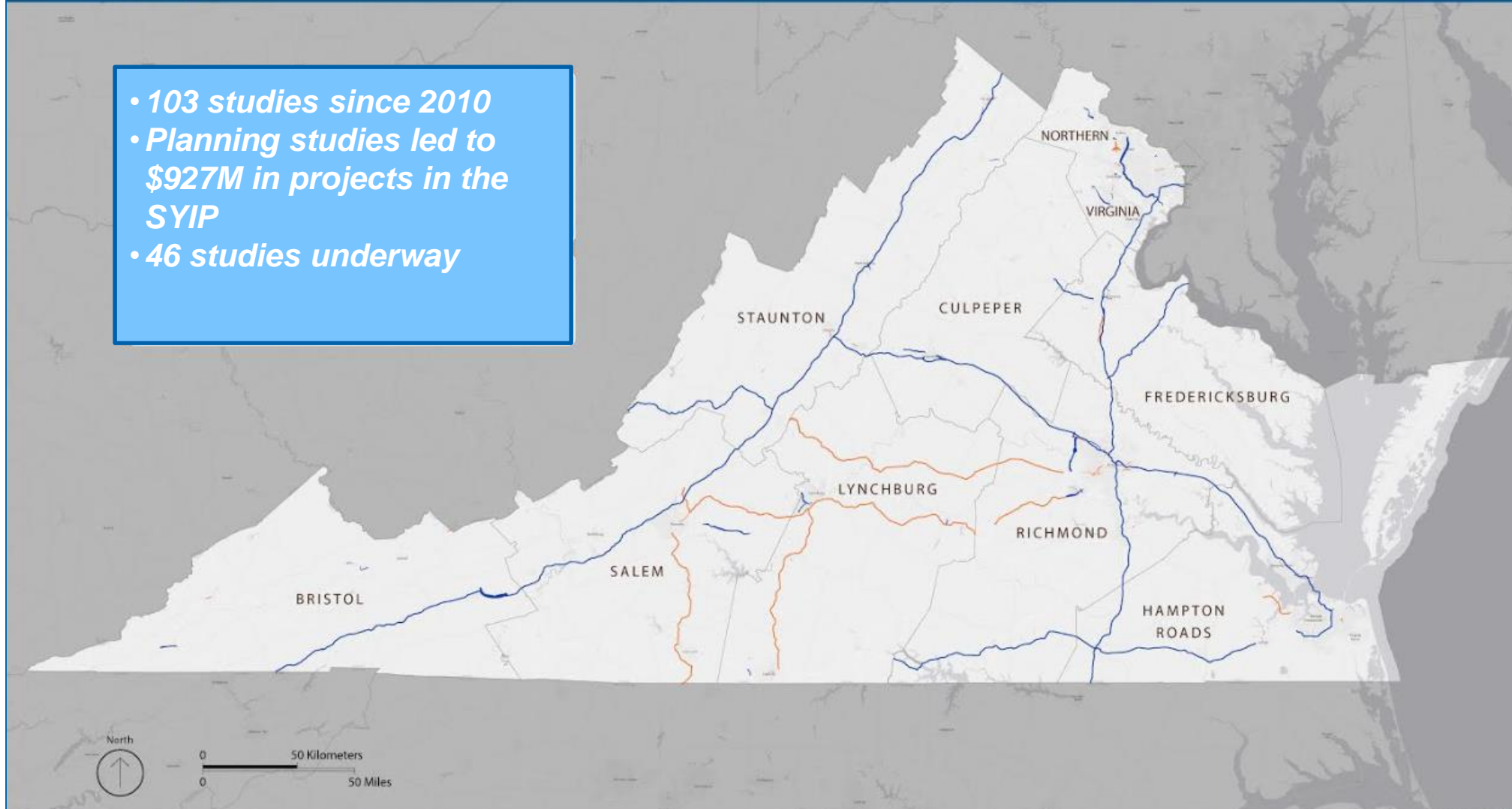
WELCOME **QUICK SURVEY** **MAP MARKERS** **WRAP UP**

[Help](#) [Privacy](#) [About MetroQuest](#)

February, 2020

Planning studies offer a high return on investment

- *103 studies since 2010*
- *Planning studies led to \$927M in projects in the SYIP*
- *46 studies underway*

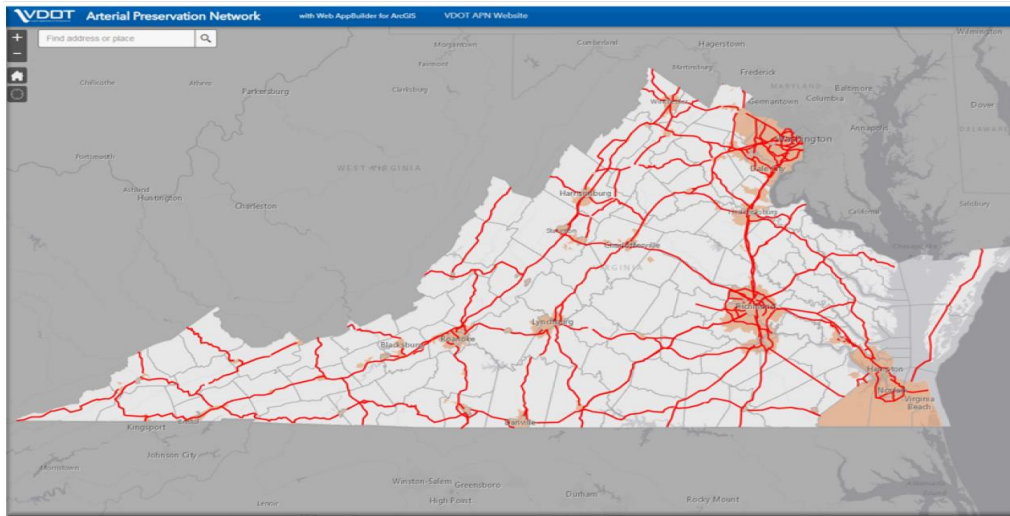


Arterial Preservation Program



Designed to **preserve and enhance the safety and capacity** of arterial highways - plan now to reduce future costs

Arterial Preservation Network



Program Goals

Increased safety for all users

Local economic development goals are integrated

Mainline through traffic is served with priority

Special Studies

- Tasked with major studies such as I-81 and I-95 Corridor Improvement Plans
- I-64 Corridor Improvement Plan is currently underway



STARS Program

(Strategically Targeted Affordable Roadway Solutions)



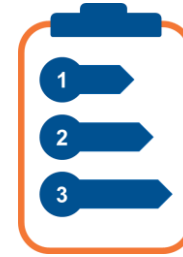
Study Area Selection

- Data-driven
- Stakeholder involvement



Conduct Detailed Analysis

- Safety
- Congestion
- Operations
- Solutions



Prioritize Recommendations

- BCA
- Coordination
- Advance to SYIP



Programming and Implementation

- Pipeline of projects
- Supported by multiple funding sources

Planning: Approach

Multidisciplinary

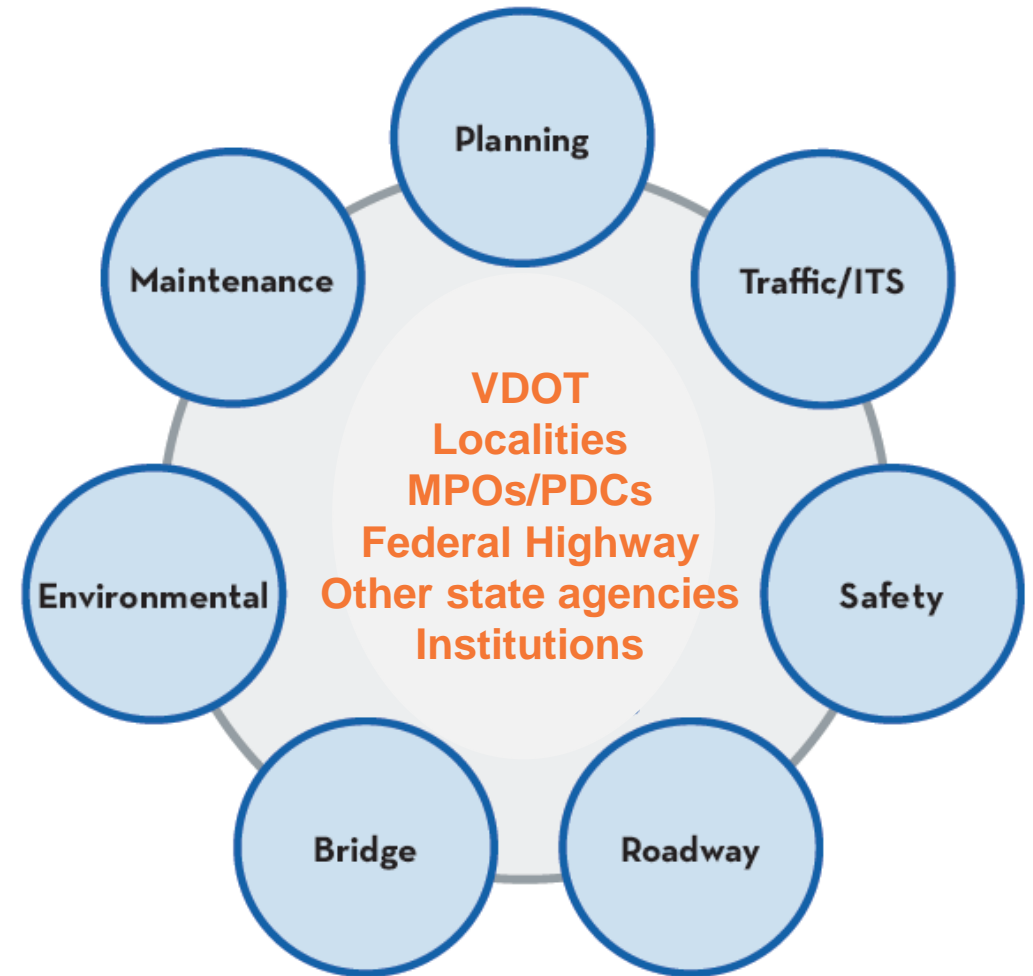
Data-driven

Accelerated
Process

Tests Concepts

Improving
Accuracy

Implementable,
Targeted Solutions



Why are Arterial Preservation and STARS Important to Project Delivery?

The screenshot shows the VDOT Six-Year Improvement Program web application. At the top, it displays the VDOT logo and the program title. Below the navigation bar, there are search filters for Program (FY14 FINAL), District (Richmond), Jurisdictions (Richmond), and Road System (All). A search bar with fields for Route, ZIP, UPC, and Keyword is also present. The results section shows 89 projects found, with a table listing project details such as UPC, Description, Route, District, and financial estimates.

UPC	Description	Route	District	Estimate	Previous	FY15-19	Balance
78245	VIRGINIA CAPITAL TRAIL - WESTERN SECTION	0005	R				
97840	LANDSCAPE INTERSTATE I-95 GATEWAYS INTO THE CITY OF RICHMOND	EN10	R				
105055	I-95/I-64 OVERLAP ISSUES	0095	R				
93087	RTE 165 - BRIDGE REPLACEMENT OVER RTE 76, CSX, RAMP S	0195	R				
92609	POCAHONTAS PARKWAY - T895 - VDOT OVERSIGHT	0895	R				
104891	VIRGINIA PORT AUTHORITY - CRANE PROCUREMENT	0000	Richmond	\$4,200	\$1,130	\$484	\$2,570
104892	GREEN OPERATOR (GO) RICHMOND DRAYAGE TRUCK REPLACEMENT PROG	0000	Richmond				\$16
T10724	PORT OPPORTUNITY ZONE IMPROVEMENTS	9999	Richmond				
80510	CN OF TRANSPORTATION ENHANCE & INFRASTRUCTURE OF VMFA PROJECT	SLEN	Richmond				
T1811	CITY OF RICHMOND: EMPLOYEE TRIPREDUCTION PROGRAM	TRIP	Richmond				

Logos for the **ARTERIAL PRESERVATION PROGRAM** and **STARS STRATEGICALLY TARGETED AND AFFORDABLE ROADWAY SOLUTIONS** are overlaid on the screenshot.

They create a project development pipeline that readily feeds the SYIP

Data driven

Accuracy of cost estimates and schedules

Solutions that can be funded in the SYIP

SMART SCALE Support

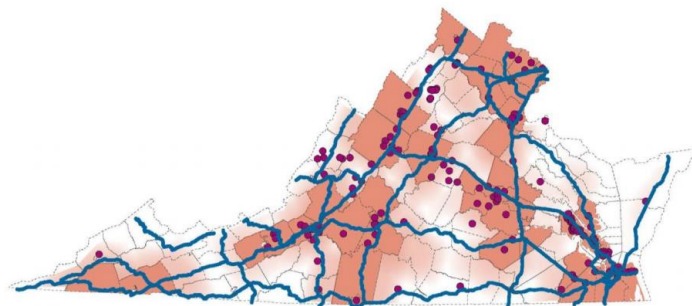


Planning Division:

- Assists in screening applications
- Leads congestion and accessibility measure scoring, assists in environmental measure

District Planners:

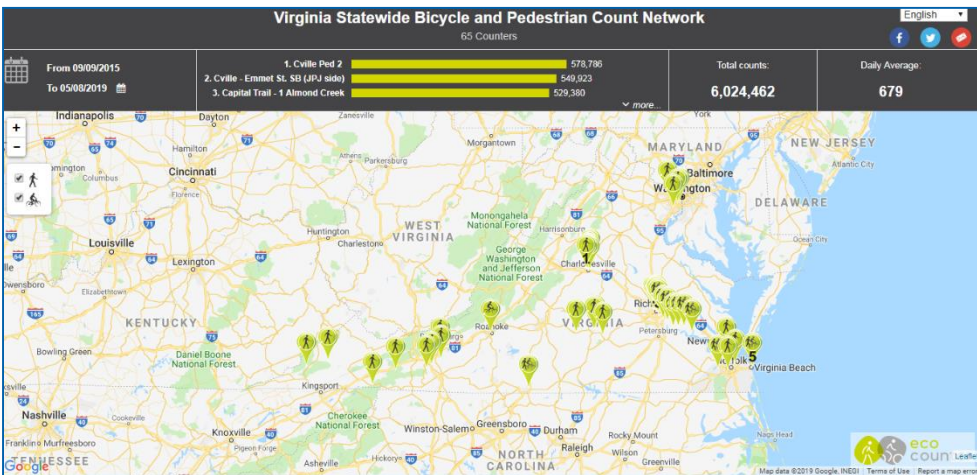
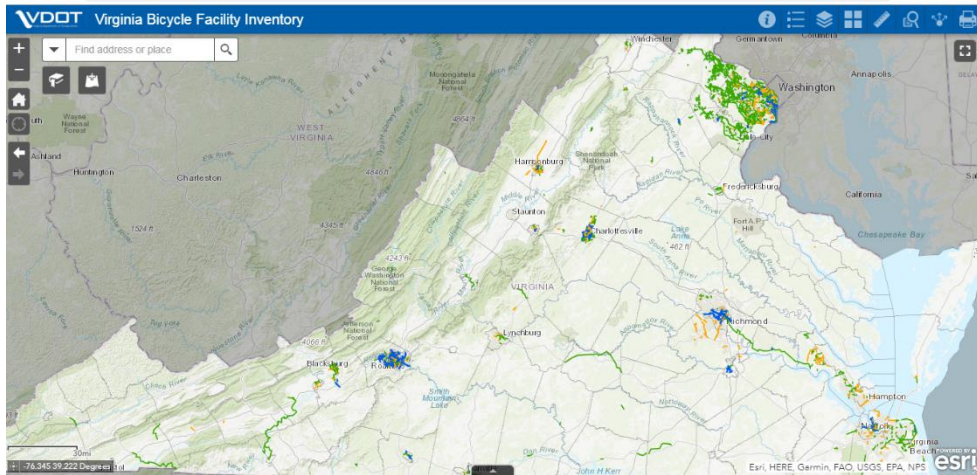
- Serve as SMART SCALE POCs
- Review all applications and project changes after funding



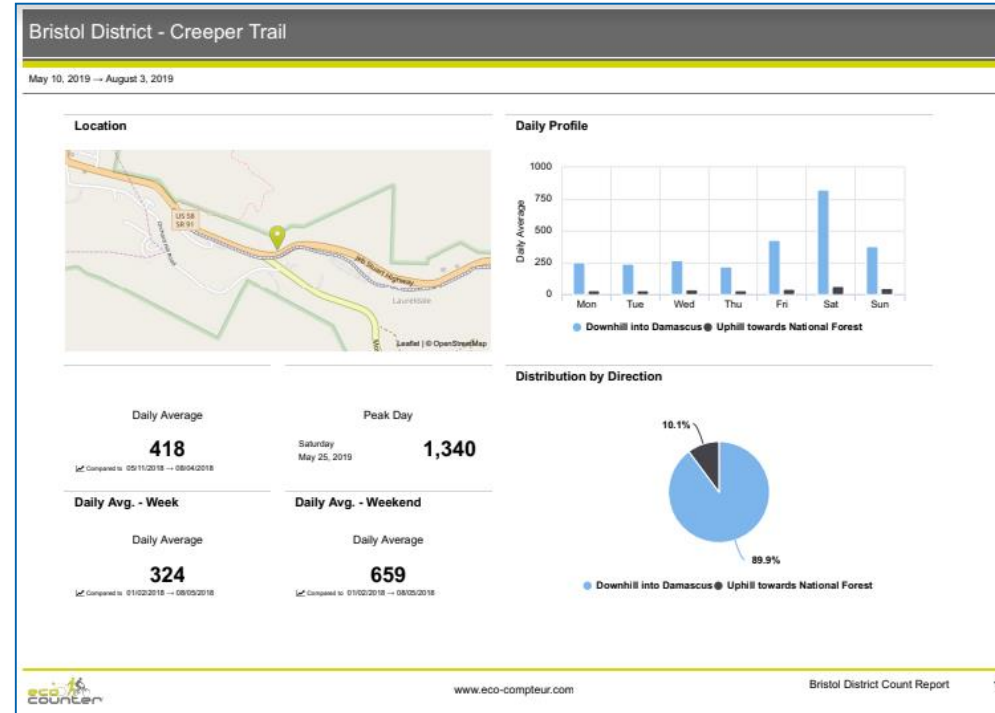
Project Located in Typology Category A	Congestion Mitigation		Safety		Accessibility			Environment		Economic Development		Land Use
	Person Throughput	Person Hours of Delay	Number of Fatal and Injury Crashes	Rate of Fatal and Injury Crashes	Access to Jobs	Access to Jobs for Disadvantaged Populations	Access to Multimodal Choices	Air Quality and Energy Environmental Effect	Impact to Natural and Cultural Resources	Project Support for Economic Development	Intermodal Access and Efficiency	Travel Time Reliability

Statewide Bicycle and Pedestrian Program

Interactive Facility Map



Bike/Ped Count Program

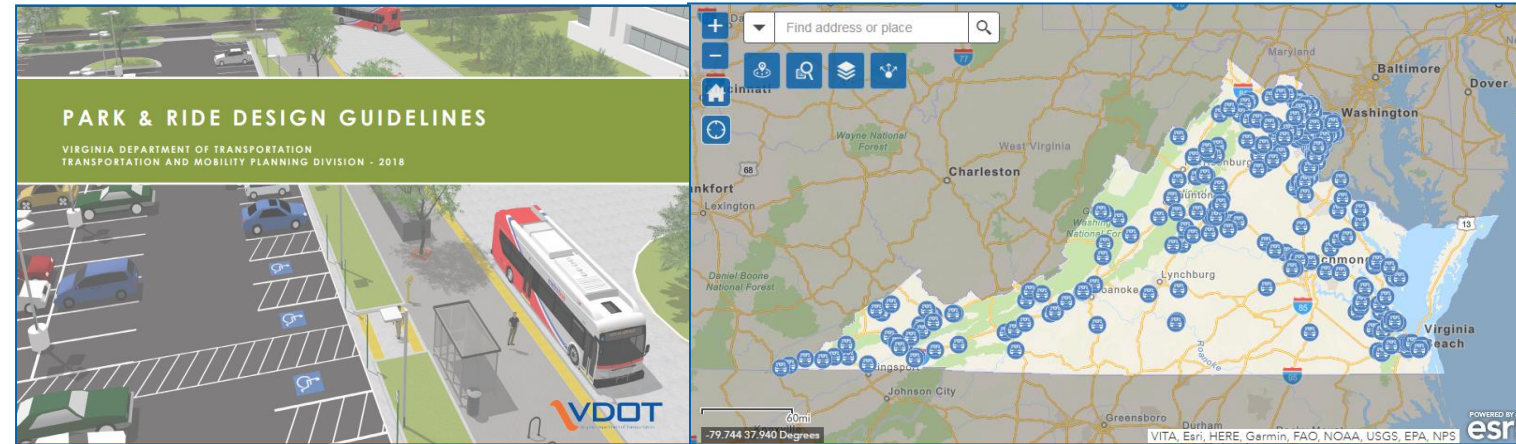


Statewide Bicycle and Pedestrian Program

Transportation Demand Management

- **Focus Areas**

- Park & Ride Lots
- HOV Lanes
- Slugging
- Innovation / Technology
- DRPT Coordination



Safe Routes to School Program

- **Focus Areas**
 - Non-Infrastructure grants
 - Mini-grants
 - Crossing Guard Appreciation Day
 - Transportation Alternatives Grant coordination



A project makes it into the SYIP- now what?

Planning Boundaries/
Functional
Classification/ National
Highway System

MPO Constrained Long
Range Plans and
Transportation
Improvement Programs



MPO Planning and Programming Documentation

CLRP

A minimum 20-year plan that includes long range and short-range multimodal transportation strategies/actions

TIP

A minimum 4-year plan reflecting investment priorities identified in the CLRP

How are the CLRP and the TIP related?

All regionally significant construction and maintenance projects, regardless of funding, must be in both the CLRP and TIP if they are within an MPO

A project cannot move forward unless it is included in the MPO adopted CLRP, TIP, and federally approved STIP



Resources

Arterial Preservation Program:

http://www.virginiadot.org/projects/arterial_management_plans.asp

STARS Program:

<http://www.virginiadot.org/projects/stars.asp>

Park and Ride Program:

<https://www.virginiadot.org/travel/parkride/faqs.asp>

Bicycle and Pedestrian Program:

<http://www.virginiadot.org/programs/bikeped/default.asp>

Safe Routes to School Program:

http://www.virginiadot.org/programs/rt2_school_pro.asp

QUESTIONS?





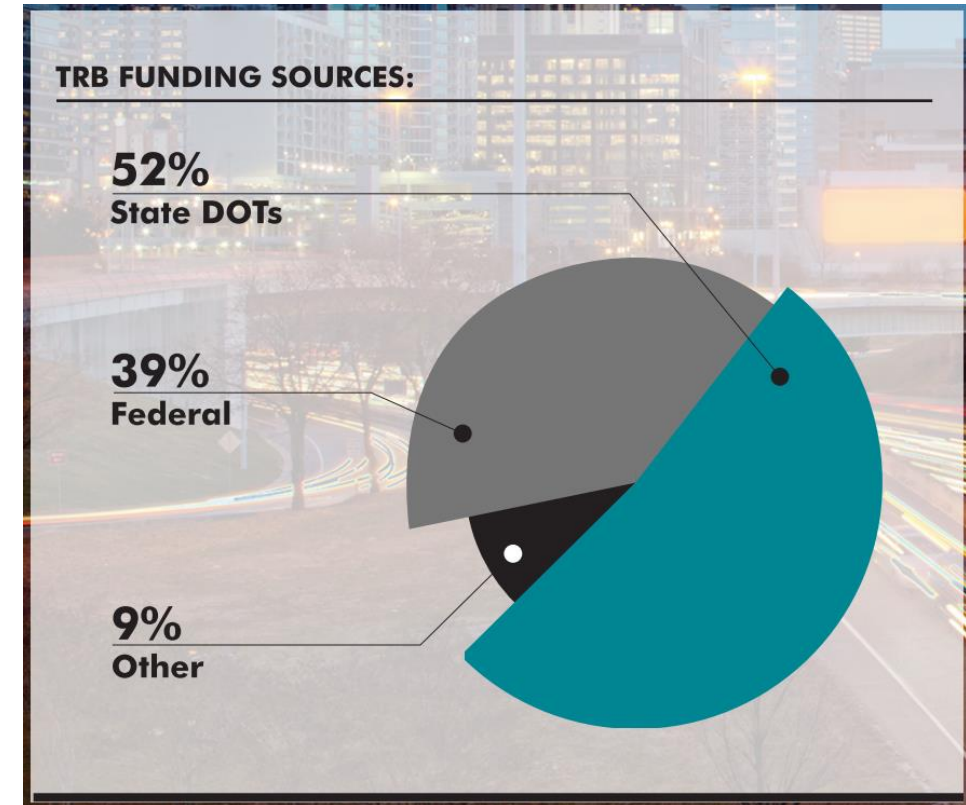
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Office of the
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Update from 2020 TRB Annual Meeting

Cathy McGhee, PE
Director of Research and Innovation

Transportation Research Board

- **The Transportation Research Board is a unit of the National Academy of Sciences, Engineering and Medicine**
 - **With thousands of volunteers, TRB delivers research; convenes leaders, practitioners and academics from around the world; and provides policy advice on transportation issues**
 - **300+ research projects active, 200+ standing committees, 100+ national policy studies completed**



99th Annual Meeting (Jan. 12-16, 2020)

Spotlight theme – A Century of Progress: Foundation for the Future

- Kicked off the year-long TRB Centennial celebration
- 5,000 presentations in nearly 800 sessions and workshops
- Secretary Chao provided remarks at Chair's Luncheon
- VTRC and VDOT were well represented at the Annual Meeting

Spotlight Sessions

- **2050 Transportation Workforce Transformation Challenges: International Prospects and Strategies**
- **Mobility Innovation: A Vision for our Transportation Future**
- **Preparing for Urban Air Mobility**
- **Automating Bridge Construction through Robotics and 3D Printing**
- **The Future of North American Freight Rail Transportation**



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SMART SCALE AT-RISK PROJECT BRIEFING

Commonwealth Transportation Board

 Kimberly Pryor – Director, Infrastructure Investment

February 19, 2020

Projects Requiring CTB Action

- **Safety Improvements to Route 122 at Route 636 Intersection**
 - **UPC 109287 - Salem District**
 - **Budget Increase Request**
- **Hollins Rd and Orange Avenue Intersection Improvements**
 - **UPC 111370 - Salem District**
 - **Transfer Request**
- **I-64 Ramp Signalization at Ashland Road**
 - **UPC 109313 - Richmond District**
 - **Cancellation Request**

SMART SCALE Policy

CTB Policy for Scope Changes and/or Budget Increases, February 2018

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

SMART SCALE Project Cancellation

SMART SCALE Policy, February 2018

- A project that has been selected for funding must be initiated and at least a portion of the programmed funds expended within one year of the budgeted year of allocation or funding may be subject to reprogramming to other projects selected through the prioritization process

SYIP Development Policy, December 2016

- A project that has been selected for funding through either the High Priority Projects Program or Construction District Grant Program may be cancelled only by action of the Board
- In the event that a project is not advanced to the next phase of construction when requested by the Board, the locality or metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project

Safety Improvements to Route 122 at Route 636 Intersection
UPC 109287 - Salem District
Budget Increase Request

Project Information

Safety Improvements to Route 122 at Route 636 Intersection (UPC 109287)

- Submitted by Franklin County in Round 1 of SMART SCALE
 - Total Original Project Cost: \$2,718,576
 - Total SMART SCALE Request: \$2,718,576
 - Request funded with DGP funds
- Project is VDOT administered
 - Construction scheduled to begin FY21
- Original Scope Included:
 - A northbound left turn lane on Route 122
 - An improved south bound right turn lane on Route 122
 - Access management (closing an entrance to a commercial business)

Change in Project Design

What Changed after Project Selection?

- Predominant crash pattern changed from rear-end to angle crashes
 - Angle crashes increased for vehicles turning from the side street (Hardy Road)
 - Increase in severe injury and fatal side street angle crashes
- VDOT identified proposed improvements to address the crash problem
 - Evaluated a traffic signal and a roundabout to reduce angle crashes
 - Roundabout recommended – better safety performance at comparable cost
 - A Citizens Information Meeting (CIM) was held on January 23, 2020
 - Majority of comments from the CIM were positive towards the roundabout
- Franklin County BOS expressed support for proposed design refinement in December and is expected to officially endorse the roundabout at their February 18, 2020 meeting

Proposed Design



Project Budget Increase

- **Estimated cost of revised scope is \$4.3M**
 - Increase of \$1.6M or 58% increase
 - Sufficient unallocated and deallocated Salem DGP funds are available to cover the increase

	Original Application	Current
Total \$	\$2.7M	\$4.3M
SMART SCALE \$	\$2.7 (DGP)	\$4.3M (increase of \$1.6M)
Score	9.5	6.0 (based on original benefits)
Funding Scenario	9/20	11/20 (project would still have been funded)
Expenditures as of 1/31/20		\$690,642

Recommendation for Action in March 2020

- **Approve Budget Increase Request**
 - Fund increase from surplus and unallocated balances

Salem Construction District Grant Funds	Amount Available
Surplus	\$1,923,850
Unallocated	\$1,180,912
Total Available	\$3,104,762

Hollins Road and Orange Avenue Intersection Improvements
UPC 111370 - Salem District
Cost Increase

Project Information

- **Hollins Road and Orange Avenue Intersection Improvements**
- Submitted by City of Roanoke in Round 2 of SMART SCALE
 - Total Original Project Cost: \$3,552,247
 - Total SMART SCALE Request: \$3,552,247
 - Full request funded with DGP funds
- Project is VDOT administered
- Improvements include:
 - An eastbound right turn lane on Orange Avenue at Hollins Road
 - Left turn lane improvements in both directions on Orange Avenue
 - Added capacity to Hollins Road in the immediate vicinity of the intersection
 - Reconstruct the existing traffic signal at this intersection (companion HSIP project)

Project History

Project Development

- Initial Advertisement March 2019: bids returned outside acceptable range of evaluative estimate
- District revised project scope to address cost (Summer 2019)
 - Reduced Hollins Road pavement reconstruction by following existing roadway profile
 - Shortened Hollins Road pavement transition
 - Removed previously planned landscaping
- SMART SCALE Working Group confirmed proposed changes did not impact the benefits (Fall 2019)
- Second Advertisement: bids returned high (January 2020)
 - Small urban job with low production rates resulted in high unit costs across bid items
 - All avenues for cost reduction exhausted & contingency released

Project Budget Increase

- **Estimated cost to award \$5.1M**
 - Total shortfall to award of \$1.6M
 - City of Roanoke has requested a transfer of \$1M in Revenue Sharing including local match (for CTB action in March) to cover the majority of the shortfall
 - Sufficient surplus and unallocated Salem DGP funds are available to cover the remaining shortfall of \$0.6M

	Original Application	Current
Total \$	\$3.5M	\$5.1M
SMART SCALE \$	\$3.5 (DGP)	\$4.1M (increase of \$0.6M) \$1M in RS plus including local match transfer pending
Score	9.28	8.0 (based on original benefits)
Funding Scenario	14/18	15/18 (project would still have been funded)
Expenditures as of 1/31/20		\$619,333

Recommendation

- **Approve the Revenue Sharing transfer**
- **The remaining shortfall will be below the threshold for CTB action and can be funded from surplus and deallocated Salem DGP**

Salem Construction District Grant Funds	Amount Available
Surplus	\$1,923,850
Unallocated	\$1,180,912
Total Available	\$3,104,762
Less Funds for Rte. 122/636 Scope Refinement	-\$1,590,014
Remaining Balance Available	\$1,514,748

I-64 Ramp Signalization at Ashland Road (Rte.623)
UPC 109313 – Richmond District
Cancellation Request

Project Information

I-64 Ramp Signalization at Ashland Road (Rte.623)

- New traffic signal at the eastbound I-64 on- and off-ramps at Ashland Road (Rte. 623).
- Submitted by Goochland County in Round 1 of SMART SCALE
 - Total Project Cost: \$766,837
 - Total SMART SCALE Request: \$766,837
 - Full request funded with DGP funds
- Project is VDOT administered
 - Signal does not meet warrants
 - Scheduled to begin preliminary engineering in October 2016, but project has not advanced to scoping

Project Information

I-64 Ramp Signalization at Ashland Road (Rte.623)

- Richmond District has worked extensively with Goochland county to identify a viable alternative but has been unsuccessful to date
 - Modular roundabout is not recommended in this location
 - Full roundabout is cost prohibitive
- District has recommended cancellation of the project

Recommendation

- **Cancel the I-64 Ramp Signalization at Ashland Road (Rte.623)**
- **Transfer all \$766,837 in Construction District Grant funds to the Richmond Construction District Grant deallocation balance entry (UPC -21766)**





STATE OF GOOD REPAIR PROGRAM UPDATES

Distribution Percentage and Policy

 Jennifer Ahlin, Director – Asset Management Division

February 19, 2020

State of Good Repair Topics

- **Distribution Percentages**
 - Handout
- **Policy**
 - **CTB resolution and policy attached – 2016**
 - Handout

State of Good Repair - Distribution Percentages

Background

- **Needs based**
- **Each district – annual allocation**
 - **Minimum 5.5%**
 - **Maximum 17.5%**
- **Initial and Updates**
 - **2016**
 - **2018**
 - **2020**

Current Distribution Percentages
FY 2019 and FY 2020

District	FY 2019 Update	VDOT			Localities		
		Pavement	Bridge	Total	Pavement	Bridge	Total
Bristol	12.53%	18%	60%	78%	2%	20%	22%
Salem	11.40%	25%	59%	84%	6%	10%	16%
Lynchburg	6.39%	22%	63%	85%	9%	6%	15%
Richmond	17.50%	17%	71%	88%	4%	8%	12%
Hampton Roads	17.50%	3%	37%	40%	26%	34%	60%
Fredericksburg	11.66%	11%	85%	96%	1%	3%	4%
Culpeper	6.39%	26%	40%	66%	3%	31%	34%
Staunton	10.23%	27%	64%	91%	6%	3%	9%
Northern Virginia	6.39%	24%	65%	89%	10%	1%	11%

State of Good Repair - Distribution Percentages

Background

CCI 50-59 (Poor)



Poor (Structurally Deficient)



- **VDOT and Locality Needs**
 - **Deteriorated Pavements**
 - Interstate, Primary and Primary Extensions
 - **Structurally Deficient Bridges**
- **Waiver – March 2019**
 - **Increased Maximum or Cap**
 - FY 2025 and FY 2026
 - **Hampton Roads Bridge Tunnel – South Island Trestle bridge replacement work**

State of Good Repair - Distribution Percentages 2018 and Proposed Percentages

FY 2019 Distribution Percentages for FY 2019 and FY 2020					
District	FY 2019 Update	VDOT		Localities	
		Pavement	Bridge	Pavement	Bridge
Bristol	12.53%	18%	60%	2%	20%
Salem	11.40%	25%	59%	6%	10%
Lynchburg	6.39%	22%	63%	9%	6%
Richmond	17.50%	17%	71%	4%	8%
Hampton Roads	17.50%	3%	37%	26%	34%
Fredericksburg	11.66%	11%	85%	1%	3%
Culpeper	6.39%	26%	40%	3%	31%
Staunton	10.23%	27%	64%	6%	3%
Northern Virginia	6.39%	24%	65%	10%	1%

Proposed Distribution Percentage Updates for FY 2021 and FY 2022					
District	District Percentages	VDOT		Locality	
		Pavement	Bridge	Pavement	Bridge
Bristol	12.76%	14%	63%	2%	21%
Salem	11.00%	19%	65%	4%	11%
Lynchburg	6.28%	18%	70%	4%	7%
Richmond	17.50%	10%	78%	3%	9%
Hampton Roads	17.50%	5%	40%	18%	37%
Fredericksburg	11.95%	8%	88%	1%	3%
Culpeper	6.28%	15%	47%	2%	36%
Staunton	10.45%	28%	66%	3%	3%
Northern Virginia	6.28%	23%	71%	4%	1%

State of Good Repair Policy Update

- **CTB approved policy in 2016**
- **State of Good Repair Program**
 - **Prioritization process required**
 - **Policy requires Chief Engineer approval to deviate from the priority**
- **Organizational Change**
 - **Request to add the Chief of Maintenance and Operations to the approval process**

State of Good Repair

Next Steps

- **March CTB meeting – request approval**
 - **Updated Distribution Percentages**
 - FY 2021 and FY 2022
 - **Update Policy to add Chief of Maintenance and Operations**



Commonwealth Transportation Board
State of Good Repair Program Prioritization Process Methodology

Requested Updates to the Policy - Attachment A

Page 7 – for bridges - add in “and the Chief of Maintenance and Operations”
behind the Chief Engineer

Page 8 – for pavements - add in “and the Chief of Maintenance and Operations”
behind the Chief Engineer



COMMONWEALTH of VIRGINIA
Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
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Agenda item # 1

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

June 14, 2016

MOTION

Made By: Mr. Connors, Seconded By: Mr. Brown
Action: Motion Carried, Unanimously

Title: Approval of State of Good Repair Prioritization Process Methodology and FY 2017 State of Good Repair Percentage Fund Distribution

WHEREAS, § 33.2-369 of the *Code of Virginia* prescribes that the Commonwealth Transportation Board (the Board) shall use funds allocated in § 33.2-358 and § 58.1-1741 for state of good repair purposes for reconstruction and replacement of structurally deficient state and locally-owned bridges and reconstruction and rehabilitation of deteriorated pavement on the Interstate System and primary state highway system including municipality-maintained primary extensions; and

WHEREAS, § 33.2-369 (B) also requires that the state of good repair funds be allocated by the Board to projects in all nine construction districts based on a priority ranking system that takes into consideration (i) the number, condition, and costs of structurally deficient bridges and (ii) the mileage, condition, and costs to replace deteriorated pavements; and

WHEREAS, Enactment Clause 2 of Chapter 684 of the 2015 Virginia Acts of Assembly requires the Board to develop the priority ranking system pursuant to § 33.2-369 of the *Code* by July 1, 2016; and

WHEREAS, VDOT has developed a proposed priority ranking system methodology for structurally deficient bridges and deteriorated pavements that meets the requirements expressed in § 33.2-369 (B) which was presented to the Board on April 19, 2016

Resolution of the Board

Approval of State of Good Repair Prioritization Process Methodology and FY 2017 State of Good Repair Percentage Fund Distribution

June 14, 2016

Page Two

and is set out in Attachment A (proposed State of Good Repair Prioritization Process Methodology); and

WHEREAS, The State of Good Repair Prioritization Process Methodology takes into consideration those factors mandated by § 33.2-369 (B) of the *Code* for purposes of identifying the state of good repair needs and prioritizes those needs in order for the Board to allocate the state of good repair funds to projects to address those identified needs; and

WHEREAS, VDOT has further developed State of Good Repair preliminary district allocation percentages as set out in Attachment B (FY 2017 State of Good Repair Percentage Fund Distribution Chart) for use for the FY 2017 State of Good Repair allocations; and

WHEREAS, VDOT recommends that the Board approve the State of Good Repair Prioritization Process Methodology set out in Attachment A for purposes of identifying the state of good repair needs and prioritizing those needs in order for the Board to allocate the state of good repair funds to projects; and

WHEREAS, VDOT recommends that the Board approve the FY 2017 State of Good Repair Percentage Fund Distribution set out in Attachment B for the State of Good Repair Program in FY 2017.

NOW, THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board, that the proposed State of Good Repair Prioritization Process Methodology contained in Attachment A is hereby approved and adopted for purposes of identifying the state of good repair needs and prioritizing those needs in order for the Board to allocate the state of good repair funds to projects.

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board, that the FY 2017 State of Good Repair Percentage Fund Distribution provided in Attachment B are approved for the purpose of providing FY 2017 State of Good Repair Program allocations.

#####

ATTACHMENT A

**The Commonwealth
Transportation Board**

State of Good Repair Prioritization
Process Methodology
For The
CTB Allocation of Funds and Project Selection

JUNE 2016

Purpose

This document describes a process and methodology which is designed to fulfill Commonwealth Transportation Board's statutory obligation to develop a "priority ranking system" for the allocation of state of good repair funds. The Commonwealth Transportation Board's approval of the methodology, by July 1, 2016, will meet the requirements of the second enactment clause of HB 1887, Chapter 684 of the 2015 Acts of Assembly.

Statutory Background

During the 2015 Session, the Virginia General Assembly passed HB 1887, enacted as Chapter 684 of the Acts of Assembly, a comprehensive transportation funding bill. The portions of the bill that address funding for state of good repair are reprinted below.

Section 33.2-358(D) applies to funds allocated for fiscal years beginning July 1, 2020 and provides:

after funds are set aside for administrative and general expenses and pursuant to other provisions in this title that provide for the disposition of funds prior to allocation for highway purposes, and after allocation is made pursuant to subsection B, the Board shall allocate [forty-five percent of] all remaining funds, including funds apportioned pursuant to 23 U.S.C. § 104 ... to state of good repair purposes as set forth in § 33.2-369.

State of Good Repair is defined in § 33.2-369(A) as "improvement of deficient pavement conditions and improvement of structurally deficient bridges."

The General Assembly directs the Commonwealth Transportation Board to allocate state of good repair funds in accordance with the provisions of § 33.2-369. Paragraphs B and C of that section provide:

B. The Board shall allocate these funds to projects in all nine highway construction districts for state of good repair purposes based on a priority ranking system that takes into consideration (i) the number, condition, and costs of structurally deficient bridges and (ii) the mileage, condition, and costs to replace deteriorated pavements. The Board shall ensure an equitable needs-based distribution of funding among the highway construction districts, with no district receiving more than 17.5 percent or less than 5.5 percent of the total funding allocated in any given year. The Board may, by a duly adopted resolution, waive the cap provided in this section for a fiscal year only when it determines that due to extraordinary circumstances or needs the cap inhibits the ability of the Department to address a key pavement or bridge need that has been identified.

C. In any year in which the Department has not met the established targets for secondary pavements developed in accordance with § 33.2-232 and before making the allocations in subsection B, the Board may allocate up to 20 percent of these funds to all nine highway construction districts to improve the condition of secondary pavements. The Board shall ensure an equitable needs-based distribution of funds among highway construction districts based on the mileage, condition, and cost to improve secondary pavements.

Section 33.2-232 requires the Commissioner of Highways to include in the Department's deficient bridge and pavement annual report:

- Beginning with the November 2015 report through the November 2019 report, the allocations to the reconstruction and rehabilitation of functionally obsolete or structurally deficient bridges and to the reconstruction of pavements determined to have a combined condition index of less than 60, and
- beginning in 2016, a listing of prioritized pavement and bridge needs based on the priority ranking system developed by the Board pursuant to § 33.2-369 and a description of the priority ranking system, and
- beginning in 2020, the methodology used to determine allocations of construction funds for state of good repair purposes as defined in § 33.2-369 and any waiver of the cap provided for in subsection B of § 33.2-369.

The second enactment clause of HB1887 (Chapter 684, 2015 Acts of Assembly) requires the prioritization process to be approved by the Board by July 1, 2016.

Process and Methodology

Step 1 – Needs Assessment Process

Bridge Needs

1. The Commonwealth's bridges are inspected once every two years, or more frequently, depending on the bridge's condition using a national rating system.
2. The data collected from the inspection provides for an assessment of the condition of the bridge and is compiled within the bridge management system.
3. The bridge management system then determines the type of work recommended, and provides a list of needs or work to be performed.
4. The bridge needs are then separated to identify the structurally deficient bridges within the National Bridge Inventory. The bridge needs, in the National Bridge Inventory, beginning with those rated structurally deficient will be used in determining the State of Good Repair Needs.

Pavement Needs

1. The conditions of the Commonwealth's Interstate, primary and primary extension pavements are assessed annually using automated data collection technology.
2. Pavements are rated based on visible distresses, and the data is incorporated into the pavement management system.
3. The pavement condition data is analyzed within the pavement management system to assess maintenance needs using those elements of pavement distresses, traffic level, and structural condition based on asset management principles.
4. The pavement management system then provides the mileage, recommended treatment, and estimated costs to perform the necessary work on pavements, or pavement needs.

5. The deteriorated pavement needs will be used in determining the State of Good Repair Needs.

Step 2 – State of Good Repair Needs and Funding Distribution Methodology

1. The State of Good Repair Needs are the total cost of the structurally deficient bridge needs on the National Bridge Inventory, and the total cost of deteriorated pavement needs on Interstate and primary highways, including municipally-maintained primary extensions.
2. The State of Good Repair Needs are compiled to determine the recommended State of Good Repair Funding Distribution allocated to each construction district.
 - a. As provided for in the Code of Virginia (§ 33.2-369) each construction district receives no less than 5.5% and no more than 17.5% in a given year.
 - b. Individual district percentages are determined by dividing district needs by the statewide needs.
 - c. If any district's needs are less than 5.5% then the amount provided to other districts is reduced on a pro-rata basis to ensure such district receives 5.5% of available funding.
 - d. Then if any district's needs percentage would require more than 17.5% of the funding, the district's percentage of funding will be reduced to 17.5% and the delta between the district's need percentage and 17.5% would be distributed to the remaining districts based on their needs percentage.
3. The State of Good Repair Needs are used to break down the percentage at the construction district level into four separate funding distributions – VDOT Bridge, Locality-owned Bridges, VDOT Pavement, and Municipally-maintained Primary Extensions (Pavement).
 - a. Attachment B to the resolution shows the percentage fund distribution used for distributing the FY 2017 and FY 2018 State of Good Repair funds. VDOT will update the percentage fund distribution in FY 2019 based on the needs assessment shown in the FY 2018 Annual Report.

Step 3 – Priority Ranking System Methodology

The priority ranking system required by § 33.2-369 will have two components – one for bridges eligible for State of Good Repair funding and one for pavements eligible for State of Good Repair funding.

Bridges

1. The priority ranking system will examine all bridges in the Commonwealth eligible for State of Good Repair funding and rank the bridges in priority order based on the following criteria and weighting:
 - a. Condition - General – measures overall condition of the bridge using detailed condition data compiled from the safety inspection report. Weighting - 25%.
 - b. Cost-Effectiveness – based on the ratio of actual project cost to the cost for full replacement. Weighting - 20%.
 - c. Number and Cost - Highway Traffic Impacts – based on traffic volume, truck traffic, detour, route and proximity to critical facilities. Weighting -

- 30%.
- d. Condition - Design Redundancy and Safety – fracture-critical, fatigue prone details and scour and seismic vulnerability. Weighting - 15%.
 - e. Condition - Structure Capacity – takes in consideration whether the bridge will be posted or has issues with clearances. Weighting - 10%.
2. A priority list of bridges for repairs will be developed for each district based on the priority ranking system.
 3. For VDOT bridges, the prioritized list will be sent to each district for review. Each district shall use the prioritized bridge repair list to create recommended projects, except when the District Engineer/Administrator provides a written justification for an exception and such justification is approved by the **Chief Engineer**.
 4. For Locality-owned bridges, the priority list of bridges for repair will be provided to the District Engineer/District Administrator and localities in each construction district along with any recommended repairs and the cost of those repairs.
 - a. Each locality with a prioritized bridge on the list that does not concur with the VDOT recommended repairs and costs shall provide a summary of their proposal for repair of those bridges in a format specified by VDOT.
 - b. Localities shall use the prioritized list of bridges for repair to create recommended projects, except (1) when a locality does not want to pursue corrective action to a priority bridge recommended for funding, the locality will need to provide a written justification and the next locality-owned bridge within the construction district on the priority list will be recommended to receive the State of Good Repair funding, or (2) when a locality wishes to rehabilitate or replace the bridge and the locality agrees to fund all costs in excess of recommended funding.
 5. Recommended bridge projects for State of Good Repair funding in each district shall be recommended from the district's priority list of repairs in order for allocation of funding by the Commonwealth Transportation Board for inclusion in the Six-Year Improvement Program.

Pavements

1. The pavement condition data is analyzed through the pavement management system to estimate pavement needs. The pavement management system takes the pavement condition data into account and runs an optimization process. The optimization process applies the principles of asset management and considers factors such as available funds, performance targets, benefit cost ratio of treatments and prepares a section by section priority list. The pavement condition data for all Interstate and primary pavement sections including municipally-maintained primary extensions is run through a set a decision trees to select appropriate maintenance treatment by taking into account:

- a. Pavement distresses
 - b. Structural and subgrade strength
 - c. Traffic volume
 - d. Maintenance history
2. The output of the process is the number of lane miles of work needed in different pavement categories and estimated costs to accomplish the repairs measured in lane miles to meet the pavement performance targets.
3. For VDOT maintained pavements, the pavement management system will establish the number of lane miles for each construction district that are recommended for State of Good Repair funds. Each construction district will compile pavement projects based on the number of lane miles of deficient pavement that qualify for State of Good Repair funding and prioritize them for recommended funding using the following criteria:
 - a. Road System– explains the roadway system (i.e., Interstate or primary), Interstate systems having the higher priority over Primary systems.
 - b. Use or traffic count– the amount of traffic the lane miles carry also considering the number of heavy trucks and buses.
 - c. Condition– The severity of distress of the pavement using the standard pavement rating system.
 - d. Potential for immediate or near term further degradation – the impact caused if the lanes miles are not repaired or treated immediately.
4. The construction district shall follow the priority determined above except for instances when the District Engineer/District Administrator provides a written justification and such justification is approved by the **Chief Engineer** when practicality, conflicting construction, or coordinating with other highway work necessitates deviating from the established prioritization.
 - a. Traffic Counts
 - b. Condition
 - c. Potential future degradation
5. For the municipally-maintained primary extensions, VDOT will provide the pavement condition ratings to each construction district and the localities within the district following the same rating protocols as VDOT maintained roads. The localities will then follow the same application process for the primary extensions as adopted by the Board on June 18, 2014 ([link](#)), as amended from time to time.
6. Recommended pavement projects for State of Good Repair funding on VDOT pavements and municipally-maintained primary extensions in each district shall be submitted for approval and allocation of funding by the Commonwealth Transportation for inclusion in the Six-Year Improvement Program.

Publication of Bridge and Pavement Prioritized Lists

This State of Good Repair Policy and Guidelines Prioritization Process Methodology For The Distribution CTB Allocation of Funds and Project Selection; and the results of the CTB allocation of funding for projects shall be published in the Commissioner’s Annual Report as required by § 33.2-232 of the Code of Virginia.

Attachment B
 FY 2017 State of Good Repair Percentage Fund Distribution Chart

District	FY 2017 (Based on previously proposed distribution)	VDOT			Localities		
		Pavement	Bridge	Total	Pavement	Bridge	Total
Bristol	11.7%	21%	64%	85%	2%	13%	15%
Culpeper	6.0%	25%	45%	70%	3%	27%	30%
Fredericksburg	12.1%	18%	77%	95%	2%	3%	5%
Hampton Roads	14.8%	7%	38%	45%	25%	30%	55%
Lynchburg	7.6%	29%	63%	92%	5%	3%	8%
Northern Virginia	10.6%	27%	61%	88%	11%	1%	12%
Richmond	17.4%	25%	65%	90%	4%	6%	10%
Salem	12.1%	21%	67%	88%	3%	9%	12%
Staunton	7.9%	13%	76%	89%	4%	7%	11%

NOTE: The FY 2017 State of Good Repair Percentage Fund Distribution Chart will be used for allocating the State of Good Repair funds in FY 2017 and FY 2018. The percentages will be updated in FY 2019 based on the needs assessment shown in the FY 2018 Annual Report.

CTB Decision Brief

Approval of State of Good Repair Prioritization Process Methodology and Authorization for Commissioner of Highways to Apply the Methodology

Issue: Pursuant to § 33.2-369 of the *Code of Virginia*, the Commonwealth Transportation Board (the Board) shall use properly allocated funds for state of good repair purposes (defined as “improvement of deficient pavement conditions and improvement of structurally deficient bridges”) (State of Good Repair Funds) for reconstruction and replacement of structurally deficient state and locally owned bridges and reconstruction and rehabilitation of deteriorated pavement on the Interstate System and primary state highway system including municipality-maintained primary extensions. Section 33.2-369 requires the Board to allocate the state of good repair funds to projects in all nine construction districts based on a priority ranking system that takes into consideration (i) the number, condition, and costs of structurally deficient bridges and (ii) the mileage, condition, and costs to replace deteriorated pavements.

Further, Enactment Clause 2 of Chapter 684 of the 2015 Virginia Acts of Assembly requires the Board to develop a priority ranking system required by § 33.2-369 by July 1, 2016. VDOT has developed a proposed priority ranking system methodology for structurally deficient bridges and deteriorated pavements for FY2017 (proposed State of Good Repair Prioritization Process Methodology) and seeks the Board’s consideration and approval of the methodology. Further, should the Board approve the proposed State of Good Repair Prioritization Process Methodology, the Commissioner of Highways seeks authorization from the Board to apply the Methodology as required by §§ 33.2-232 and 33.2-369 and to recommend FY 2017 State of Good Repair Funds to projects meeting the state of good repair needs so identified. It is further proposed that the Commissioner will then report to the Board (i) no later than the June 2016 meeting of the Board, the state of good repair needs and recommended projects using Attachment B – FY 2017 State of Good Repair Percentage Fund Distribution Chart based on the needs reported in the FY 2015 Annual Report.

Facts: The proposed State of Good Repair Prioritization Process Methodology for the allocation of state of good repair funds for reconstruction and replacement of structurally deficient state and locally owned bridges and for the reconstruction and rehabilitation of deteriorated pavement on the Interstate System and primary state highway system including municipality-maintained primary extensions is contained in Attachment A. The State of Good Repair Prioritization Process Methodology takes into consideration those factors mandated by § 33.2-369 of the *Code*.

Section 33.2-232 of the *Code* requires the Commissioner of Highways to report, in the Annual Report due November 2016, a listing of prioritized pavement and bridge needs based on the priority ranking system developed by the Board pursuant to § 33.2-369 and a description of the priority ranking system. In order to identify the state of good repair needs required by § 33.2-232, the proposed State of Good Repair Prioritization Process Methodology, if approved, will be applied to the needs used to compile information in the FY 2015 Annual Report relating to costs associated with bringing deteriorated pavement and structurally deficient bridge assets to a state of good repair. The resulting state of good repair needs will be reported to the Board.

Recommendation: VDOT recommends the Board approve the proposed State of Good Repair Prioritization Process Methodology contained in Attachment A and authorize the Commissioner to apply the Methodology for purposes of identifying state of good repair needs required by § 33.2-232. If the State of Good Repair Prioritization Process Methodology is approved by the Board, VDOT recommends applying the percentages in Attachment B – FY 2017 State of Good Repair Percentage Fund Distribution Chart to provide the Board recommended projects for State of Good Repair funding in June 2016.

Action Required by CTB: The Board will be presented with a resolution for a formal vote.

Decision Brief

Approval of State of Good Repair Prioritization Process Methodology and Authorization for
Commissioner of Highways to Apply the Methodology

June 14, 2016

Page Two

Result, if Approved: (1) The statutory requirement that the CTB develop a state of good repair priority ranking system will be met by the July 1, 2016 deadline; (2) the Commissioner will be authorized to apply the State of Good Repair Prioritization Process Methodology and Attachment B – FY 2017 State of Good Repair Percentage Fund Distribution Chart in order to identify and recommend projects for the State Of Good Repair funding. The Board will allocate funds to recommended projects in a separate action/resolution.

Options: The Board may approve, reject or modify the recommendation.

Public Comments/Reactions: None.



State of Good Repair

Handout

Background:

The Virginia Department of Transportation (VDOT) has the third largest state-maintained highway network in the nation. The State of Good Repair Program was created to assist in funding the Commonwealth of Virginia's (VDOT and locality) deteriorated pavements (Interstate, Primary and Primary extensions) and structurally deficient bridges.

The State of Good Repair Program is allocated to all nine districts in a given year with a minimum allocation of 5.5% and a maximum allocation of 17.5%. The Commonwealth Transportation Board (the Board) may grant a waiver of the maximum allocation if a key pavement or bridge need requires funding. The Board invoked the waiver in March 2019 to assist in funding the Hampton Roads Bridge Tunnel – South Island Trestle Bridge (waived in FY 2025 and FY 2026).

Distribution Percentages:

The Board has requested VDOT propose new distribution percentages every two years. The initial distribution percentages were approved and set by the Board in 2016 with an update in 2018. The current distribution percentages and proposed distribution percentages are shown in the tables below:

Current - 2019 Distribution Percentages for FY 2019 and FY 2020					
District	2019 Update	VDOT		Localities	
		Pavement	Bridge	Pavement	Bridge
Bristol	12.53%	18%	60%	2%	20%
Salem	11.40%	25%	59%	6%	10%
Lynchburg	6.39%	22%	63%	9%	6%
Richmond	17.50%	17%	71%	4%	8%
Hampton Roads	17.50%	3%	37%	26%	34%
Fredericksburg	11.66%	11%	85%	1%	3%
Culpeper	6.39%	26%	40%	3%	31%
Staunton	10.23%	27%	64%	6%	3%
Northern Virginia	6.39%	24%	65%	10%	1%

Proposed 2020 Distribution Percentage Updates for FY 2021 and FY 2022					
District	Proposed 2020 Update	VDOT		Locality	
		Pavement	Bridge	Pavement	Bridge
Bristol	12.76%	14%	63%	2%	21%
Salem	11.00%	19%	65%	4%	11%
Lynchburg	6.28%	18%	70%	4%	7%
Richmond	17.50%	10%	78%	3%	9%
Hampton Roads	17.50%	5%	40%	18%	37%
Fredericksburg	11.95%	8%	88%	1%	3%
Culpeper	6.28%	15%	47%	2%	36%
Staunton	10.45%	28%	66%	3%	3%
Northern Virginia	6.28%	23%	71%	4%	1%



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

Legislative Update

Nick Donohue
February 19, 2020

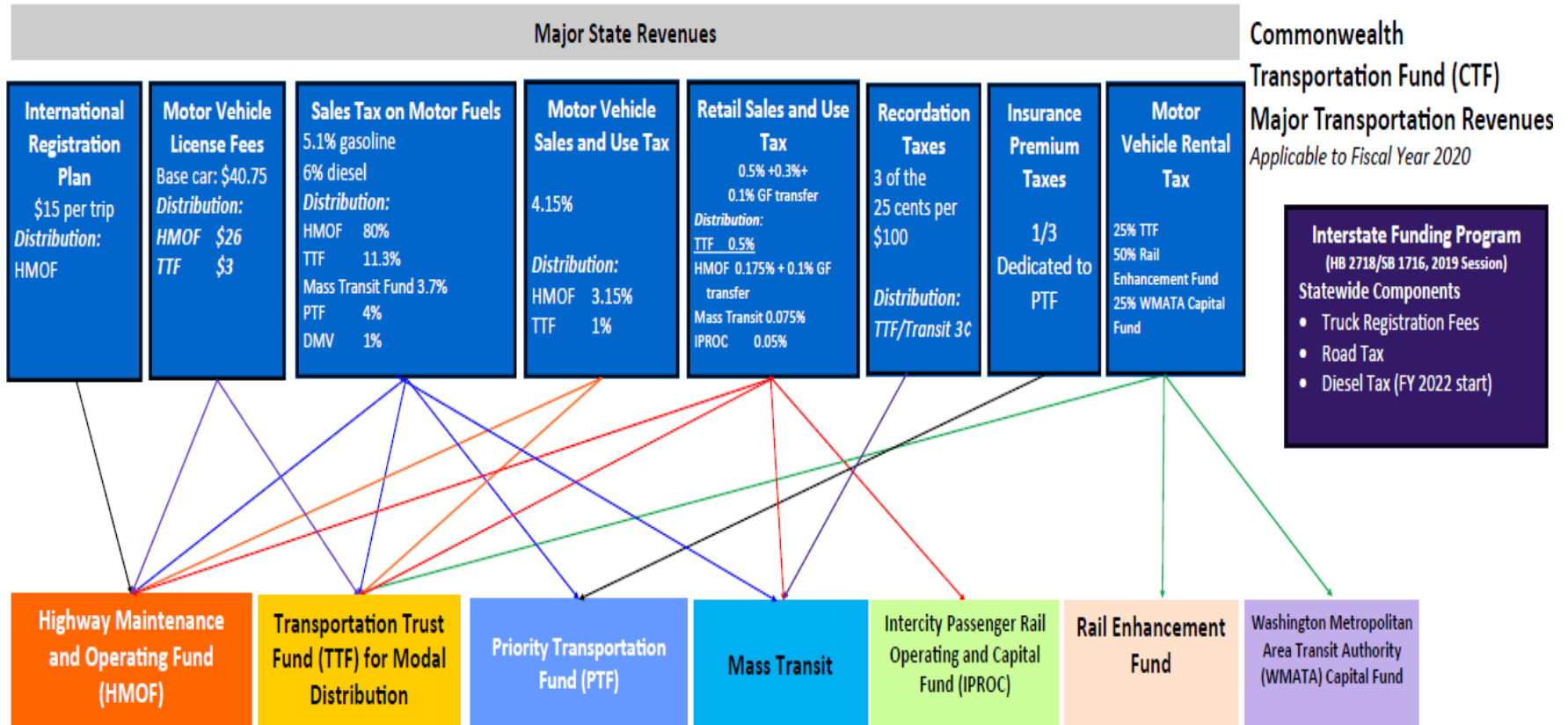
Overview of Administration Proposals

- Omnibus transportation package
 - HB1414 (Filler-Corn)
 - SB890 (Saslaw)
- Transportation Safety
 - HB1439 (Jones)
 - SB907 (Lucas)
- Hampton Roads Express Lanes Bonds Act
 - HB1438 (Jones)

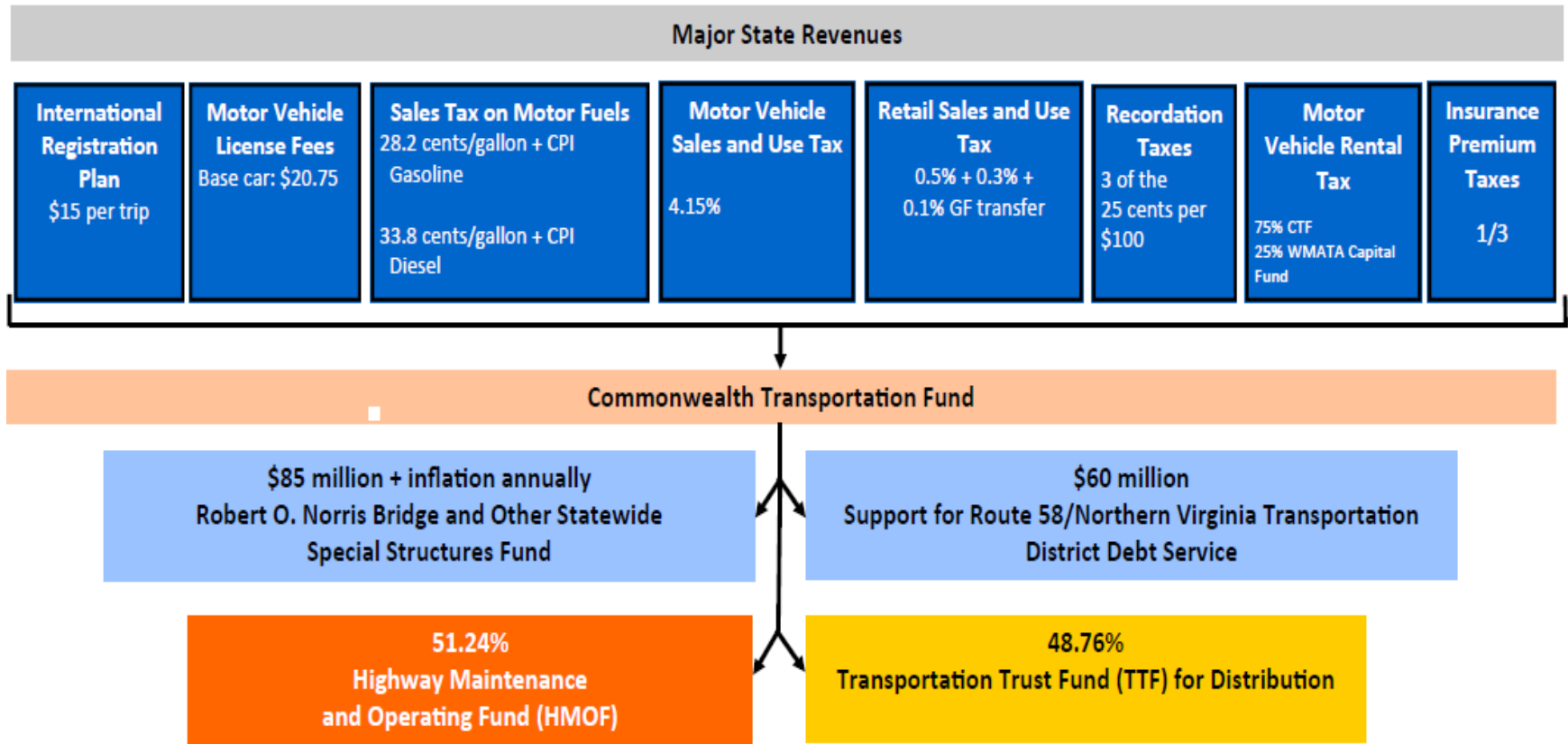
Governor's Transportation Package (HB1414 Filler-Corn / SB890 Saslaw)

- HB1414 passed the House 55 to 43
 - Referred to Senate Finance and Appropriations
- SB890 passed the Senate 23 to 17
 - Referred to House Finance

Today's transportation funding allocation model: confusing and opaque



New, streamlined allocation model



HB1414 – Revenue Sources

- 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
- Create 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 FY2022

HB1414 Funding

	FY21	FY22	FY23	FY24
Phase Gas Tax Increase	\$152.4	\$319.6	\$492.9	\$542.6
Highway Use Fee	\$38.0	\$46.7	\$55.9	\$58.8
Reg. Fee Reduction	-	(\$163.2)	(\$164.7)	(\$165.4)
GROSS TOTAL	\$190.4	\$203.1	\$384.1	\$436.0
Route 58/NVTD/Oak Grove	(\$61.0)	(\$61.0)	(\$60.0)	(\$60.0)
DMV	(\$5.0)	(\$5.0)	(\$5.0)	(\$5.0)
NET TOTAL	\$124.4	\$137.1	\$319.1	\$371.0

SB890 – Revenue Sources

- Raise the gas tax by 4 cents a year for 2 years
- Index the gas and diesel tax to CPI instead of the sales price of fuel
- Create a new Highway Use Fee on fuel-efficient vehicles – a tiered fee based on fuel economy
- Impose a regional fuels tax in all areas of the Commonwealth that currently do not have one

SB890 Funding

	FY21	FY22	FY23	FY24
Phase Gas Tax Increase	\$152.4	\$319.6	\$359.2	\$386.1
Highway Use Fee	\$38.0	\$46.7	\$49.0	\$51.6
Regional Fuels Tax	\$81.1	\$88.5	\$88.1	\$87.5
GROSS TOTAL	\$271.5	\$454.8	\$496.3	\$525.2
Route 58/NVTD/Oak-Gro	(\$61.0)	(\$61.0)	(\$60.0)	(\$60.0)
NET TOTAL	\$210.5	\$393.8	\$436.3	\$465.2

Address Key Transportation Needs (HB1414 and SB890)

- Increases SMART SCALE Round 4
- 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 (Ridership) Incentive Program

Transforming Rail in the Commonwealth (HB1414 and SB890)

- Establishes a Virginia Passenger Rail Authority
 - 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
 - Working in partnership with the Northern Virginia Transportation Commission
- Consolidates REF and IPROC into new Commonwealth Rail Fund

Virginia Passenger Rail Authority

(HB1414 and SB890)

- 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

Virginia Passenger Rail Authority (HB1414 and SB890)

Board of Directors has 12 voting members and 3 other members:

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

Virginia Passenger Rail Authority

(HB1414 and SB890)

- Supermajority of 9 of 12 votes required for the issuance of bonds and sale of land
 - Bonds may only be used for capital projects approved by the CTB
 - Land sales with a value in excess of \$5M must be approved by the CTB
- 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

Improving Safety on Virginia's Roadways



Improving Safety on Virginia's Roadways (HB1414)

- Set of policies and investments that are anticipated to reduce fatalities by 15-20%, 120 to 160 people annually, when fully implemented
- Key policies
 - Making failure to wear a seat belt a primary offense;
 - Prohibiting the use of hand-held devices;
 - Prohibiting open alcohol containers in the passenger area of vehicles;
 - Enhanced speed enforcement in highway safety corridors; and
 - 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, hand-held ban, and open container)
- DMV Commissioner is required to:
 - Work with law enforcement, traffic safety organizations, and social equity organizations to develop training materials for law enforcement, and educational materials for the general public
 - Establish an advisory council to review materials, monitor the effectiveness of policies, and determine whether there is a disproportionate impact on certain communities

Virginia Highway Safety Improvement Program (HB1414 and SB890)

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 (HB1414 and SB890)

- 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 (Ridership) Incentive Program (HB1414 and SB890)

- 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/year in funding to the NVTAA through grantor's tax and transient occupancy tax
- Authorizes debt for the Interstate 81 Corridor Improvement Program, as recommended by the Interstate 81 Committee and the CTB
- Restructures regional fuels tax 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 and SB907 Lucas)

- Set of policies and investments that are anticipated to reduce fatalities by 15%, 120 people annually, when fully implemented
- Reduces the required frequency of safety inspections to every 24 months from every 12 months
 - 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

Improving Safety on Virginia's Roadways

- Key policies include:
 - Making failure to wear a seat belt a primary offense;
 - Prohibiting the use of hand-held devices;
 - Prohibiting open containers of alcohol in the passenger area of vehicles;
 - Enhanced speed enforcement in highway safety corridors (only HB1439); and
 - Authority for local governments to lower speed limits in business and residence districts.

Hampton Roads Express Lanes Bond Act (HB1438 Jones)

- No longer includes any provisions related to Commonwealth debt
- Authorizes HRTAC to impose tolls on CTB-designated HOT lanes on Interstate 64 from Jefferson Avenue to Bower's Hill Interchange
- Requires HRTAC to enter into an agreement with CTB and VDOT
 - Standards for operations and toll collection
 - Use of toll revenues and reimbursement of CTB expenses
 - Other provisions to ensure safe and efficient operations

Other Legislation of Interest

- HB1541 (McQuinn) – Establishes a Central Virginia Transportation Authority funded with a 0.7% sales tax and a regional fuels tax
 - Passed House 67 to 31
- HB1726 (Askew) and SB1038 (Lucas) – Establishes a Hampton Roads Regional Transit Program funded with \$0.15 Grantor's Tax and a 1% Hotel tax
 - HB1726 passed the House 60 to 37
 - Includes a re-enactment clause
 - SB1039 passed the Senate 22 to 18

Other Legislation of Interest

- HB729 (Watts) – Restores ~\$70M in funding to the Northern Virginia Transportation Authority
 - Grantor's Tax and Transient Occupancy Tax
 - State Recordation Taxes
 - Passed the House 55 to 45
- SB735 (Newman) – Authorizes peer-to-peer vehicle sharing and establishes rental tax rates
 - Passed the Senate 40 to 0

Other Legislation of Interest

- HB1217 (Tran) – Directs VDOT to conduct a study of infrastructure at-risk of deterioration due to recurrent flooding in Planning District 8 and report back to the General Assembly on the first day of the 2022 session
 - Passed House 60 to 39
- SB437 (Surovell and Vogel) – Makes it a Class 1 misdemeanor to drive in a careless or distracted manner and cause serious bodily harm to a pedestrian, bicyclist, or other vulnerable road user
 - Passed Senate 25 to 15



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