



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

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## COMMONWEALTH TRANSPORTATION BOARD

We are concerned about your health, and we are committed to do all we can to reduce the risk and spread of novel coronavirus. Governor Ralph Northam declared a state of emergency in Virginia on Thursday, March 12 in response to COVID-19. In light of this action, we have decided to conduct the May 2020 Commonwealth Transportation Board (CTB) meeting using electronic communications in accord with Item 4-0.01.g. of Chapter 1283 (2020 Acts of Assembly), as the COVID-19 emergency makes it impracticable or unsafe to assemble in a single location. The purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operation of the CTB and the discharge of its lawful purposes, duties, and responsibilities.

All board members will be participating remotely. The public may view the meeting via live stream by clicking the "View video" button at the following link: [http://www.ctb.virginia.gov/public\\_meetings/live\\_stream/default.asp](http://www.ctb.virginia.gov/public_meetings/live_stream/default.asp). There will be opportunity for public comment at the beginning of the May 20, 2020 Action meeting which will start upon adjournment of this meeting. Public comment can be submitted by calling the following telephone number 1-620-359-7790 followed by PIN: 448 872 065# when it is announced that public comment will begin. A caller may be placed on hold until others who have called in earlier have had opportunity to speak.

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

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

## WORKSHOP AGENDA

May 20, 2020  
9:00 a.m.

1. Fort Wool and Barge Artificial Habitats  
*Rob Cary, Virginia Department of Transportation*
2. I-66 Outside the Beltway Concession Fee Projects  
Status Update and Project Approval Request  
*Susan Shaw, Virginia Department of Transportation*

Agenda  
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3. I-95 Northbound  
Rappahannock River Crossing  
Stafford County and City of Fredericksburg  
*Marcie Parker, Virginia Department of Transportation*
4. Public Transportation Updates to the FY20 Six Year Improvement Program  
*Jennifer DeBruhl, Virginia Department of Rail & Public Transportation*
5. SMART SCALE Project Cancellation Briefing  
Route 460 Corridor Improvements UPC 115734  
*Kimberly Pryor, Virginia Department of Transportation*
6. Periodic Regulatory Review  
*Joanne Maxwell, Virginia Department of Transportation*
7. Transportation Performance Management - Safety Measures  
*Margit Ray, Office of Intermodal Planning and Investment*
8. VTrans: Project Pipeline  
*Nick Donohue, Deputy Secretary of Transportation*
9. Director's Items  
*Jennifer Mitchell, Virginia Department of Rail & Public Transportation*
10. Commissioner's Items  
*Stephen Brich, Virginia Department of Transportation*
11. Secretary's Items  
*Shannon Valentine, Secretary of Transportation*

## #

# FORT WOOL AND BARGE ARTIFICIAL HABITATS

Near the Hampton Roads Bridge Tunnel Expansion Project

Chief Deputy Commissioner Robert Cary, P.E. L.S.

May 20, 2020

# Virginia's Success with the Colonial Seabirds at HRBT



# Virginia's Success with the Colonial Seabirds at HRBT



# Virginia's Success with the Colonial Seabirds at HRBT



# Virginia's Success with the Colonial Seabirds at HRBT



# Virginia's Success with the Colonial Seabirds at HRBT

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- Fort Wool work complete
  - Over 2,000 Royal Terns already nesting on the sandy habitat at Fort Wool
    - Laughing Gulls nesting in the rip rap
    - Fantastic rookery of Snowy Egrets not previously documented in the area
    - Increased presence of Common Terns and Black Skimmers (Some courtship but no incubating birds identified yet)
    - Gull-Billed Terns are being heard and seen over South Island
    - Hope to attract Common Terns, Black Skimmers and Gull-Billed Terns to the barges once decoys are placed
  - Barges were installed last week
  - DGIF believes the sand on the barges makes a great nesting habitat
  - VDOT paying all costs for these successful new alternative habitats
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# **I-66 Outside the Beltway Concession Fee Projects Status Update and Project Approval Request**

**Susan Shaw, P.E., Northern Virginia Megaprojects Director**

May 2020

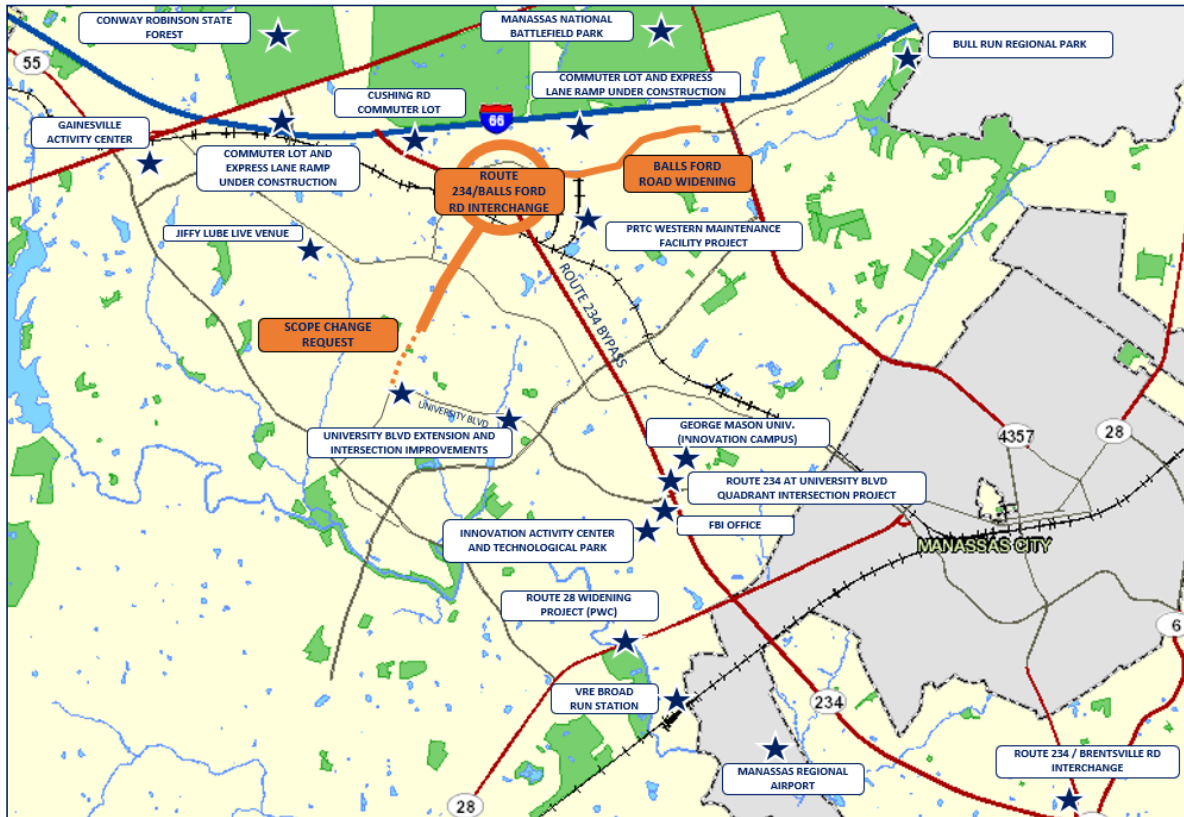
# Concession Fee Summary and Prior Actions

- **November 2017 – Financial Close for 66 Outside the Beltway Project**
  - \$578,919,450 Concession Fee Payment
- **June 2017 – VDOT and NVTA Agreement to fund \$500 M in projects**
- **July 2017 – NVTA issued call for projects and selected projects for CTB consideration**
- **January 2018 – CTB approved initial projects and budgets**
- **September 2019 – NVTA recommended budget adjustments between previously approved projects**
- **October 2019 – CTB approved budget adjustments**
- **As of April 2020 – Expenditures from \$500M Project Fund are approximately \$33.1 Million**

# Concession Fee Project Categories and Status

- **Projects within Transform 66 project construction limits:**
  - Widen Jermantown Road Bridge to 4 lanes: *Construction underway (VDOT)*
  - Widen Monument Drive Bridge to add pedestrian facility: *Design underway to determine cost. (VDOT)*
  - Widen Poplar Tree Road Bridge to 4 lanes: *Construction underway (VDOT)*
  - Expand I-66 Median Replace I-66 Bridge over US 29: *Construction underway (VDOT)*
- **Transit Improvement Projects:**
  - Commuter Parking Garage and Transit Station at Fairfax Corner: *Design-build procurement underway (Fairfax County)*
  - East Falls Church Metrorail Station Bus Bay Expansion: *Project to begin Spring 2021 (DRPT/Arlington County)*
  - PRTC Western Bus Maintenance and Storage Facility: *Construction underway (DRPT/PRTC)*
  - VRE Manassas Line Capacity Expansion and real-time traveler information project: *Projects underway (DRPT/VRE)*
- **Pedestrian Improvement Projects:**
  - Nutley Street SW Mixed-use Trail from Marshall Road SW to Tapawingo Road SW: *Underway (Town of Vienna)*
  - George Snyder Trail from Route 123 to Route 50 at Draper Drive: *Design underway (City of Fairfax)*
  - Lee Highway Sidewalk Improvements from Nutley Street to Vaden Drive: *Design underway (VDOT)*
- **Roadway Projects:**
  - US 50 and Waples Mill Road intersection improvements: *Design underway (VDOT)*
  - Balls Ford Road widening from Groveton Road to Route 234 Business: *Design underway (Prince William County)*
  - Route 234 at Balls Ford Road interchange with Balls Ford Road: *Design-build contract awarded (Prince William County)*
  - Route 29 Widen 1.5 miles: *Design underway, Construction in 2023 (VDOT)*

# Route 234 at Balls Ford Road Interchange Project



Administered by  
Prince William County

- January 10, 2018 – CTB approved project with a 66 Concession Fee Budget of \$145 M.
- Fall 2018 – Initiated design and design-build procurement
- March 2020 – Awarded design-builder contract, resulting in a total project cost of \$103.5 M
- April 2020 – Prince William County requests NVTa approval to extend project limits 0.57 miles to Devlin Road, better serving economic activity centers and providing continuous 4-lane section
- May 14, 2020 – NVTa to consider request for recommended project limit adjustment and Concession Fee adjustment.

# Concession Fee Projects

Project	Responsible Organization	2019 Concession Fee Amounts	Proposed Concession Fee Amounts
Poplar Tree Road Bridge Widening to Four Lanes	VDOT/66 OTB	\$ 2,600,000	\$ 2,600,000
I-66 Median Widening at Route 29	VDOT/66 OTB	\$ 48,050,736	\$ 48,050,736
Jermantown Road Bridge Widening	VDOT/66 OTB	\$ 9,500,000	\$ 9,500,000
Monument Drive Pedestrian Improvement	VDOT/66 OTB	\$ 3,800,000	\$ 3,800,000
Route 234 At Balls Ford Road Interchange*	Prince William	\$ 145,000,000	\$ <b>130,000,000</b>
Balls Ford Road Widening from Groveton Road to Route 234	Prince William	\$ 67,405,000	\$ 67,405,000
Commuter Parking Structure at Government Center	Fairfax County	\$ 38,500,000	\$ 38,500,000
George T. Snyder Trail	City of Fairfax	\$ 13,605,000	\$ 13,605,000
Nutley Street SW Shared Use Path	Town of Vienna	\$ 295,000	\$ 295,000

\*Proposed Concession Fee Amount may be adjusted pending final costs, and future approvals.

# Concession Fee Projects

Project	Responsible Organization	2019 Concession Fee Amounts	Proposed Concession Fee Amounts
Route 50 and Waples Mill Road Intersection	VDOT	\$ 2,000,000	\$ 2,000,000
Lee Highway Pedestrian Improvements – Nutley St to Vaden Dr	VDOT	\$ 2,120,200	\$ 2,120,200
Route 29 Widening – Phase II	VDOT	\$ 1,210,904	\$ 1,210,904
#Smart 18 Route 29 Widening Phase II	VDOT	\$ 13,206,643	\$ 13,206,643
Route 29 Widening – Phase II	Fairfax County	\$ 4,762,000	\$ 4,762,000
East Falls Church Metro Bay Expansion	DRPT/Arlington	\$ 4,841,000	\$ 4,841,000
Western Bus Maintenance & Storage Facility	DRPT/PRTC	\$ 11,070,000	\$ 11,070,000
VRE Manassas Line Upgrade	DRPT/VRE	\$ 105,013,000	\$ 105,013,000
VRE Manassas Park Parking Garage and Bridge	DRPT/VRE	\$ 23,483,000	\$ 23,483,000
<b>TOTAL</b>		<b>\$ 496,462,483</b>	<b>\$ 481,462,483</b>
<b>Funds Available</b>		<b>\$ 3,537,517</b>	<b>\$ 18,537,517</b>

# Concession Fee Project Requirements

## Projects must:

- **Benefit the toll facility user (Virginia Code)**
- **Be federally eligible**
- **Meet one of the project improvement goals**
  - Move more people
  - Enhance transportation connectivity
  - Improve transit service
  - Reduce roadway congestion
  - Increase travel options
- **Be selected and recommended by NVTA**
- **Be approved by the Commonwealth Transportation Board**







# **I-95 NORTHBOUND RAPPAHANNOCK RIVER CROSSING**

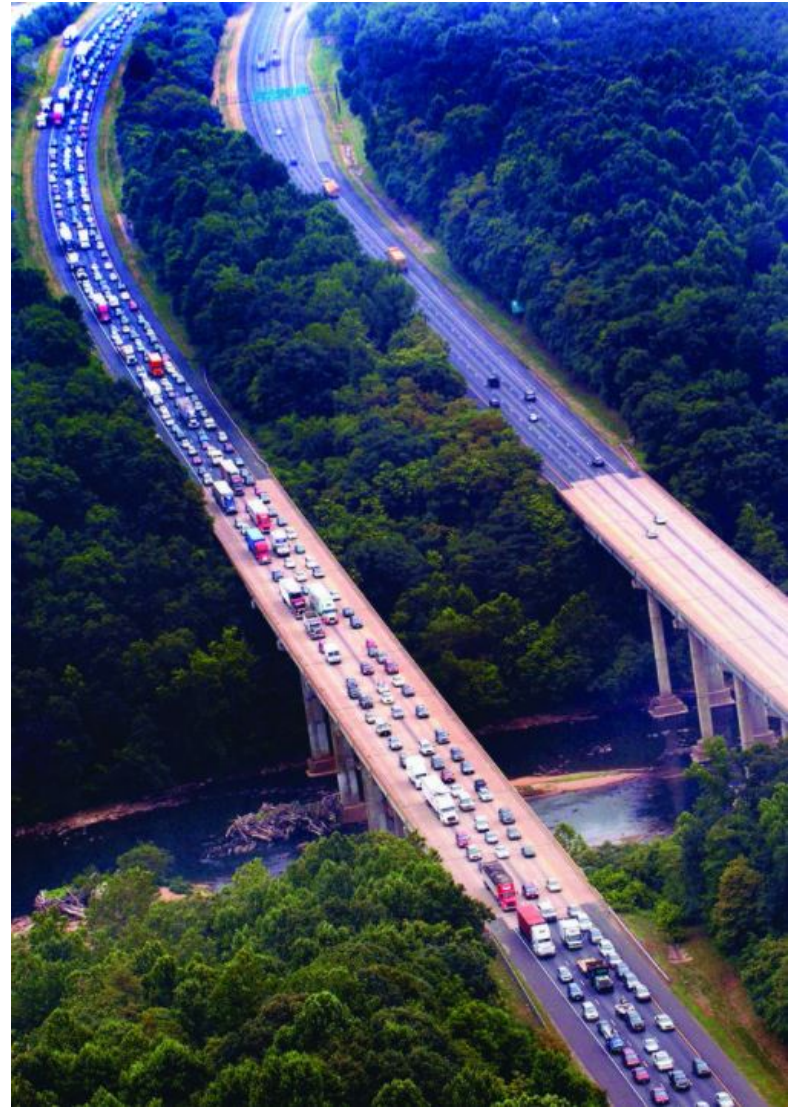
## *STAFFORD COUNTY AND CITY OF FREDERICKSBURG*

Marcie Parker, P.E.

VDOT Fredericksburg District Engineer

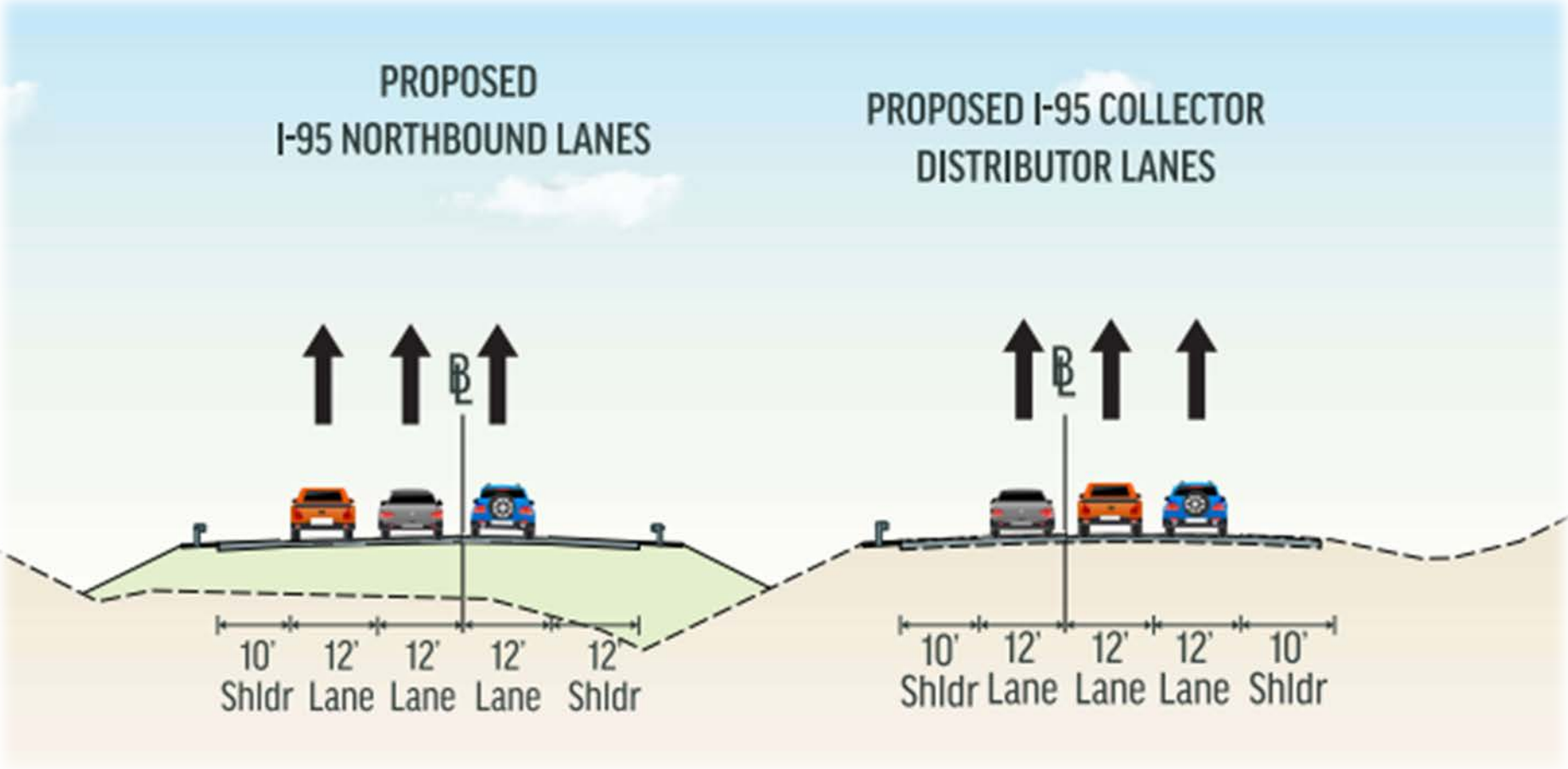
# Project Background

- **Scope – constructs 3 additional lanes to create “thru lanes” and “local lanes”**
- **\$132M Budget**
- **August 2019 public hearing**
- **I-95 Express Lanes direct connection**



*Photo credit: The Free Lance-Star*

# Typical Section



# Bid Options

- **Extension of an auxiliary lane from the CD road to Exit 136 (Centreport Parkway)**
- **Replacement of the current northbound CD bridge over Route 17**
- **Sidewalk connection on Route 17 through the interchange**
- **All options were within the project budget and will be awarded**



# Project Schedule

Milestone	Date
<i>Request for Proposals (RFP)</i>	<i>Issued September 18, 2019</i>
<i>Technical proposals</i>	<i>Received February 25, 2020</i>
<i>Price proposals</i>	<i>Opened April 15, 2020</i>
<b>CTB contract award</b>	<b>May 2020</b>
<b>Construction begins (estimated)</b>	<b>Fall 2020</b>
<b>Construction complete (estimated)</b>	<b>May 2024</b>

# Action Items

- Award Project
- Approve Limited Access Changes





Making Efficient + Responsible Investments In Transit

# Transit Updates to the FY20 SYIP

Commonwealth Transportation Board – May 20, 2020

Jennifer DeBruhl  
Chief of Public Transportation



Virginia Department of Rail and Public Transportation



# Modifications to the FY20 SYIP

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- **DRPT allocates assistance to transit agencies on a year-to-year basis.**
- **The budget language that allows the CTB to extend the SYIP into FY21 also provided the CTB with the authority to allocate transit operating and capital funding prior to the adoption of a revised FY21-FY25 SYIP.**
- **This presentation summarizes the modifications necessary to carry funding forward for critical activities through the first quarter of FY21 and to allocate federal formula funds to transit agencies.**

# State Transit Operating Assistance

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- Transit agencies have faced unprecedented conditions during the COVID-19 pandemic, while maintaining essential lifeline services for their communities.
- Operating assistance offsets a portion (20-30%) of transit agency operating expenses in a typical year.
- Even with funding from the federal CARES Act, there is significant uncertainty as transit agencies are adopting their FY21 budgets
- Recommendation:
  - » *Allocate funding equivalent to one quarter of the FY20 operating assistance allocation to transit agencies for the first quarter of FY21*
  - » *Reevaluate in September*

# Other Operating Assistance – I-95

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- **Two agencies receive special assistance to provide commuter services in the I-95 corridor – PRTC (OmniRide) and Fairfax County (Fairfax Connector)**
  - » *DRPT recommends providing funding at the same level as FY20, which is \$1.19M.*
  - » *DRPT recommends that one quarter of this amount should be added to the FY20 SYIP (\$296.5K) and that this funding be reevaluated in September.*

# Commuter Assistance Programs

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- **DRPT has actively worked to re-scope the commuter assistance agencies to better support telework and to prepare for a return to work/commuting later this year.**
- **All commuter assistance agency budgets were evaluated and all discretionary/non-critical expenditures removed to establish baseline budgets for FY21.**
  - » *The total recommended funding is \$1.85M (compared to \$2.5M in grant requests)*
  - » *DRPT recommends adding first quarter of these allocations (\$463.3K) to the FY20 SYIP and that this funding be reevaluated in September.*

# Critical Capital Items

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- **Debt Service for Rail Related Facilities:** In past years DRPT has provided state capital assistance to PRTC for debt service payments related to the construction of VRE parking facilities in Manassas Park.
  - » *This needs to be funded at the beginning of FY21 to allow PRTC to make debt service payments.*
  - » *DRPT recommends that the total state share of \$141,275 be added to the FY20 SYIP.*
- **DRPT is currently evaluating all other FY21 capital requests to determine if there are other critical needs that would impact provision of service through FY21.**
  - » *DRPT recommends that these needs be reevaluated in September.*

# Federal Programs

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- **Each year DRPT allocates several categories of Federal funding assistance to transit agencies. DRPT recommends that these amounts be added to the FY20 SYIP.**
  - » *Section 5303 – Metropolitan Planning (support to MPOs and transit agencies)*
    - \$3,092,157, the available Section 5303 apportionment, and matching state funds of \$386,526
  - » *Section 5304 – Statewide Planning (DRPT)*
    - \$583,727, the available Section 5304 apportionment
  - » *Section 5307 – Small Urban Transit (Governor’s Apportionment)*
    - \$16,719,414, the available Section 5307 apportionment
  - » *Section 5310 – Human Service Transportation*
    - \$1,316,214, of the available Section 5310 apportionment, and state matching funds of \$747,576.
    - This funding will support operating and mobility management services in FY21.
    - DRPT recommends that capital funding requests be reevaluated in September to determine the availability of local matching funds.



Making Efficient + Responsible Investments In Transit

# Transit Updates to the FY20 SYIP

Commonwealth Transportation Board – May 20, 2020

Jennifer DeBruhl  
Chief of Public Transportation



Virginia Department of Rail and Public Transportation

# **SMART SCALE PROJECT CANCELLATION BRIEFING**

Route 460 Corridor Improvements UPC 115734

Commonwealth Transportation Board

 Kimberly Pryor – Director, Infrastructure Investment

*May 2020*



# SMART SCALE Policy - Project Cancellation

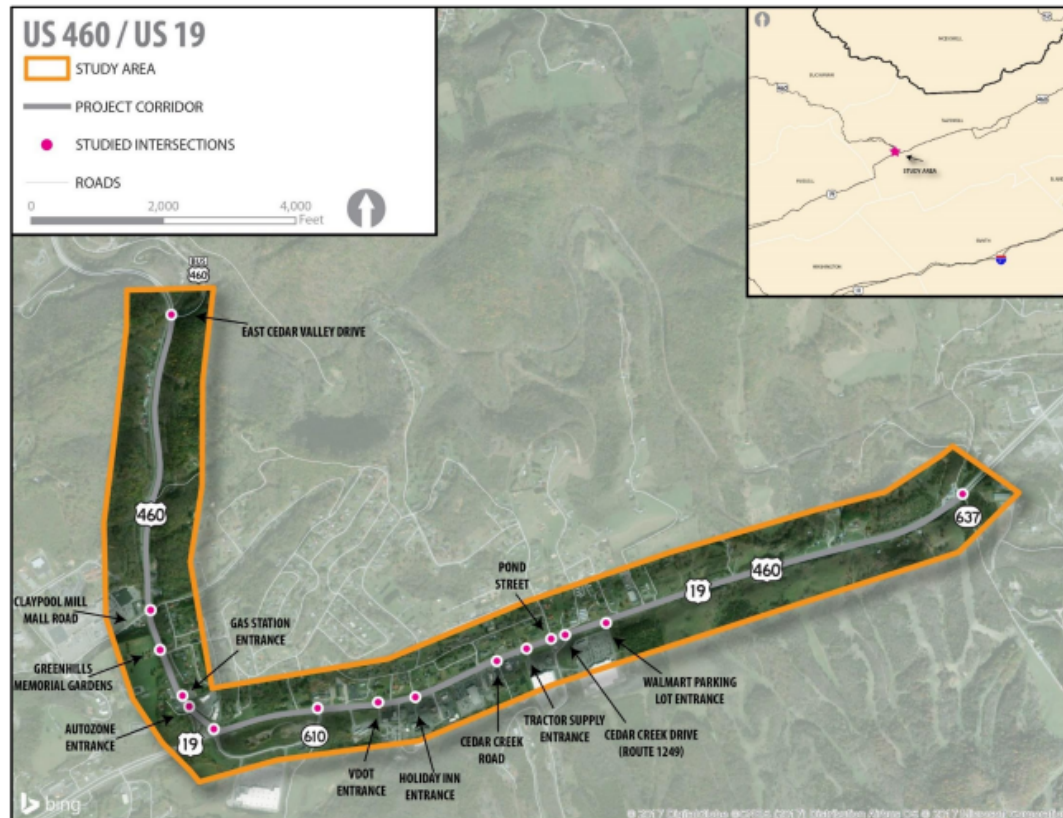
- **SMART SCALE Policy, February 2020**
  - A project that has been selected for funding through either the High Priority Projects Program or Construction District Grant Program may be cancelled only by action of the Board
  - In the event that a project is not advanced to the next phase of construction 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

# Project Information

- **Route 460 Corridor Improvements**

- Submitted by Tazewell County in Round 3 of SMART SCALE
  - » Total Project Cost: \$3,597,000
  - » Total SMART SCALE Request: \$3,597,000
  - » Project received a score of 10.5 and was the highest ranked project in the district
  - » Full request funded with DGP funds
- Project is VDOT administered
  - » Project has not yet advanced to scoping
- Original scope included
  - » Operational and geometric improvements at four intersections
  - » Entrance closures or modifications at 16 locations

# Project Location



## Cancellation Request

- **The county and public raised concerns that the project would adversely impact businesses and make the corridor less safe**
- **VDOT identified various scope refinements and alternatives that were not supported by the public or the county**
- **On March 3, 2020 Tazewell County Board of Supervisors voted unanimously to withdraw their application for the SMART SCALE project**

## Recommendation

- **Cancel the Route 460 Corridor Improvements Project (UPC 115734)**
- **Transfer all \$3,597,000 in Construction District Grant funds to the Bristol District Grant deallocation balance entry (UPC -21760)**



# PERIODIC REGULATORY REVIEW

Jo Anne Maxwell, Director Governance and Legislative Affairs

May 20, 2020

# Periodic Regulatory Review—APA Requirement

- **The Administrative Process Act requires any agency that adopts regulations to periodically review those regulations, including consideration of:**
  - 1) the extent to which regulations remain supported by statutory authority/do not duplicate/overlap/conflict with state or federal law;**
  - 2) the nature of complaints/comments received from the public;**
  - 3) whether the regulations are necessary for the protection of public health, safety and welfare;**
  - 4) whether the regulations are clearly written and easily understandable;**
  - 5) whether the regulations' economic impacts on small businesses and families are minimized as much as possible; and**
  - 6) the length of time since the regulation has been evaluated.**

See § 2.2-4007.1 and § 2.2-4017 of the *Code of Virginia*



# Periodic Regulatory Review Process Authorities

- ❑ **The Governor's Executive Order 14:**
  - specifies the process for conducting the periodic review
  - requires that the review be performed on all regulations at least once every four years.
  
- ❑ **Chapter 444 of the 2018 Acts of Assembly**
  - requires the Department of Planning and Budget (DPB) to track and report to the General Assembly annually which agencies are complying with the periodic review requirements.

# Periodic Regulatory Review Process

- ❑ The agency posts a notice to the public on Virginia Town Hall that it is beginning a periodic review of one or more of its regulations
- ❑ The notice is published in the next edition of the Virginia Register of Regulations
- ❑ The agency collects public comment on the regulations
- ❑ Within 120 days of the end of the public comment period, the agency must report on its review, indicating one of the following:
  - That the regulation will be retained “as is”;
  - That the regulation will be amended; or
  - That the regulation will be repealed.

# Summary of Periodic Regulatory Review for CTB Regulations

- ❑ **Thirty-eight Chapters to be reviewed over three years, beginning 7/30/19:**
- ❑ **Review Schedule:**
  - 7 Chapters due 7/30/19
  - 7 Chapters due 12/31/2019
  - 3 (previously 6) Chapters due 6/30/2020
  - 6 Chapters due 12/31/2020
  - 7 Chapters due 6/30/2021
  - 5 Chapters due 12/31/2021
  
- ❑ **Process for each review period**
  - **Workshop presentation describing regulation and proposed action for each regulation (retain, repeal, or amend)**
  - **Resolution approving action and authorizing Commissioner to take all action necessary to implement approved action**

# Periodic Regulatory Review

## Three CTB Regulations to be Reviewed by June 30, 2020

<u>Chapter Number</u>	<u>Title</u>
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24 VAC 30-151	Land Use Permit Regulations
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24 VAC 30-570	Procedures for Inclusion of Routes into the Non-Interstate Qualifying Network and Virginia Access Systems
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24 VAC 30-620	Rules, Regulations, and Rates Concerning Toll and Bridge Facilities
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- **It is noted that members were emailed three additional regulations in March as regulations needing CTB review. However, after further statutory/historical research, it has been determined that those regulations fall under the purview of VDOT or the Commissioner of Highways and thus, do not warrant CTB review:**

- **24 VAC 30-17 Solicitation and Use of VDOT Buildings and Grounds for Nonwork Purposes**

- **24 VAC 30-73 Access Management Regulations**

- **24 VAC 30-121 Comprehensive Roadside Management Program**

# Periodic Regulatory Review

## Land Use Permit Regulations(24 VAC 30-151)

- ❑ The CTB has general authority to make regulations “for the protection of and covering traffic on and for the use of systems of state highways” in § 33.2-210.
  - Originally adopted by the CTB in 2010. Last amended in 2018 to allow mobile food vending and to change wireless structure use fees.
- ❑ Permit work activities on the right of way for construction, utility installations, entrances, events and other activities.
  - Necessary for the protection of the public; written to be understandable; no negative impact on small businesses.
- ❑ Address safety issues such as proper procedures for temporarily closing travel lanes, standards for entrances and access points onto highways, affixing signs and other objects to structures in the right-of-way, and location and protection of utility lines.
  - No Public Comments received
  - Recommendation: Retain As Is.

## Periodic Regulatory Review

### Procedures for Inclusion of Routes into the Non-Interstate Qualifying Network and Virginia Access Systems (24 VAC 30-570)

- ❑ The Surface Transportation Assistance Act (STAA) of 1982 established the National Network of highways for access by over-dimensional vehicles, and allows states to designate additional networks of highways for those vehicles.
  - ❑ The CTB can designate additional routes in the NIQN and VAS pursuant to 46.2-1112.
  - ❑ This regulation provides the procedures to be followed in requesting additional routes be included in the NIQN and VAS.
  - ❑ Current procedures are filed by reference-need not be in the form of a regulation and could appropriately be maintained as an internal directive/guidance document.
- The procedures were approved by FHWA in 1991. The regulation was adopted in 1993 upon the creation of the Administrative Procedures Act.
  - The regulation has not been amended.
  - No Public Comments received
  - Recommendation: Repeal as regulation but maintain procedures in another form.

# Periodic Regulatory Review

## Rules, Regulations, and Rates Concerning Toll and Bridge Facilities (24 VAC 30-620)

- Specify the rates for use of non-P3, VDOT-owned toll facilities. (Pursuant to 33.2-1701)**
  - Also specify authority and procedures for suspension of toll collection on those facilities. (Pursuant to 33.2-613)**
  - Procedures for suspension of tolls are outdated and should be amended.**
- **Necessary for the protection of the public; written to be understandable; no negative impact on small businesses.**
  - **Last substantive amendment was in 2005. Since then, new VDOT-owned toll facilities have been opened and should be included in this regulation and laws have changed.**
  - **No Public Comments received**
  - **Recommendation: Amend.**

# Periodic Regulatory Review—Next Steps

- CTB will be presented with a resolution to approve recommended actions for the three CTB regulations reviewed this review period.**
- VDOT will post results on Town Hall**
- Next Fall VDOT will repeat the process for the next set of regulations to be reviewed by December 31, 2020: will present to CTB and seek approval for recommended actions and post results on Town Hall.**
- In the ensuing months and years, CTB will be presented with results of scheduled reviews and requests to approve recommended actions.**







COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

# Transportation Performance Management 2021 Safety Measure Targets

Margie Ray

Performance Management Manager

May 20, 2020



# Safety Performance Management Background

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- **MAP-21 federal law establishes performance targets for Safety (5 measures)**
- **Safety targets must be established annually**
- **VDOT and Governor's Highway Safety Office (DMV) must agree to targets for 3 of the 5 performance measures**
- **DMV must report targets to NHTSA by June 30**
- **VDOT must report targets to FHWA by July 31**

# Safety Performance Management Performance Measures

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- **Number of fatalities\***
- **Number of serious injuries\***
- **Rate of fatalities per 100M vehicle miles traveled\***
- **Rate of serious injuries per 100M vehicles miles traveled**
- **Number of non-motorized fatalities and serious injuries**

\*Federal measures requiring coordination with the Governor's Highway Safety Office

# Safety Performance Measures Background

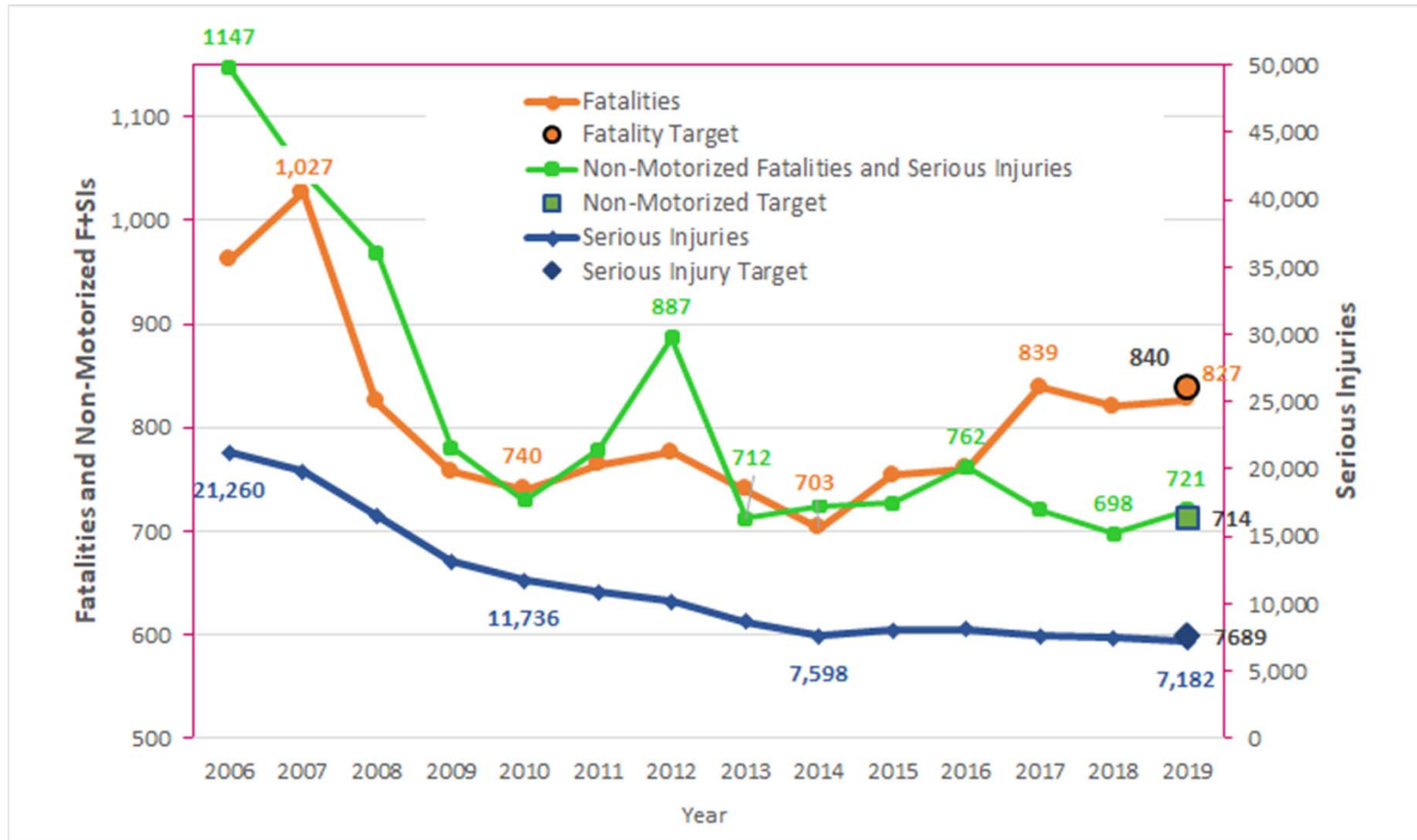
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- Board adoption of 2020 targets in June 2019 utilizing new data-driven methodology
- Board adoption of HSIP Project Prioritization Policy in December 2019 to improve safety outcomes

Description	Fatalities	F Rate	Serious Injury	SI Rate	F & SI Ped/Bike
2020 Targets	950	1.08	7473	8.52	711

# Safety Performance Management

## How are we doing?



# FHWA Determination of Significant Progress

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Annually, FHWA makes determination of significant progress towards meeting the safety performance targets

Significant progress determination - at least four of the five targets were met  
OR Target must be better than the baseline value

If significant progress is not made, the state must:

1. Prepare and Submit an Highway Safety Implementation Plan to FHWA by June 30 stating what the state is doing to meet targets, and
2. Must obligate 100% of HSIP funds for the year that the targets were set (i.e., 2017)

# 2018 FHWA Safety Target Determination

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- **On April 24, 2020, received FHWA's safety target determination for 2018 safety targets**
- **Virginia did not make significant progress towards the 2018 targets**
  - **2018 fatalities and fatality rate both exceeded the 2018 target and baseline values**
- **The 2018 and 2019 targets were set using FHWA's methodology which has many limitations as compared to our new, industry leading target setting method**
- **Response sent on May 8, 2020 to communicate that this determination does not provide an accurate reflection of the actions taken by the Commonwealth to improve traffic safety**



# Determination of 2018 Safety Performance Targets

Performance Measure	2014-18 Average Target	2014-18 Average Outcome	2012-16 Average Baseline	Met Target	Better Than Baseline
Number of Fatalities	709	775	746	No	No
Rate of Fatalities	0.830	0.924	0.912	No	No
Number of Serious Injuries	7,570	7,751	8,488	No	Yes
Rate of Serious Injuries	8.720	9.262	10.366	No	Yes
Number of Non-motorized F + SI	681.0	732.4	764.0	No	Yes

# Safety Performance Management Commonwealth of Virginia Initiatives

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**Legislative Actions** - passed by the 2020 General Assembly and signed into law by Governor Northam

- Prohibiting the driver from holding a personal handheld communication device
- Establishing and funding the Virginia Highway Safety Improvement Program to fund projects that address hazard roadway features and strategies to address behavioral causes of crashes with priority given to projects and strategies based on expected reduction in fatalities and severe injuries relative to cost
- Authorizing use of automated speed enforcement in work zones and school crossings
- Changing the Code of Virginia to require vehicles to yield right-of-way by "stopping and remaining stopped until such pedestrian has passed the lane in which the vehicle has stopped"

# Safety Performance Management Commonwealth of Virginia Initiatives

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## 2020 Proposed Legislative Actions

- **Making seat belt use a primary offense and requiring use in all seats of a vehicle – passed by the House of Delegates but failed on the Senate floor during the 2020 General Assembly session;**
- **Prohibiting open containers of alcohol in the passenger area of vehicles – passed by the House but did not advance out of committee in the Senate during the 2020 General Assembly;**
- **Authorizing local governments to post speed limits below 25 miles per hour in business and residence districts – passed by the House but failed on the Senate floor during the 2020 General Assembly session**

# Safety Performance Management Commonwealth of Virginia Initiatives

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## Administrative Actions

- Establishment of Governor's Leadership Team for Highway Safety
- Launch of "Driven to Protect" - developing technology to eliminate drunk driving through use of in-vehicle alcohol detection systems to determine when a driver is impaired - known as DADSS

## CTB Actions

- Development of data-driven safety target setting methodology and adoption of safety performance targets
- Adoption of policy for investment of federal HSIP funds and approval of first Systemic Implementation Plan

## Innovation

- Received National Roadway Safety Award for the Pedestrian Safety Action Plan (2019)

# FHWA Method of Target Setting

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**FHWA target setting method used to set 2018 and 2019 targets. Limitations:**

- **Over reliance on crash data alone instead of including other factors and does not adequately account for annual fluctuations or trend changes**
- **Relies on five-year rolling average**
  - **2018 targets incorporated data back to 2007, the year with the most Virginia traffic deaths in a generation.**
  - **Virginia's traffic deaths reduced considerably after 2007, the numbers have remained relatively flat since 2015.**
  - **Straight-line projection gives greater influence to crash data from 2007 through 2014, appears Virginia experiencing a steeper decline than actual data demonstrated.**
- **Does not consider important demographic, socio-economic, infrastructure spending, and other environmental factors that were changing drastically over the five-year period**

# Safety Performance Management Refining Target Setting - Data-Driven Method

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## Key steps to develop 2021 targets:

1. Evaluate anticipated benefits of recent (or soon to be completed) infrastructure projects
2. Analyze external factors to predict 2019 baseline crash safety measure counts for validation
  - assess new factors
  - update and refine model for 2021 predictions
3. Combine the baseline predictions with project benefits to establish data-driven targets

# Step 1: Expected Benefits of Spot and Corridor Projects

- Reviewed 107 SMART SCALE and HSIP projects constructed or to be completed between January 2019 and March 2021
  - 64 SS projects = \$354.5 M
  - 43 HSIP\* projects = \$61.0 M
- Project influence areas consistent with SMART SCALE safety scoring methodology

Projects	F+SI Crashes	F People	SI People	F Ped/Bike People	SI Ped/Bike People
107	593	42	730	7	32

\* Several HSIP projects are larger projects with a small portion of HSIP funds

# Spot and Corridor Projects Expected Reductions

Description	F People	SI People	F Ped/Bike People	SI Ped/Bike People
2010-2018 Totals	42	730	7	32
Final Projection (w/ Factors)	34	642	4	25
Reduction	8 (1.0 / Yr)	88 (11.2 / Yr)	3 (0.4 / Yr)	7 (0.9 / Yr)
Percent Reduction	19%	12%	48%	22%
<b>Spot Cost / Annual Reduction</b>	<b>\$415.5 M</b>	<b>\$37.1 M</b>	<b>\$193.1 M</b>	

**Investment Cost = \$415.5 M**



# Step 1: Expected Benefits of Hybrid Projects

- Reviewed 16 Hybrid projects constructed or to be completed between January 2018 and March 2020
  - 3 SS projects = \$7.9 M
  - 13 HSIP projects = \$28.7 M
- Project influence areas consistent with SMART SCALE safety scoring methodology

Projects	F+SI Crashes	F People	SI People	F Ped/Bike People	SI Ped/Bike People
16	541	67	664	10	12

# Hybrid Projects Expected Reductions

Description	F People	SI People	F Ped/Bike People	SI Ped/Bike People
2010-2018 Totals	67	664	10	12
Final Projection (w/ Factors)	56	607	8	10
Reduction	11 (1.5 / Yr)	57 (7.8 / Yr)	2 (0.3 / Yr)	2 (0.3 / Yr)
Percent Reduction	16%	9%	23%	18%
<b>Hybrid Cost / Annual Reduction</b>	<b>\$24.4 M</b>	<b>\$4.7 M</b>	<b>\$20.8 M</b>	

**Investment Cost = \$36.6 M**

# Step 1: Expected Benefits of Systemic HSIP Projects

- **Low cost improvements systemically spread on network at intersections and curves or on the pavement**
  - 18 HSIP projects = \$21.8 M
- **HSIP projects constructed between January 2019 and March 2021**

Projects	F+SI Crashes	F People	SI People	F Ped/Bike People	SI Ped/Bike People
18	881	62	1,068	13	109

# Systemic Projects Expected Reductions

Description	F People	SI People	F Ped/Bike People	SI Ped/Bike People
2010-2017 Totals	62	1,068	13	109
Final Projection (w/ Factors)	54	963	7	63
Reduction	8 (1.1 / Yr)	105 (15 / Yr)	6 (0.9 / Yr)	46 (6.6 / Yr)
Percent Reduction	13%	10%	46%	42%
<b>Systemic Cost / Annual Reduction</b>	<b>\$19.8 M</b>	<b>\$1.5 M</b>	<b>\$1.85 M</b>	

**Investment Cost = \$21.8 M**

# Step 1: All Projects Expected Reductions and Cost per Annual Reduction

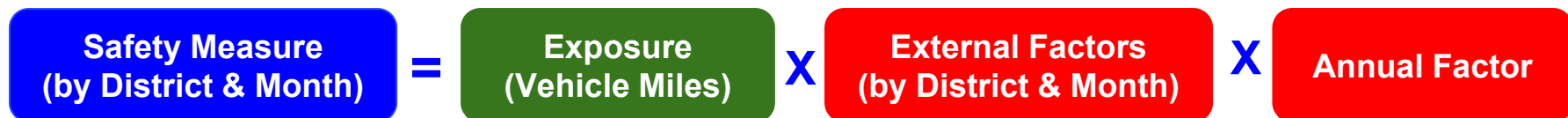
Description	F People	SI People	F + SI Ped/Bike People
Spot/Corridor Reduction	1.0 / Yr	11.2 / Yr	1.3 / Yr
Spot Cost / Annual Reduction	\$415.5 M	\$37.1 M	\$193.1 M
Hybrid Reduction	1.5 / Yr	7.8 / Yr	0.6 / Yr
Hybrid Cost / Annual Reduction	\$24.4 M	\$4.7 M	\$20.8 M
Systemic Reduction	1.1 / Yr	15 / Yr	7.5 / Yr
Systemic Cost / Annual Reduction	\$19.8 M	\$1.5 M	\$1.85 M
<b>Total Expected Annual Reductions</b>	<b>3.6 / Yr</b>	<b>33.9 / Yr</b>	<b>9.4 / Yr</b>

# Step 2: Analyze External Factors to Predict 2021 Baseline

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Refining the predictive baseline models includes three steps:

1. Assess past and new external factors with annual factors to calibrate the models
2. Validate the model external and annual factors with 2019 data
3. Forecast external and annual factors for 2021 measure predictions



# Step 2: Analyze External Factors to Predict 2021 Baseline

Assessed models for Fatalities and Serious Injuries using the following external factors:

## Social Economic Data

- Annual Total Population by Age
- Annual Labor Force
- Monthly Unemployed
- Median Household Income
- Statewide Annual GDP
- Liquor Licenses by Type
- ABC Stores – Gallons Sold
- Average Gas Price
- Percent Drive Alone
- Percent Uninsured

## Veh. Miles Travelled

- Urban and Rural VMT
- Monthly VMT

## Transportation Spending

- VDOT Infrastructure Programs
- DMV HSO Behavioral Spending

## Weather

- Average Precipitation
- Average Snowfall

## Annual Calibration Factor

Factor data compiled by VDOT District and, when available, by month.

## Step 2 - Findings From the 2020 Prediction Models and 2021 Additions

External Factor	Effect on Fatal Crashes	Effect on Serious Injury crashes	Effect on Bike/Ped crashes
VMT growth	↑	↑	↑
Increasing local functional class % of VMT	↑	↑	↑
Increasing young population (15-24)	↑	↑	↑
Increasing aging population (75+)	↑	↑	
Gallons Liquor Sold		↑	
Liquor licenses			↑
Increased highway resurfacing spending	↓		
Increased emergency/incident management spending	↓		
Increased total behavioral programs spending	↓	↓	
Increased roadway maintenance spending		↓	
Increased average snowfall per month		↓	↓
Increased rural functional class % of VMT			↓
Increased non-motorized behavioral program spending			↓
Increased gas prices			↓

 = Additional factor in 2021 model



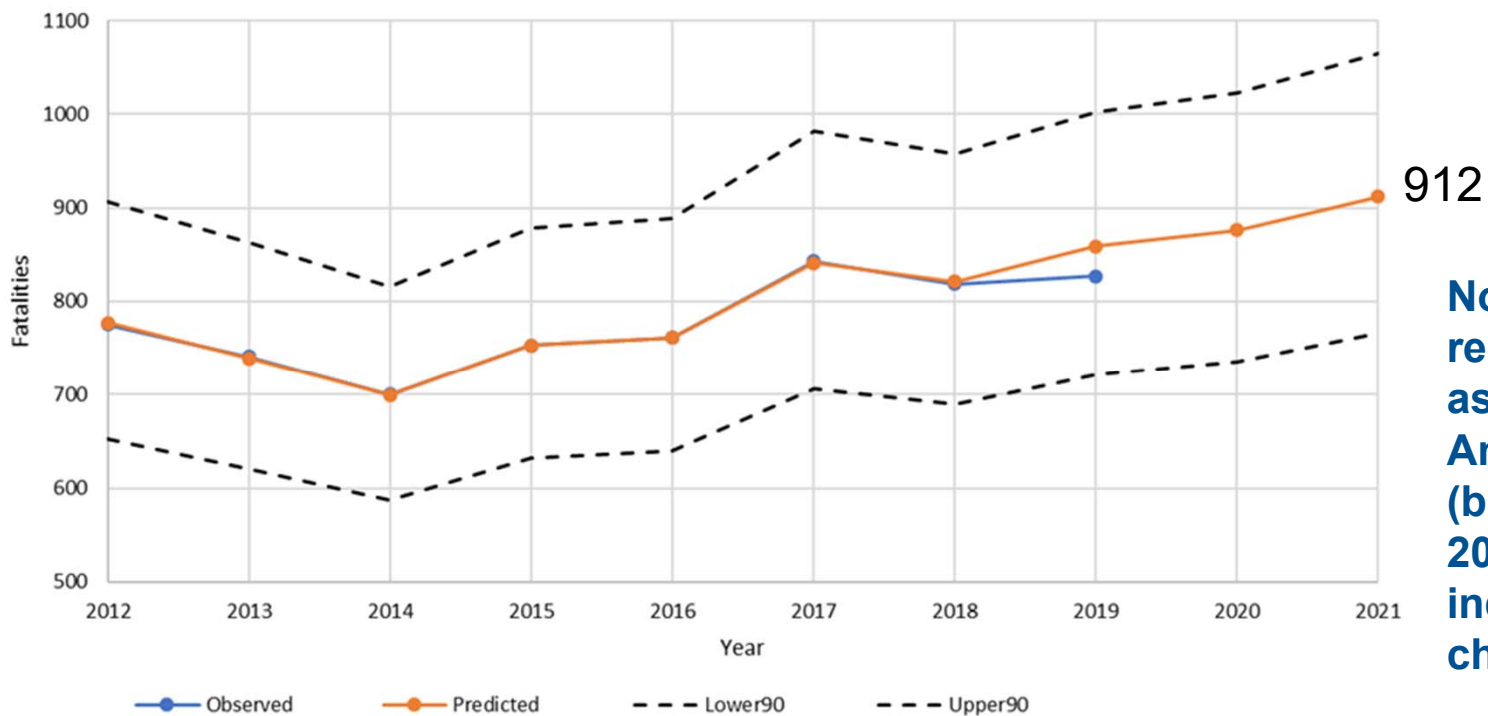
## Step 2 - Key Model Assumptions

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- **Model updated per new or modified external factors mentioned above**
- **External Factors and Annual Calibration Factor Trends assumed to continue**
- **Scheduled projects and additional funding assumed to continue**

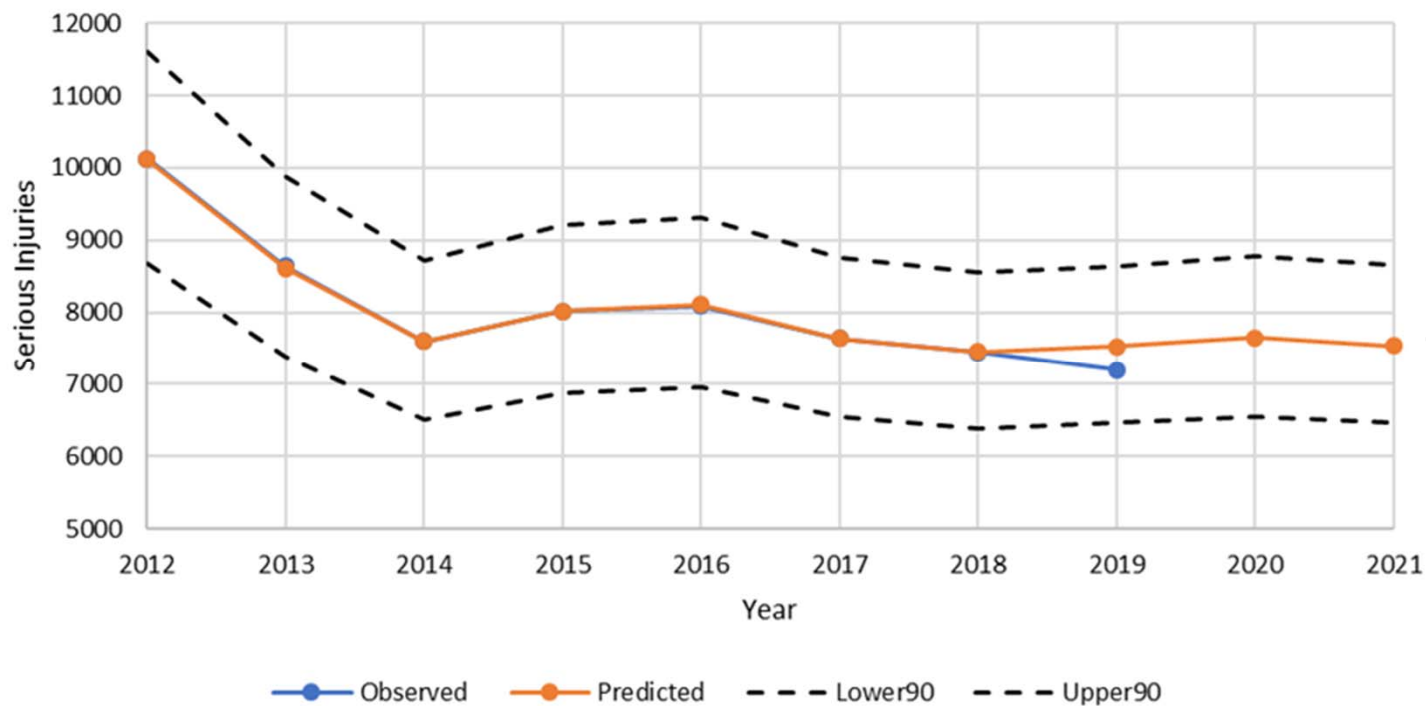
**Note: Annual Calibration Factor Trends suggest that there is a “flattening” of the curve**

# Predicted and Observed Fatalities: Previous trends continue in 2020-2021



**Note: Based on recent years, assumed flattening Annual Factor trend (but still increasing). 2019 was key indicator of changes.**

# Predicted and Observed Serious Injuries – Previous trends continue in 2020-2021

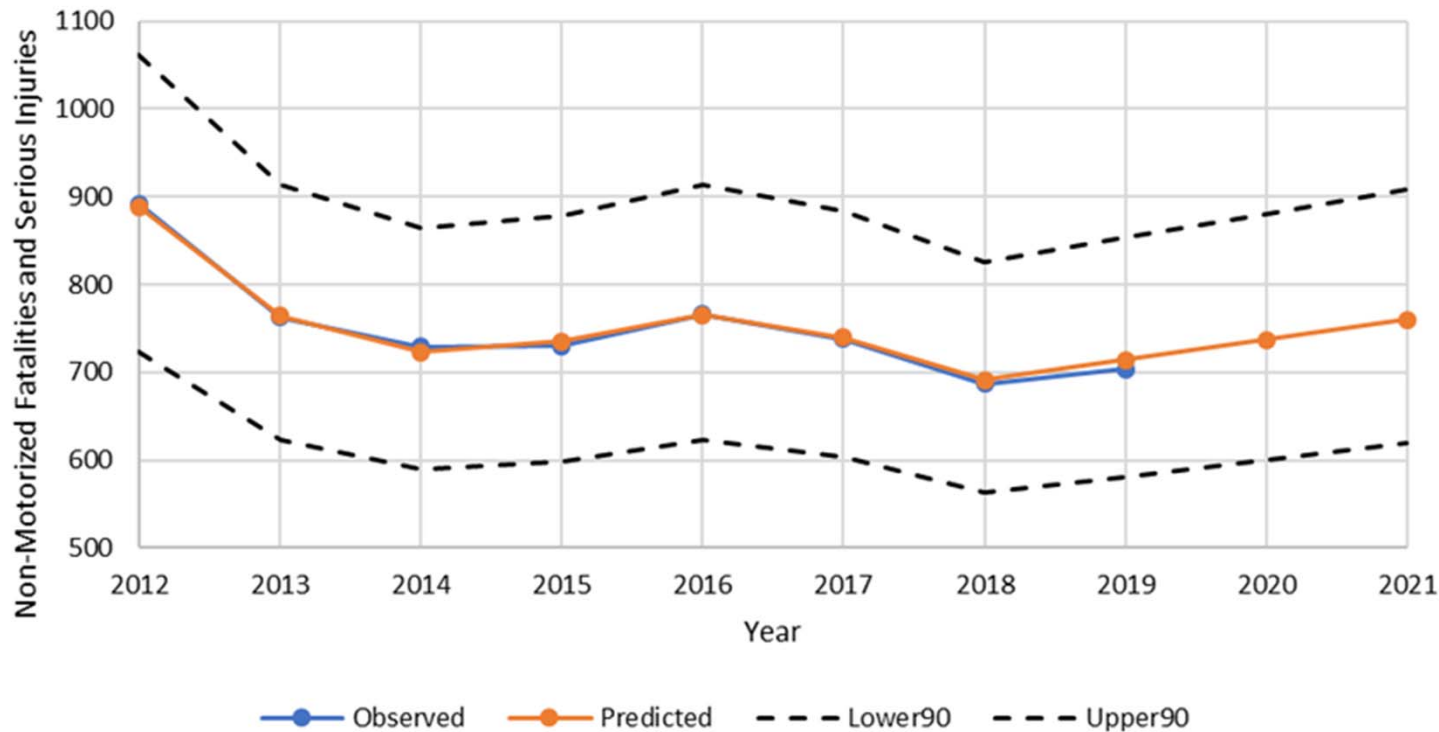


7,533

**Note: Annual Factor trend continues to stay flat, so predictions are generally consistent leveling since 2017.**

# Predicted and Observed Non-Motorized F and SI

## Previous trends continue in 2020-2021



760

**Note: Annual Factor continues to stay flat, however prediction grows due to other external factors.**

## 2020 Legislation Estimated Safety Effects

Description	Opportunity	Expected Reduction in Fatalities	Expected Reduction in Serious Injuries
Handheld phone ban	Jan 2021	10-17	114-194
Primary seat belt offense	<b>Missed</b>	37	421
Local authority to lower speed limit below 25 MPH	<b>Missed</b>	5-14 pedestrians	25-69
Camera speed enforcement in Highway Safety Corridors	<b>Missed</b>	2-5	23-56
Open (Alcohol) Container compliance	<b>Missed</b>	7-15	79-170
<b>Estimate of missed opportunities</b>		<b>51 - 71</b>	<b>548-716</b>

## Step 3: Proposed 2021 Safety Measures Targets With Previous Trends in Baseline Predictions

Description	F People	F Rate	SI People	SI Rate	F & SI Ped/Bike People
STEP 2: 2021 Target Baseline (Model)	912		7,533		760
STEP 1: Expected Project Annual Reductions	4	---	34	---	10
<b>New: Expected Reductions Handheld Ban</b>	<b>10</b>		<b>114</b>		<b>**</b>
<b>STEP 3: Proposed 2021 Targets (Model)</b>	<b>898</b>	<b>1.012</b>	<b>7,385</b>	<b>8.325</b>	<b>750</b>
CTB 2020 Adopted Targets (Model)	950	1.08	7,473	8.52	711

\*\* Some of the Fatal and Severe Injuries reduced by the handheld ban will impact the Bike/Ped outcomes, but there is not a method to estimate the proportion.

# Next Steps

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- **Provide feedback on proposed targets**
- **Adopt targets at the June meeting to meet the Federal reporting deadlines**
- **Evaluate the impacts to the target setting model based on current travel patterns and report back to the CTB, especially as to impacts in**
  - meeting adopted targets and
  - affecting 2022 model predictions
- **Evaluate impacts to implementation of new legislation**



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION







# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

May 8, 2020

Mr. Thomas Nelson, Jr., P.E.  
Federal Highway Administration  
Virginia Division  
400 North 8<sup>th</sup> Street, Suite 750  
Richmond, VA 23219-4825

Dear Mr. Nelson:

We are in receipt of your April 24, 2020 letter regarding Virginia's 2018 safety performance target achievement determination. We do not believe that this determination provides an accurate reflection of the actions taken by the Commonwealth to improve safety of motorists, pedestrians and bicyclists on Virginia's highways.

The Northam Administration has pursued a number of legislative and policy changes that research by the National Highway Transportation Safety Administration and other safety organizations have shown to have demonstrated highway safety benefits.

The legislative initiatives include—

- Making seat belt use a primary offense and requiring use in all seats of a vehicle – legislation passed the House of Delegates but failed on the Senate floor during the 2020 General Assembly session;
- Prohibiting the driver from holding a personal handheld communications device – passed by the 2020 General Assembly and signed into law by Governor Northam;
- Establishing and funding the Virginia Highway Safety Improvement Program to fund projects that address hazard roadway features, and strategies to address behavioral causes of crashes with priority given to projects and strategies based on the expected reduction in fatalities and severe injuries relative to cost;
- Prohibiting open containers of alcohol in the passenger area of vehicles – legislation passed the House but did not advance out of committee in the Senate during the 2020 General Assembly;
- Authorizing the use of automated speed enforcement in work zones and school crossings – passed by the 2020 General Assembly and signed into law by Governor Northam; and,

- Authorizing local governments to post speed limits below 25 miles per hour in business and residence districts – passed by the House but failed on the Senate floor during the 2020 General Assembly session.

The Commonwealth has also taken administrative action to improve highway safety over the last two years. In 2018 the Governor’s Leadership Team for Highway Safety was established through Executive Directive 2 bringing together multiple state agencies to coordinate and provide executive direction on highway safety issues. Virginia also launched the “Driven to Protect” public-private partnership that is developing technology to eliminate drunk driving and save lives on Virginia’s roads through use of the Detection System for Safety Program to deploy in-vehicle alcohol detection sensors to determine when a driver is impaired.

The Office of Intermodal Planning and Investment and the Virginia Department of Transportation are leading the country in the development of innovations and data-driven program changes that have been implemented over the past two years to improve target projections.

In 2018 Virginia developed an innovative, data-driven safety target setting method that was used to set 2020, as well as the upcoming 2021, safety targets. Our new method considers the relationship between programmed driver behavior and infrastructure projects, and predicts safety outcomes based on many external factors, such as vehicle miles traveled and the price of gas. This is used in lieu of the five-year rolling average and a linear trend line method which has significant limitations related to changes in trends and other external factors. Virginia is a leader in this area and has been invited to speak at peer exchanges and make presentations to FHWA, TRB, AASHTO, and several other states on our new target-setting methods.

In 2019 the Commonwealth Transportation Board adopted a revised policy for the investment of federal Highway Safety Improvement Program funds. Analyzing safety project data, Virginia determined that systemic safety projects save more lives and reduce more serious injuries per dollar than traditional spot projects. As a result, this new policy requires the vast majority of Virginia’s safety funds to be used for systemic safety projects. In conjunction with the funding policy, the Commonwealth Transportation Board approved Virginia’s first Systemic Implementation Plan that will deploy eight proven safety countermeasures systemically across Virginia’s highway network over the next several years. This systemic plan has an average benefit-to-cost ratio of 15 to 1, will be deployed efficiently, and is expected to save more than 60 lives and stop 1,100 injuries per year when fully implemented.

In addition to our target setting innovations, Virginia continues to create other innovative solutions to improve highway safety. In 2019, Virginia received a National Roadway Safety Award for our Pedestrian Safety Action Plan which predicts locations on our highway network that have higher risks for pedestrian crashes.

Mr. Thomas Nelson  
May 8, 2020  
Page 3 of 3

Like the nation as a whole, highway fatalities in the Commonwealth have increased since 2014 rising from 700 to more than 800. This increase is not acceptable – we must work towards zero deaths. The Commonwealth is committed to continue to act to improve highway safety.

Sincerely,



Stephen C. Brich, P.E.  
Commissioner of Highways



Nicholas M. Donohue  
Director, Office of Intermodal Planning and  
Investment

C: Mrs. Shannon Valentine, Secretary of Transportation  
Mr. Richard Holcomb, Commissioner, Department of Motor Vehicles  
Mrs. Ronique Day, Deputy Director, Office of Intermodal Planning and Investment  
Mr. George Bishop, Deputy Commissioner, Department of Motor Vehicles  
Mr. Kevin Gregg  
Mr. Raymond J. Khoury  
Mr. Mark Cole  
Mrs. Margie Ray



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

# VTrans Multitmodal Project Development Pipeline

Nick Donohue

Deputy Secretary of Transportation

May 20, 2020



# VTrans

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- **Board adopted VTrans vision, goals and objectives, and mid-term needs in January 2020**
- **Purpose of the mid-term needs is to identify critical needs for the next 10 years**
  - Corridors of statewide significance
  - Regional accessibility
  - Urban development areas
  - Industrial economic development areas

# Performance Based Planning and Programming Cycle

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- **VTrans analyzes the current conditions of the transportation network and identifies key needs**
- **SMART SCALE evaluates specific projects to address these needs and funds cost-effective projects**
  - Other programs also funds these needs
- **Transportation performance measures track progress over time and estimate future system performance based on funded projects**

# VTrans – Multimodal Project Development Pipeline

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- In 2017, CTB prioritized needs identified in the previously developed VTrans and adopted Tier I recommendations
- In January 2018 CTB adopted resolution requiring that VDOT's project development activities for capacity expansion projects be linked to the Tier I recommendations
- Intent was to ensure limited funds available for project development were linked to the Board adopted VTrans

# Establishing the Multimodal Project Development Pipeline

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- **Prioritize VTrans needs in each district similar to process used in 2017**
- **Undertake detailed analysis of each VTrans need to develop a recommended solution**
- **Development would be directed by applicable guiding principles from VTrans—**
  - Optimize return on investment
  - Consider operational improvements and demand management first
  - Improve coordination between transportation and land use



# Development of the Multimodal Project Development Pipeline

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- **Work would be complete by Fall of 2021 to provide a new pool of projects for Round 5 of SMART SCALE and other grant programs**
- **Work would be overseen by an executive work group consisting of individuals across the Transportation Secretariat**
  - Secretary's office
  - Office of Intermodal Planning and Investment
  - VDOT
  - DRPT

# Prioritizing VTrans Needs

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- **Will involve public outreach to localities and regional entities**
- **Office of Intermodal Planning and Investment will meet with each Board member individually to discuss draft process**
- **Prioritization should consider—**
  - Severity of the need
  - Confluence of multiple needs in a location
  - Board and local input

# Multimodal Project Development Pipeline

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- **Board and local/regional input will be important as potential solutions to needs are developed**
- **Applicants will still be able to submit independently developed projects for grant programs**
- **Number of projects that can be developed will be evaluated over the coming months**

# Draft Multimodal Project Pipeline Development

Schedule	
May-June	Seek CTB feedback on draft approach
June/July CTB Workshop	Present draft approach for discussion
July – August	Conduct analysis for prioritization
August – September	Seek stakeholder feedback via regional meetings (virtual/in-person)
September – October	Refine approach
Fall 2020	VTrans needs prioritization complete
Fall 2020 - Fall 2021	Teams develop potential solutions to needs with oversight of executive workgroup
Fall 2021	Complete work on project development pipeline



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

## **COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA**

May 20, 2020  
9:00 a.m.

9. **Director's Items**  
*Jennifer Mitchell, Virginia Department of Rail & Public Transportation*

*This item does not have a presentation associated with it.*

## #



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

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Richmond, Virginia 23219

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Fax: (804) 786-2940

## **COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA**

May 20, 2020  
9:00 a.m.

10. Commissioner's Items  
*Stephen Brich, Virginia Department Transportation*

*This item does not have a presentation associated with it.*

## #



## COMMONWEALTH of VIRGINIA

### *Commonwealth Transportation Board*

Shannon Valentine  
Chairperson

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Richmond, Virginia 23219

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Fax: (804) 786-2940

## **COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA**

May 20, 2020  
9:00 a.m.

11. Secretary's Items  
*Shannon Valentine, Secretary of Transportation*

*This item does not have a presentation associated with it.*

## #





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

Poorly  
1      2      3      4      5  
Clearly

COMMENT \_\_\_\_\_

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

Less  
1      2      3      4      5  
More

COMMENT \_\_\_\_\_

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

**With the other members present:**

Very Different  
1      2      3      4      5  
No Difference

**With members participating from other locations:**

Very Different  
1      2      3      4      5  
No Difference

**With the public:**

Very Different  
1      2      3      4      5  
No Difference

COMMENT \_\_\_\_\_

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

Hindered  
1      2      3      4      5  
Helped

COMMENT \_\_\_\_\_

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

Poor  
1      2      3      4      5  
Excellent

COMMENT \_\_\_\_\_

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

Virginia Freedom of Information Advisory Council  
General Assembly Building, Second Floor  
201 North 9th Street, Richmond, Virginia 23219  
[foiacouncil@dls.virginia.gov](mailto:foiacouncil@dls.virginia.gov)/Fax: 804-371-8705/Tele: 866-448-4100