



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

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Richmond, Virginia 23219

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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

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Loudoun County

VIRGINIA

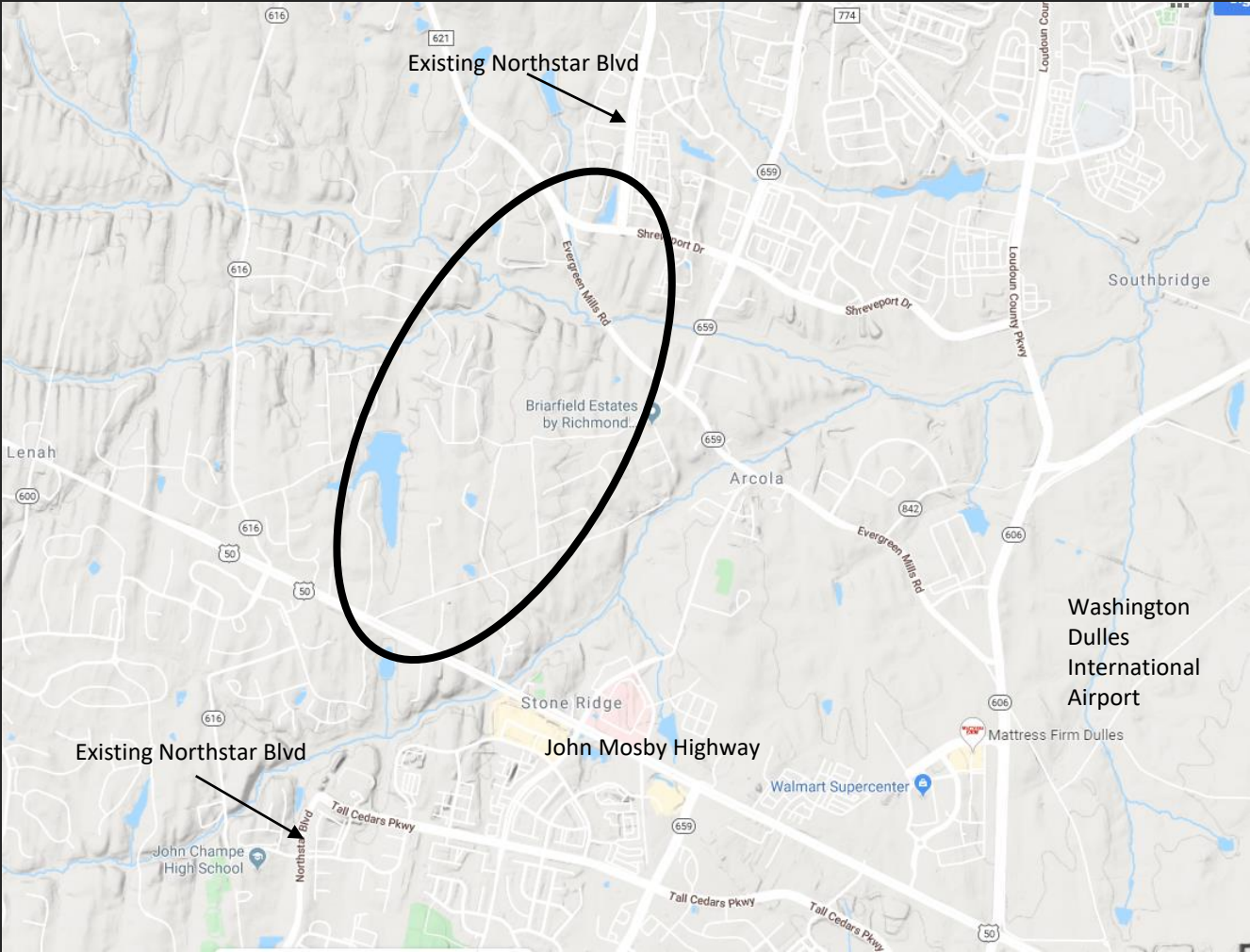
WHERE TRADITION MEETS INNOVATION

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

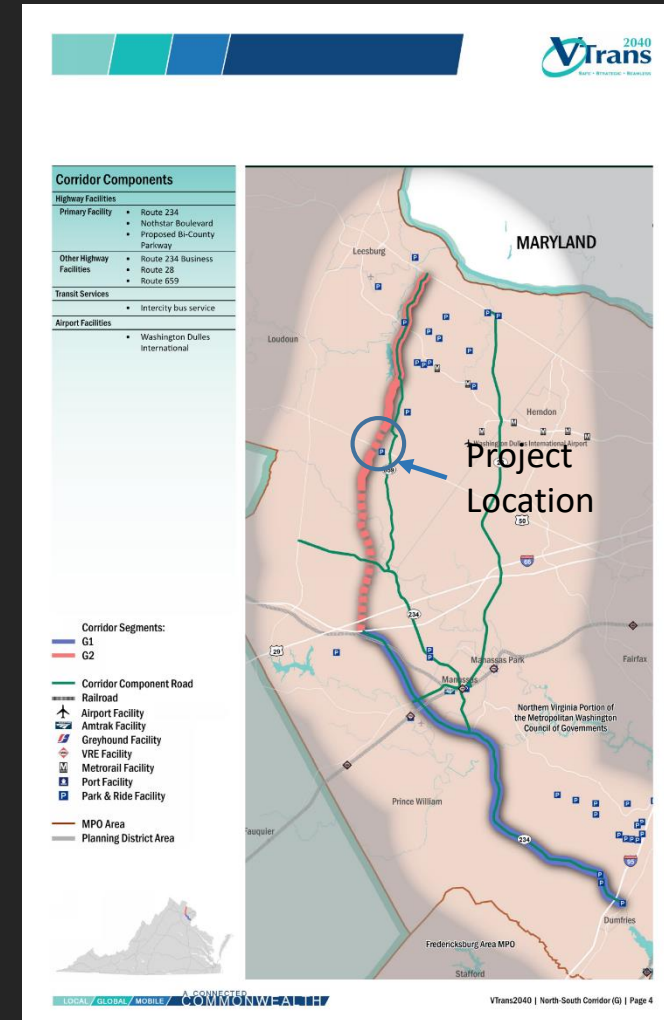
- Minor Arterial per Loudoun County's 2019 Countywide Transportation Plan
- Located in the most rapidly growing area of the county
- Project Financing: \$89,997,000 aggregate allocations
 - \$19,200,000 Revenue Share (combined state and local)
 - \$25,000,000 FFY18 TIGER
 - \$11,449,000 Unmatched Local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

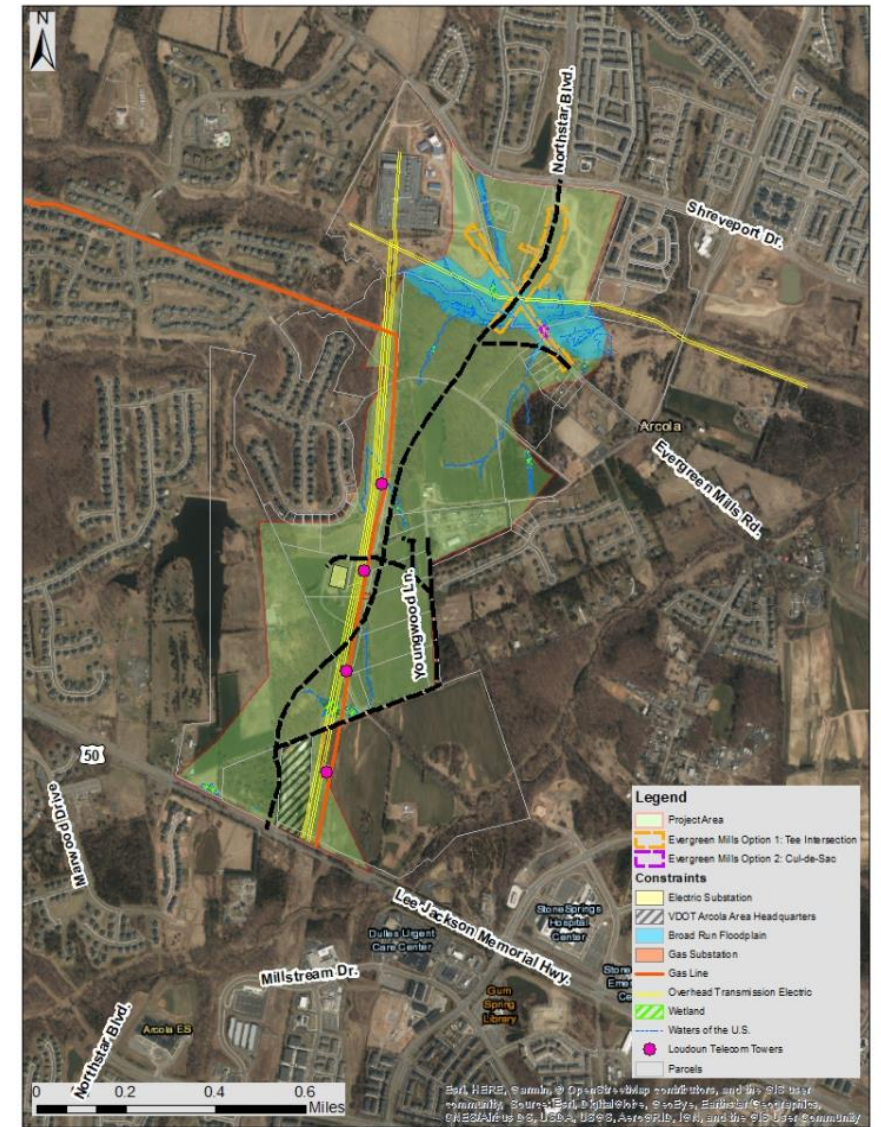


Figure 3.2.2 – Constraints Map for Northstar Boulevard Extension Alignments

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 PLANNING

Feeding the Program

Ben Mannell, AICP

Transportation and Mobility Planning Division Assistant 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 SYIP 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

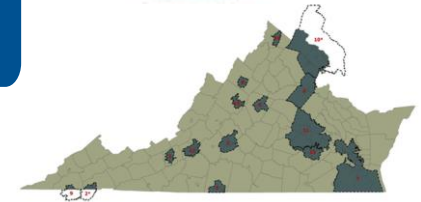
Public Involvement



Planning Data Sources



Regional Planning

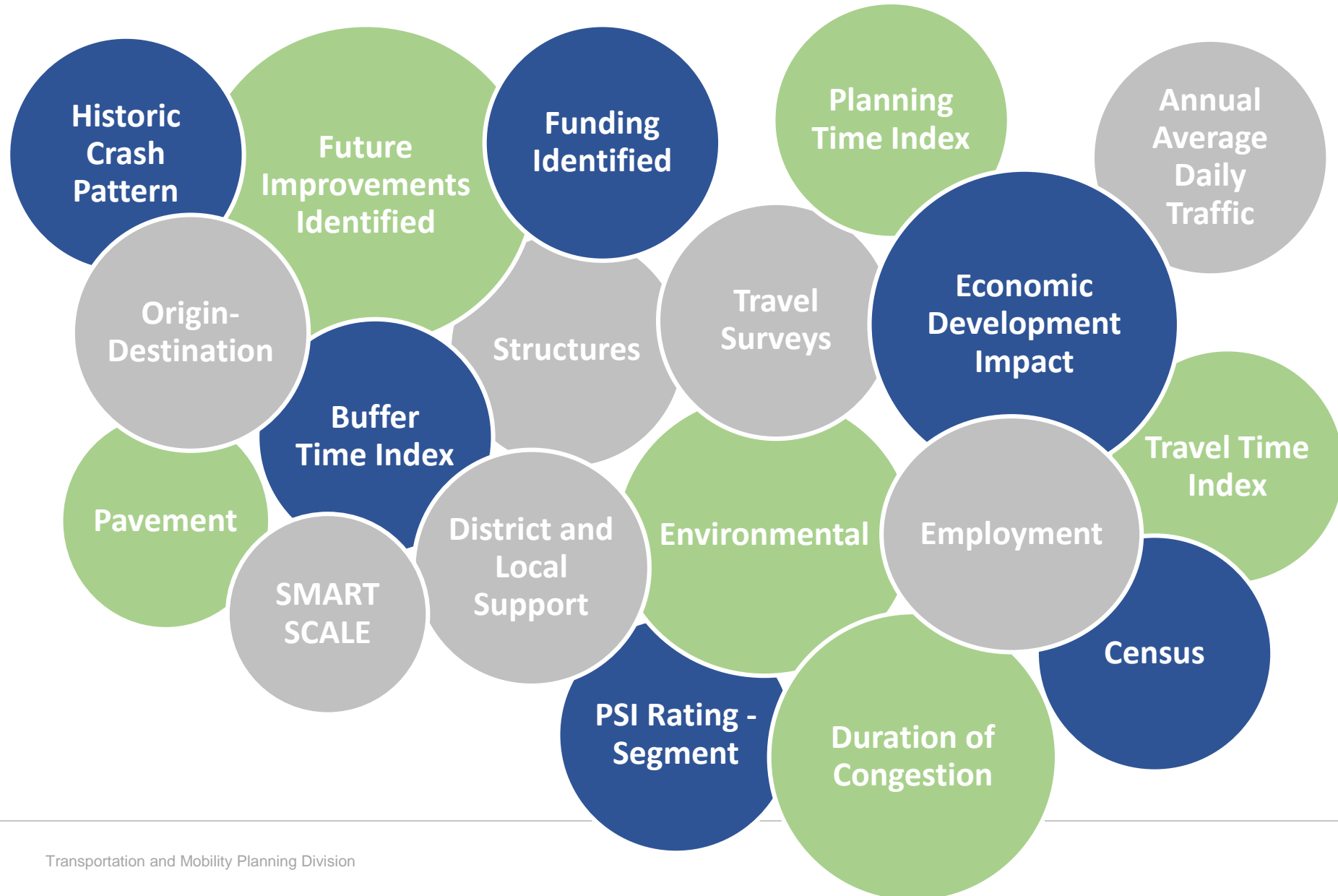


Project Development and Funding Today

- 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

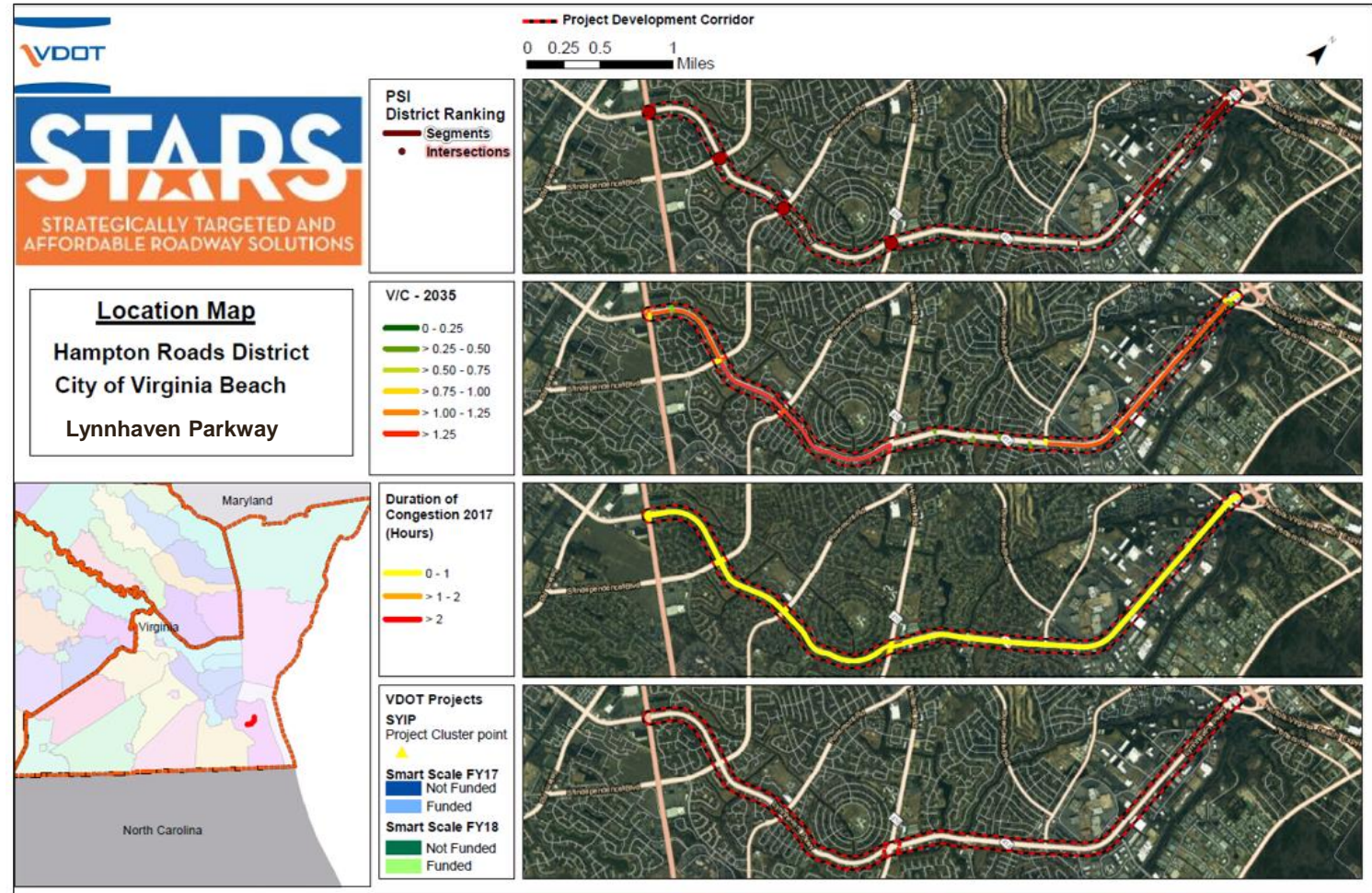


Data Resources:



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/>

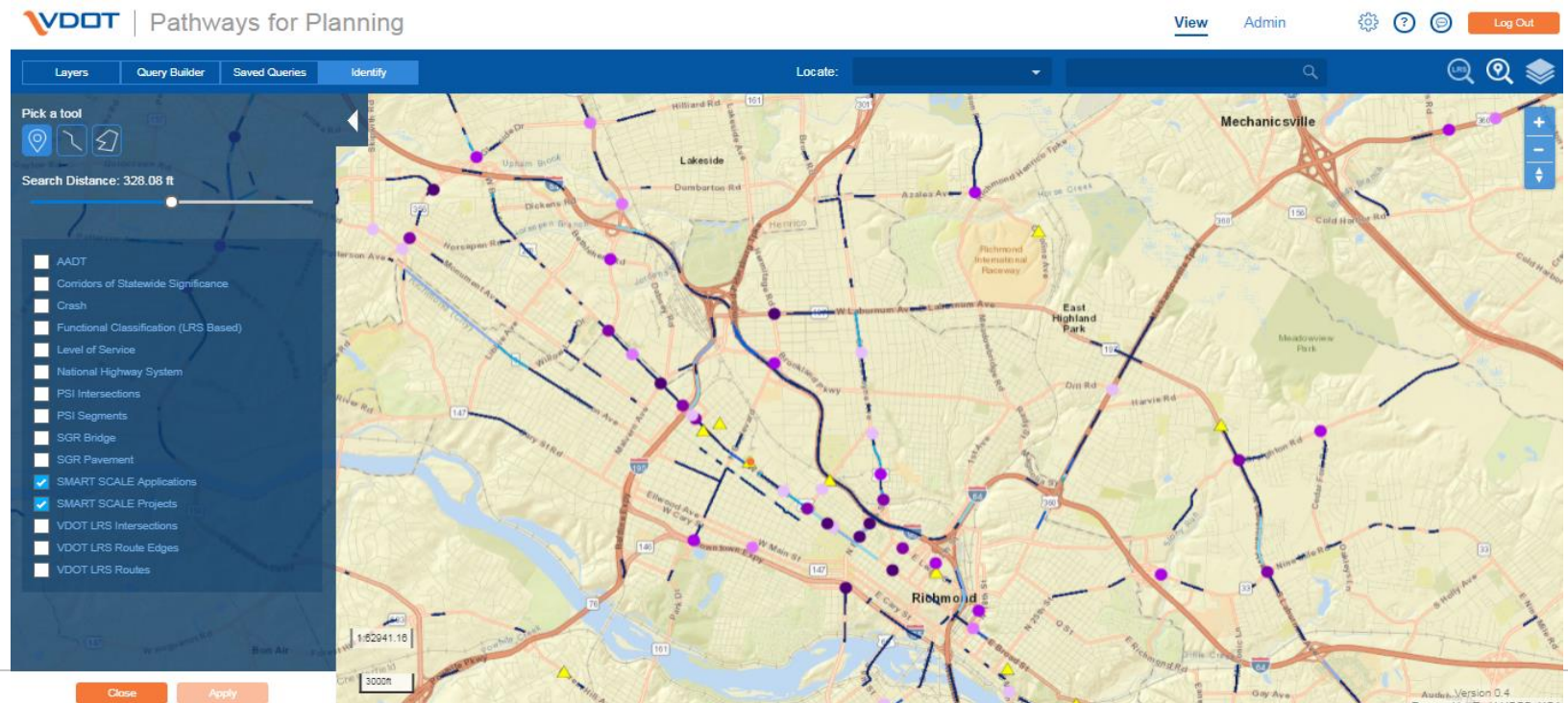
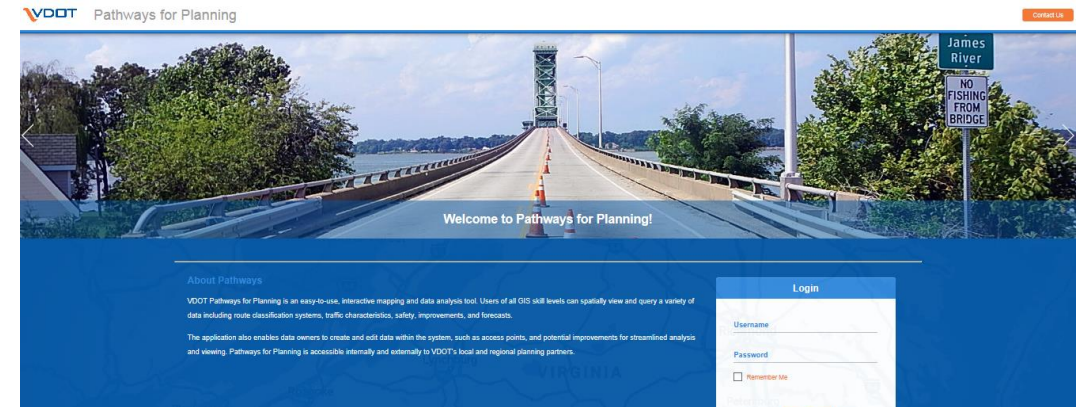
Email: P4P@vdot.virginia.gov

Using “Big Data”

- Sharing
- Querying
- Absorbing

Objective:

- Targeted solutions
- Funded projects



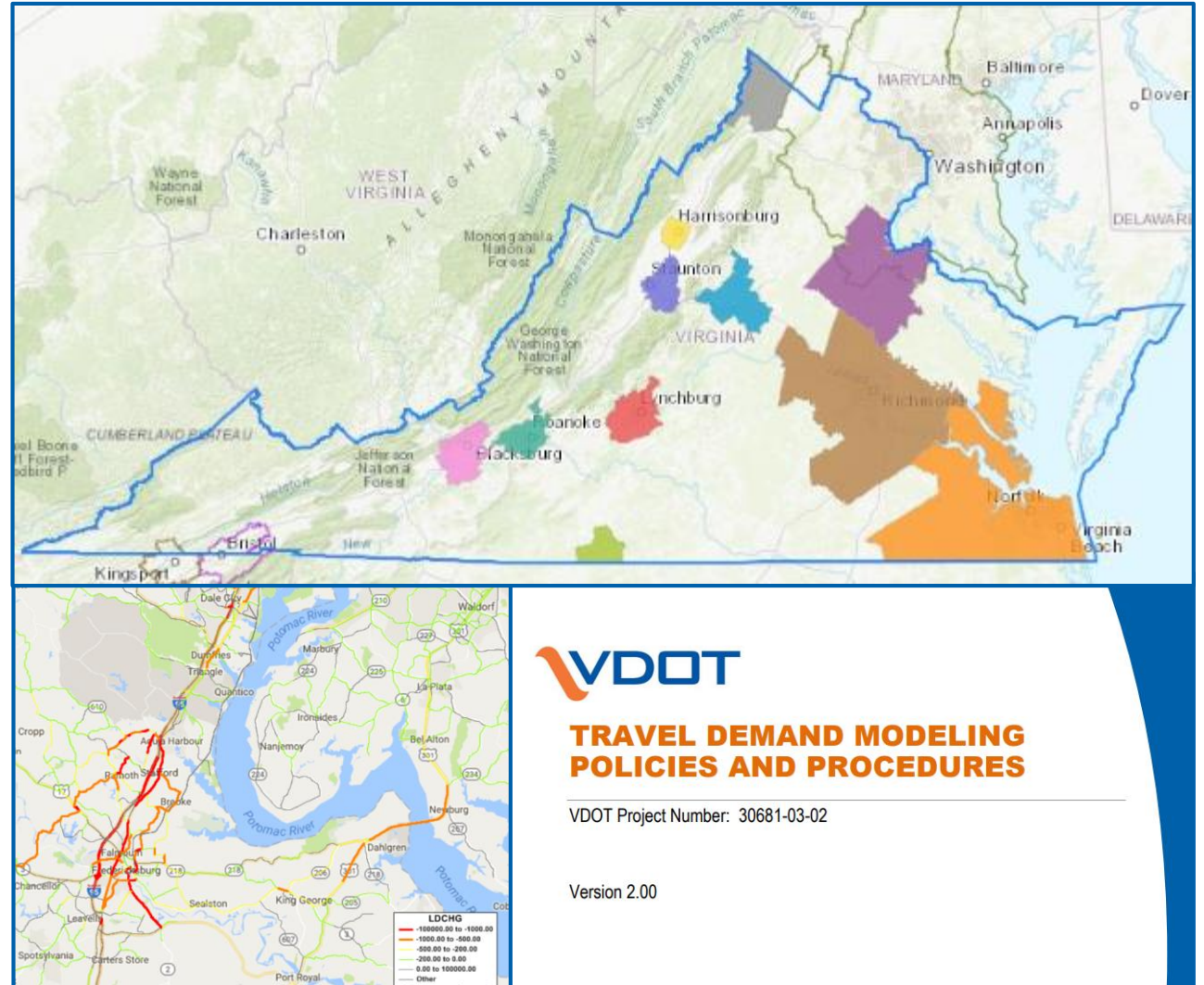
Data Resources: Forecasting

Travel demand modeling program used to support planning process

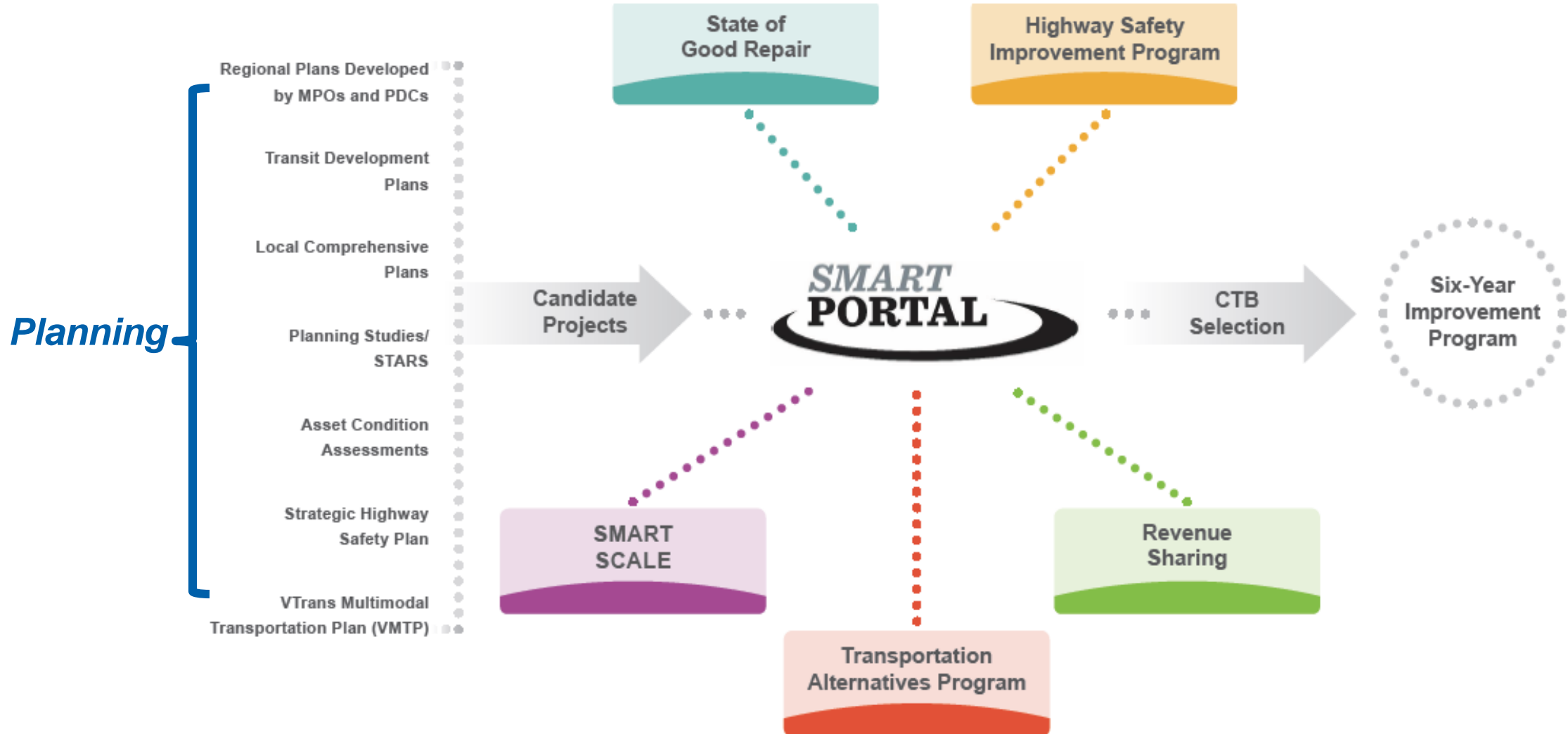
- Traffic forecasts
- Alternative transportation scenarios
- Policies

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



facebook

Instagram



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.

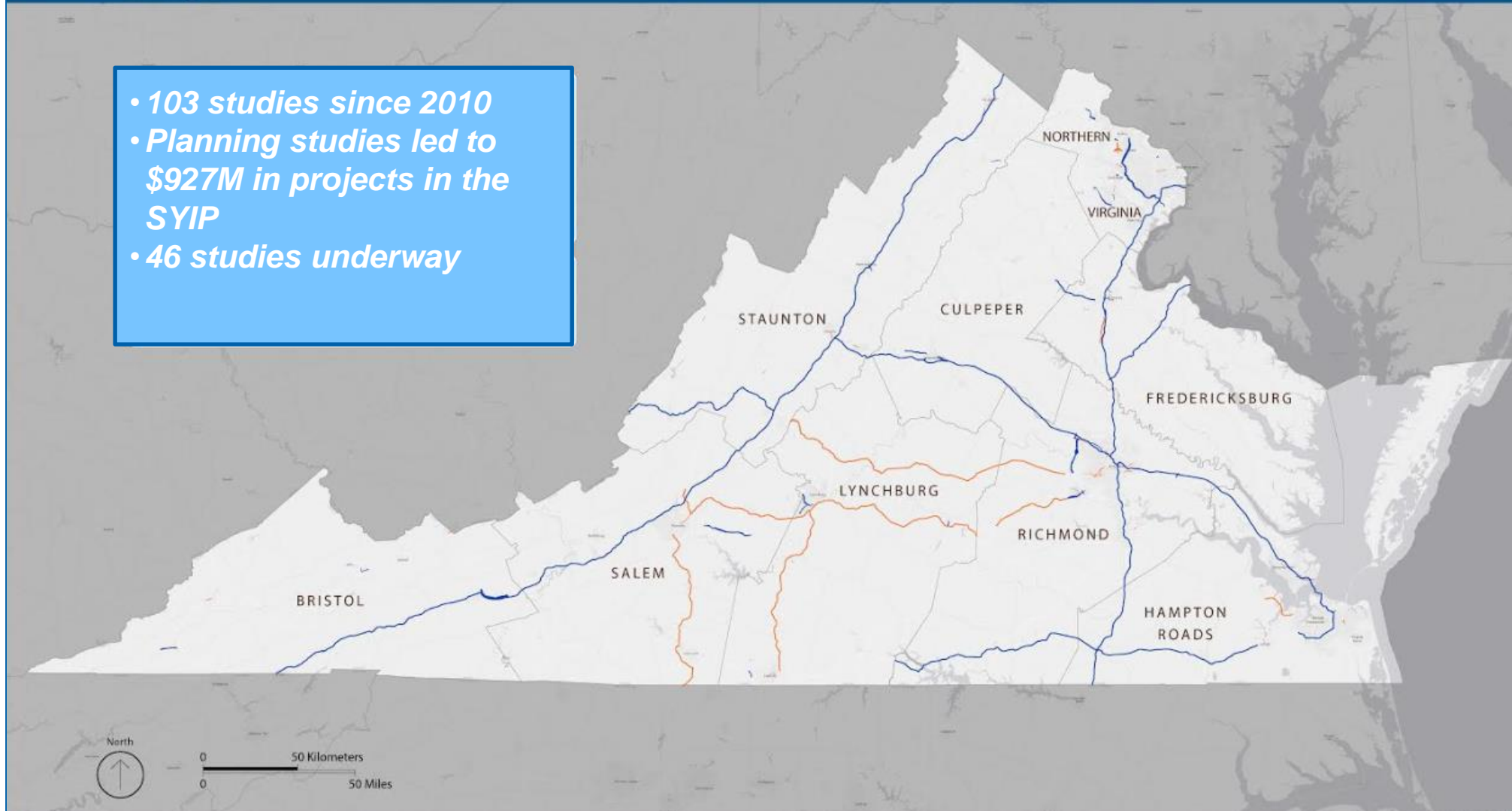
WELCOME **QUICK SURVEY** **MAP MARKERS** **WRAP UP**

[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*

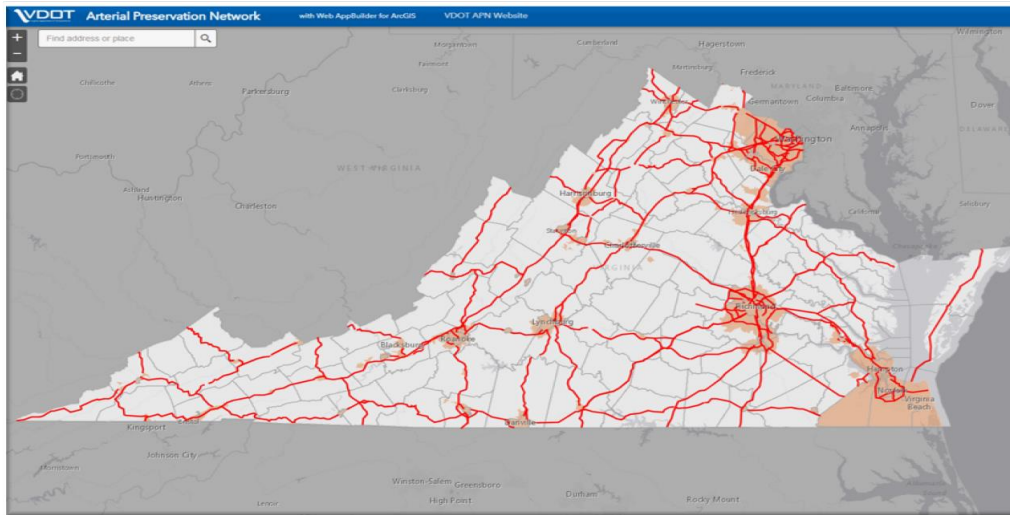


Arterial Preservation Program



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)



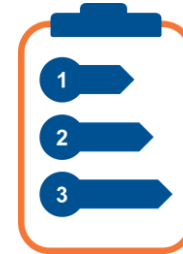
Study Area Selection

- 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

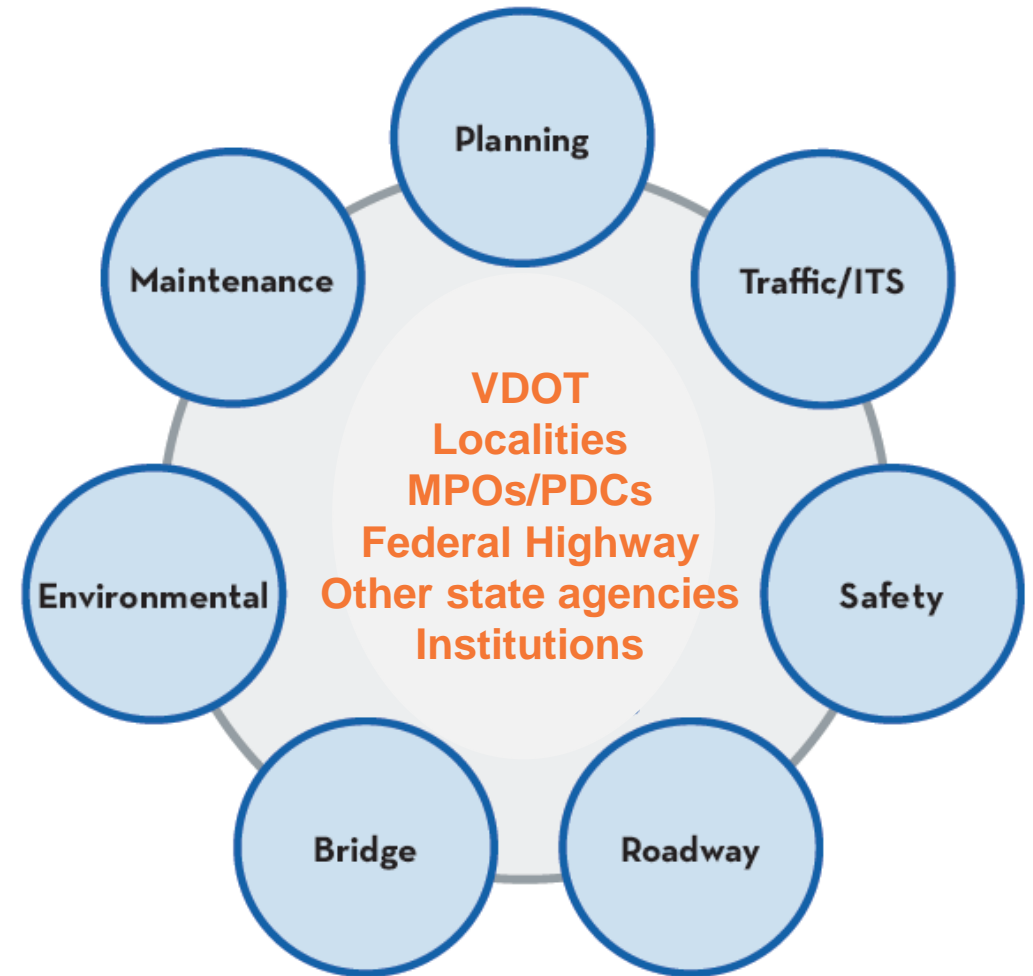
Data-driven

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. It features a navigation menu with 'All Projects', 'Major Projects', 'MPO', 'Fund', and 'Reports'. The 'All Projects' section is active, displaying search filters for Program (FY14 FINAL), District (Richmond), Jurisdictions (Richmond), and Road System (All). Below the filters, there are input fields for Route, ZIP, UPC, and Keyword, along with 'Search' and 'Reset' buttons. The search results show 89 projects found, with a table listing project details such as UPC, Description, Route, District, Estimate, Previous, FY15-19, and Balance. Two logos are overlaid on the screenshot: the 'ARTERIAL PRESERVATION PROGRAM' logo and the 'STARS STRATEGICALLY TARGETED AND AFFORDABLE ROADWAY SOLUTIONS' logo.

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				

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

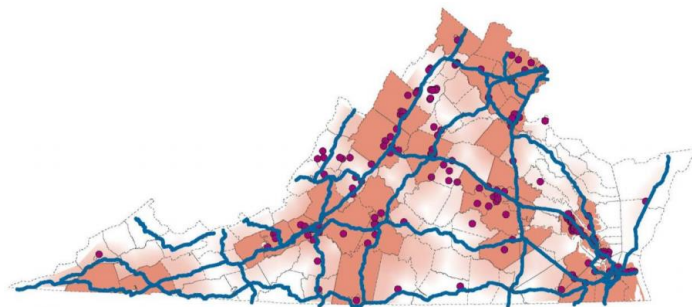


Planning Division:

- 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

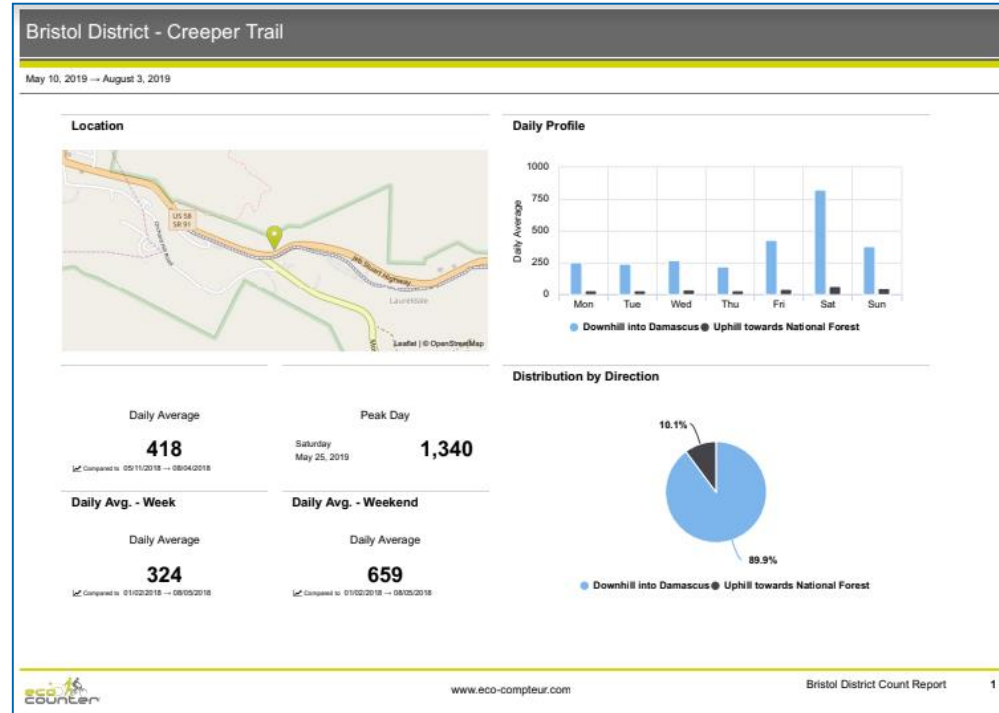
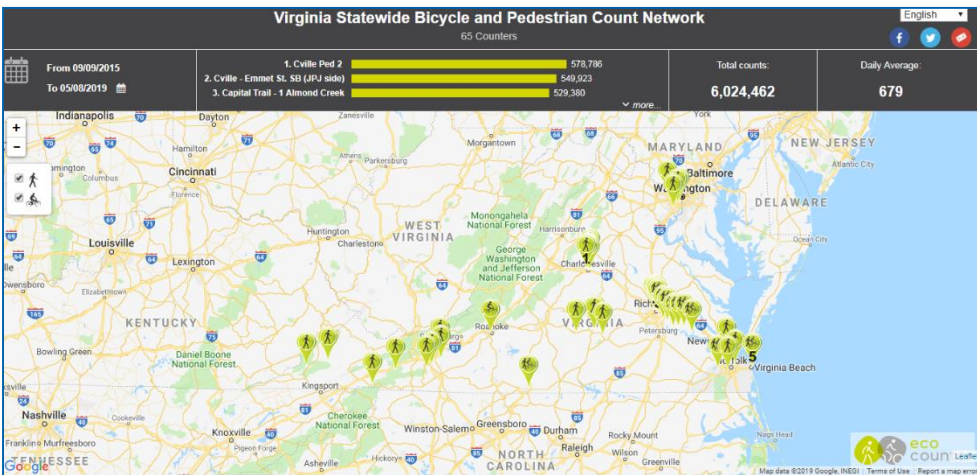
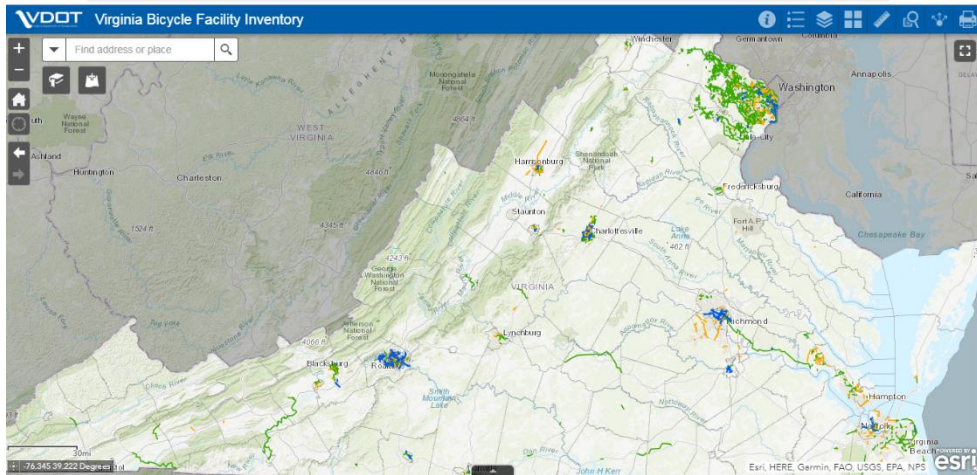


Project Located in Typology Category A	Congestion Mitigation		Safety		Accessibility			Environment		Economic Development		Land Use
	Person Throughput	Person Hours of Delay	Number of Fatal and Injury Crashes	Rate of Fatal and Injury Crashes	Access to Jobs	Access to Jobs for Disadvantaged Populations	Access 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**

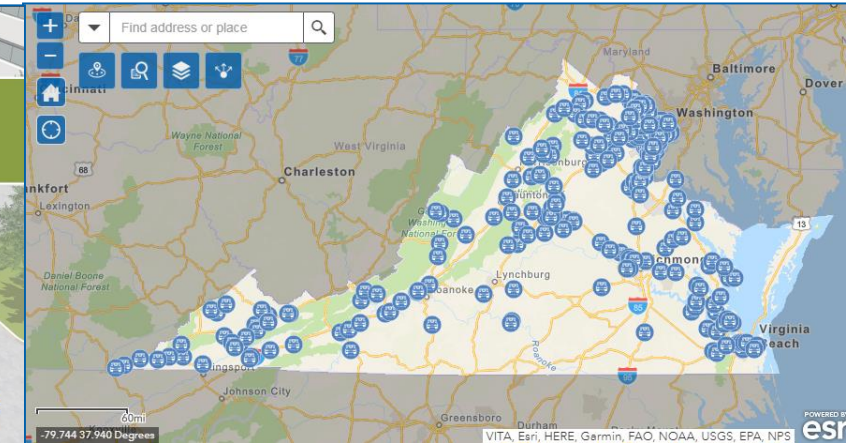
- Park & Ride Lots
- HOV Lanes
- Slugging
- Innovation / Technology

- **DRPT Coordination**

- Ridesharing
- Vanpooling
- Transit

- **Safe Routes to School Program**

- Improving health and well-being of children
- Walk or bike to school through the 5 E's— Education, Encouragement, Enforcement, Engineering and Evaluation



A project makes it into the SYIP- now what?

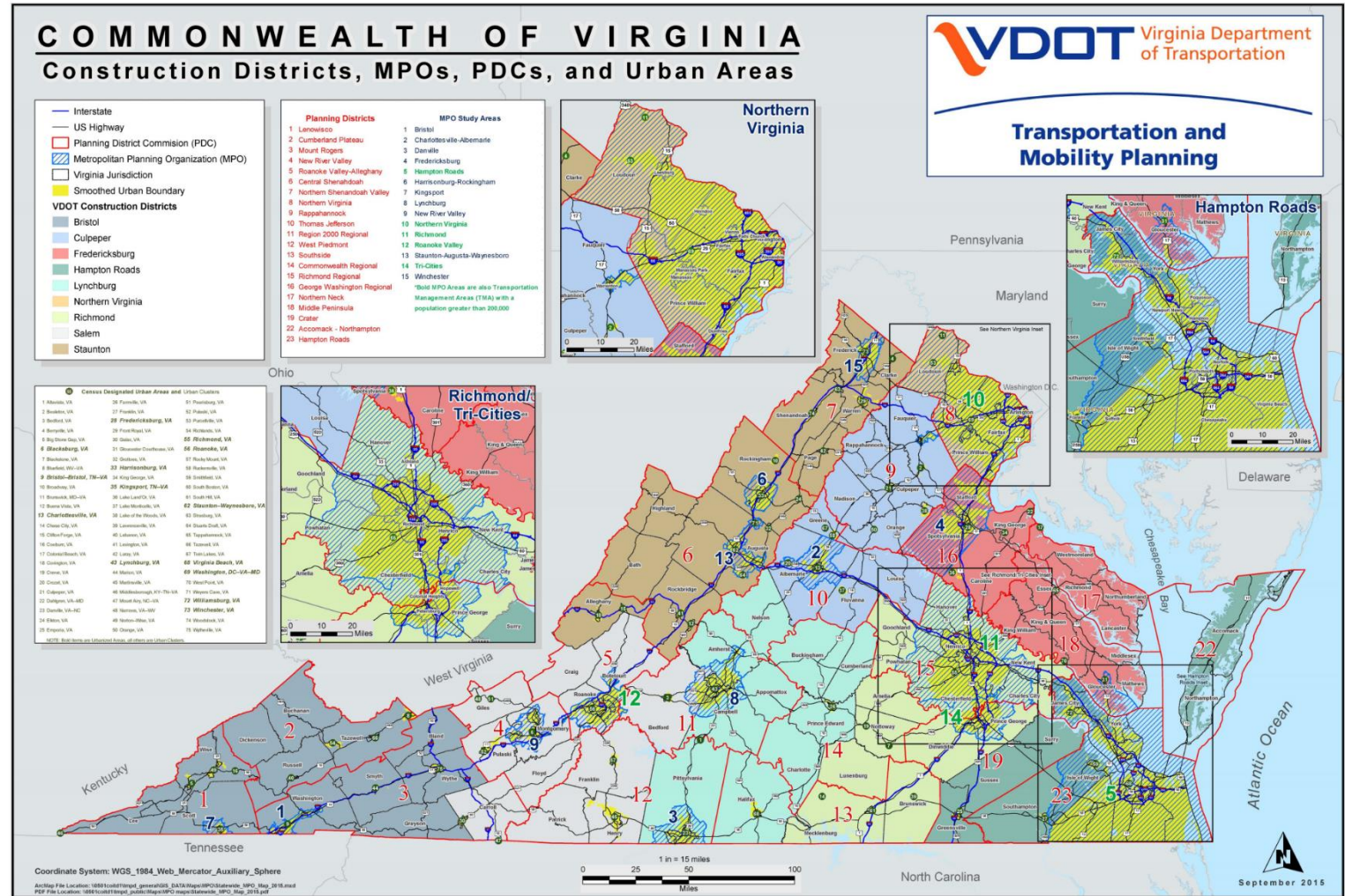
Planning Boundaries/
Functional
Classification/ National
Highway System

MPO Constrained Long
Range Plans and
Transportation
Improvement Programs



Metropolitan Planning Organizations (MPOs)

- 15 MPOs within Virginia
- District Planners serve as lead and provide program oversight



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/ted_Rt2_school_pro.asp

QUESTIONS?





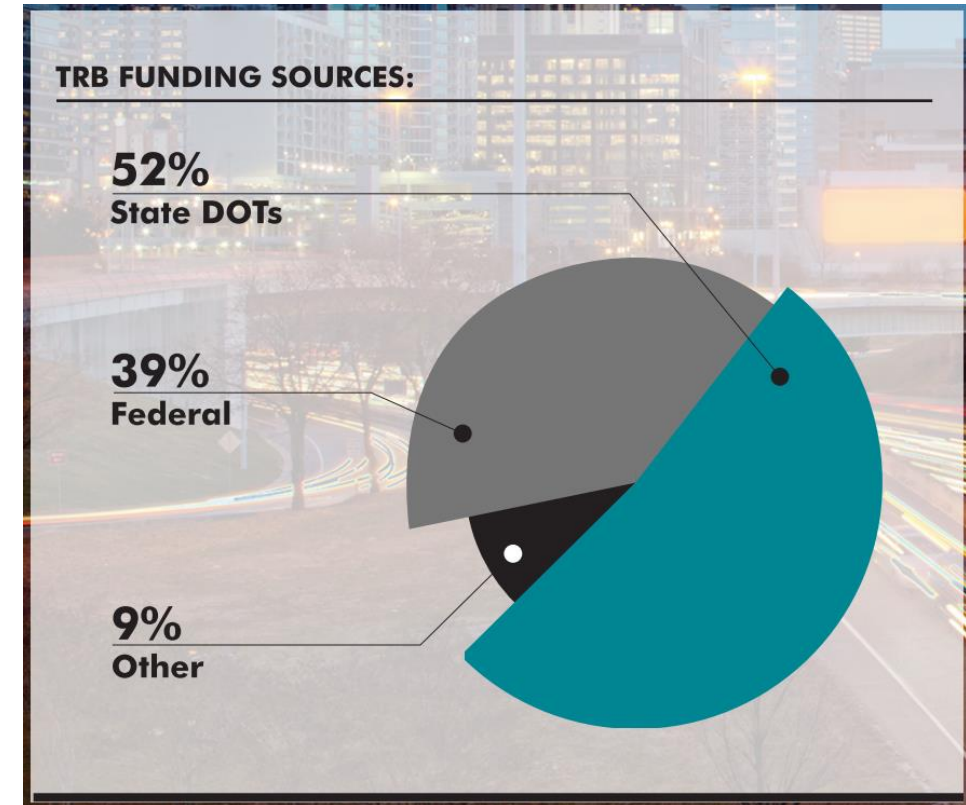
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Office of the
SECRETARY *of* TRANSPORTATION

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**

VTRC/VDOT Participation

- Scientists from VTRC presented their research in 41 sessions, workshops, and committee meetings
- VDOT staff presented in another 13 sessions and workshops





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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
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
 - An additional left turn lane 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.

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
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 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 of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

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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.

6. **Legislative Update**
Nick Donohue, Deputy Secretary of Transportation

This presentation is currently unavailable.
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