



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

September 17, 2019
10:00 a.m.

The Board is invited to attend an event at Main Street Station in Richmond to mark the 10th Anniversary of Virginia-sponsored passenger rail service, which will result in this meeting being suspended at 11:30 a.m. on September 17, 2019, and reconvening at 12:30 p.m. on September 17, 2019.

1. Route 28 & Dulles Toll Road/Dulles Greenway Study Agreement
Susan Shaw, Virginia Department of Transportation
2. Martinsville Southern Connector
Route 220 Environmental Impact Statement
Angel Deem, Virginia Department of Transportation
3. Fast Act Rescission
Wendy Thomas, Virginia Department of Transportation
Julie Brown, Virginia Department of Transportation
4. Primary Extension Updates
Julie Brown, Virginia Department of Transportation
5. WMATA Reporting Requirements
Jennifer Mitchell, Virginia Department of Rail & Public Transportation
6. 95/395 Commuter Choice Program
Jennifer DeBruhl, Virginia Department of Rail & Public Transportation
Ben Owen, Northern Virginia Transportation Commission
7. Rail Preservation Program Evaluation Criteria
Jeremy Latimer, Virginia Department of Rail & Public Transportation

Agenda
Meeting of the Commonwealth Transportation Board
Workshop Session
September 17, 2019
Page 2

8. Periodic Regulatory Review
JoAnne Maxwell, Virginia Department of Transportation
9. HSIP Systemic Safety Implementation Plan
Mark Cole, Virginia Department of Transportation
10. Highway Safety Improvement Program Policy Recommendations
Margit Ray, Office of Intermodal Planning and Investment
11. Comprehensive Review- Pavements and Bridges
Stephen Brich, Virginia Department of Transportation
12. Director's Items
Jennifer Mitchell, Virginia Department of Rail & Public Transportation
13. Commissioner's Items
Stephen Brich, Virginia Department of Transportation
14. Secretary's Items
Shannon Valentine, Secretary of Transportation
#





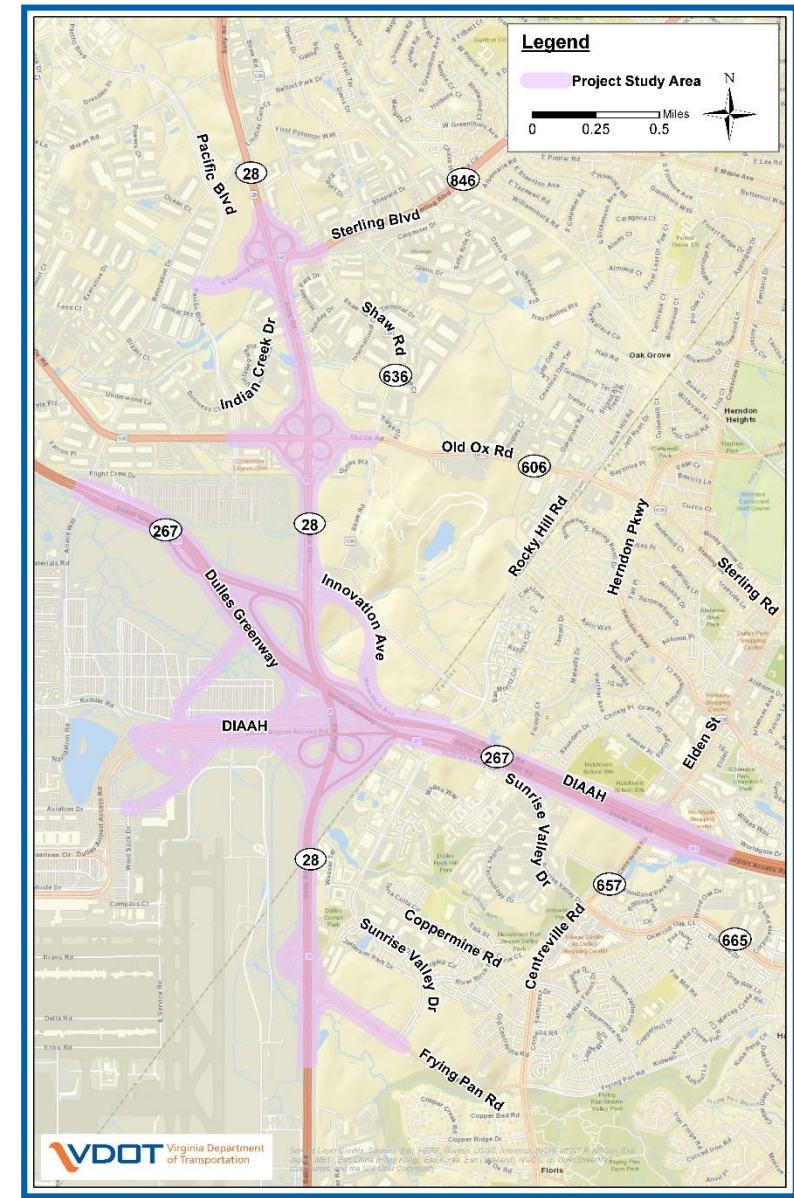
ROUTE 28 & DULLES TOLL ROAD/DULLES GREENWAY STUDY AGREEMENT

Susan Shaw
Virginia MegaProjects

September 17, 2019

Route 28 & Dulles Toll Road/Dulles Greenway Study Project Purpose and Objectives

- Identify mitigation strategies to improve operations and safety at the interchange of Route 28 and Route 267 (Dulles Toll Road/Dulles Greenway)
- Analyze changes in roadway conditions, evolving land development patterns, and projected traffic growth
- Develop Master Plan to program future project efforts



Scope of Work Overview

- Data Summary and Data Analysis
- Existing (2018) Conditions Analysis
- Travel Demand Model Forecast Modeling and Development of Future Traffic Volumes
- Future No-Build Traffic Operational Analysis
- Conceptual Development
- Future Build Traffic Operations Analysis
- Preferred Alternative Analysis
- Final Report and Documentation
- Stakeholder Collaboration/Meetings
- Public Meeting

Project Agreement

- Five Parties
 - VDOT
 - Fairfax County
 - Loudoun County
 - Metropolitan Washington Airports Authority (MWAA)
 - Toll Road Investors Partnership II (TRIP II)
- Includes a description of the work to be conducted
- Documents the commitments and responsibilities of each of the parties including financial commitments
 - VDOT: \$450,000
 - Fairfax County: \$100,000
 - Loudoun County: \$100,000
 - MWAA: \$100,000
 - TRIP II: \$100,000

Recommendation

Authorize Commissioner or Designee to sign the Project Agreement







FAST ACT RESCISSION

Wendy E. Thomas
Director, Federal Programs Management Division

September 17, 2019

FAST Act rescission

- **Rescission basics**
- **FAST Act rescission**
- **Exempted and impacted funding categories**
- **Why does it matter?**
- **Anticipated impact**
- **What have we done?**
- **Plan for the future**
- **Impact on Transportation Alternatives**

Rescission basics

- **Legislation enacted by Congress that cancels the availability of budget authority (e.g., contract authority (CA) or apportionment) before that authority would otherwise expire**
- **Does not affect obligation authority (OA)**
- **Used to reduce spending**
- **Rescissions have been implemented in the past**

FAST Act rescission

- **\$7.569 billion of unobligated CA**
- **Virginia's share will be based on unobligated apportionment balances as of September 30, 2019**
- **Will be applied and funds taken on July 1, 2020**
- **Reduces unobligated balances in eligible funding categories**
- **Congressional action would be required to eliminate or change the rescission**

FAST Act rescission – exempted categories*

- **In general, does not apply to least flexible fund sources**
 - **Safety**
 - **Rail**
 - **STP/STBG funds suballocated by population (i.e., RSTP, STP 5k<200k, STP<5k)**
 - **Earmarks**
 - **Other allocated funds, grants, or loans (e.g., TIGER, INFRA, BUILD, TIFIA)**

***Not all inclusive**

FAST Act rescission – impacted categories*

- **In general, impacts larger, more flexible and widely used fund sources**
 - STP/STBG Flexible
 - NHPP
 - CMAQ and CMAQ Set-Aside
 - NHFP
- **Also impacts some required and special programs**
 - **Enhancement and Transportation Alternatives Program (TAP)**
 - TAP Statewide
 - TAP suballocated by population
 - **State Planning and Research (SPR)**
 - **Metropolitan Planning (PL)**

*Not all inclusive

Why does this rescission matter?

- **Nationwide amount is large**
- **Calculation and application is very prescriptive**
- **Likely to require VDOT budget and program adjustments if amounts exceed unbudgeted apportionment**
- **Ultimately reduces flexibility in programming and obligation of federal funds**
- **Wide impacts, including:**
 - **Obligation strategy and planning**
 - **August Redistribution approach**
 - **Projects if budget adjustments are required**

What is the anticipated impact?

- **Projecting approximately \$60 million unobligated balance as of September 30, 2019**
- **This figure will be basis for FHWA's rescission calculation**
- **Down from \$194 million unobligated balance on September 30, 2018**
- **Actual rescission amount difficult to project**
 - **Calculation based on nationwide figures as of September 30, 2019**
 - **Most states focusing heavily on reducing balances**
 - **If insufficient balances remain to reach required \$7.569 billion, apportionments available on October 1, 2019 could be impacted**

What is the anticipated impact?

- **Largest impacts to funding categories with large unobligated balances relative to Virginia's overall share**
 - Transportation Alternatives program projected to have greatest exposure
 - Within Transportation Alternatives, unobligated balance reduced from \$46 million on September 30, 2018 to projected \$30 million on September 30, 2019
- **Rescission amounts likely to require future VDOT budget adjustments in Transportation Alternatives program**
 - Current funding commitments to projects in SYIP anticipated to be maintained
 - Pause or reduction in budget allocations may be necessary to absorb the impact and maintain current commitments

What have we done?

- **Support legislative efforts to eliminate or change rescission**
- **Mitigate impacts**
 - **Outreach to localities and MPOs**
 - **Significant collaboration in VDOT to identify additional obligation opportunities, advance phases for obligation**
 - **Focus on maximizing obligations in rescission eligible categories**
 - Reduce unobligated balances to \$0 where possible
 - For other sources, reduce unobligated balances to amounts equal to or less than unbudgeted amounts
 - For Transportation Alternatives, obligate all available funds to reduce impacts as much as possible

Plan for the future

- **Continue to support efforts to repeal**
- **FHWA will release official rescission amounts some time after October 2019**
- **Assess any needed adjustments in FY 2021 budget update**
- **Obligation strategy and planning**
- **August Redistribution approach**
- **FAST Act ends in September 2020**

FAST ACT RESCISSION IMPACT ON TRANSPORTATION ALTERNATIVES

 Julie Brown, Director, Local Assistance Division

September 17, 2019

Transportation Alternatives Policies/Processes Impacting Rescission

Federal

- Very prescriptive rescission rules
- TAP eligibility requirements inflexible
- Federal obligations by project phase; state allocations per project

State

- Project typically smaller and some allocations reserved for small localities
- Approximately \$20 million per year available; \$10 million population based
- CTB Policy/Typical project progression – 4 years to CN Phase
- Significant unobligated allocations pending CN phase (70% of allocations for CN)

Transportation Alternatives – Rescission Overview

Potential Impacts

Estimated impact as high as \$46 million

Plan of Action Developed to Mitigate Impacts

- **Early decision to hold current funding commitments harmless**
- **Communicate potential impact to stakeholders**
 - ✓ **Local Governments, MPOs, CTB**
- **Identify Strategies to Minimize Effect of Rescission**
 - ✓ **Ensure estimates & schedules up-to-date – baseline and strategic planning**
 - ✓ **Identify additional allocation needs**
 - ✓ **Identify opportunities for phase advancements for new obligations**
 - ✓ **Prioritize obligation opportunities using available balances**

Priorities

Approach

- Additional obligation for phases underway
- Ensuring current schedules for phase starts met
- Additional obligation to award/advertisement
- Advancing project phases for obligation (generally advertisement)
- Funding “swaps” reducing local commitment

Complicating Factors

- MPO funding
- Population-based allocations
- Uncertain schedules

Rescission Summary

Results

- Evaluated approximately 400 projects (active and recently finalized) for funding transfers, modifications, and phase acceleration
- Provided summary and detailed list of transfers to CTB members
- Projected unobligated balance now approximately \$30 million

What's Next?

- Evaluate impact to current/future application cycle(s)/ focus on retaining commitment of funds on active projects
- Stakeholder outreach
- Potential policy modifications to improve program effectiveness

What if Rescission is Repealed?

- Priority to restore donated funds to donor districts



PRIMARY EXTENSION UPDATES

 Julie Brown, Director, Local Assistance Division

September 17, 2019

Primary Extension Update

Primary Extension Policy Adopted June 2014

- **Allows CTB to set aside a portion of the reconstruction and paving allocations for deteriorated primary extension pavements maintained by municipalities**
- **Maximum request of \$1M per locality per year**
- **Combined Condition Index (CCI) rating of less than 60**
- **Projects must be advertised within 6 months of allocation of funds**
- **Maintenance of Effort Certification – funding supplements, not replaces, the current level of funding/level of effort on the part of the locality**

Primary Extension Update

Funding Source Background

- **CTB Formula funding started in 2015 and sunsets in FY 2020**
- **State of Good Repair funding anticipated to be fully implemented in FY 2021 and some funding provided starting in FY17**
- **Prior fiscal years an exception was granted to allow use of state funds**
- **Beginning FY 2021 primary extension projects must follow the federal process**

Primary Extension Update

Changes are proposed to address the following:

- Additional cost for projects to meet the federal requirements
 - NEPA, DBE Goals, additional cost for VDOT Oversight
- Additional time to meet federal requirements and to obtain federal authorization

VDOT initiatives to assist localities with federalizing paving contracts

- VDOT will provide federal paving contract templates that include all required federal provisions for locality use
- VDOT will offer to bundle and advertise District/Regional contracts for locality SGR paving segments
- Offer streamlining where possible

Primary Extension Update

Proposed CTB Policy Recommendations

- **Increase funding limit from \$1M annually per locality to \$1.5M annually per locality**
- **Increase time limit from 6 months from funding availability to advertise paving project to 12 months to advertise projects**

Primary Extension Update

Next Steps:

- **Board approve policy changes at October action meeting**
- **VDOT will communicate new initiatives to assist localities and revised limits**
- **Call for applications for the FY2021 SGR Local Program will be made in October**

WMATA Annual Reporting Requirements

September 17, 2019

Commonwealth Transportation Board

Jennifer Mitchell, Director



Virginia Department of Rail and Public Transportation

WMATA Reporting Requirements

- **WMATA must annually certify compliance with applicable law and CTB policy for the following items:**
 - » *Board Governance*
 - » *Operating Assistance*
 - » *Strategic Plan*
 - » *Capital Improvement Plan*
- **WMATA provided the required documentation/certifications to DRPT on June 28**
- **OAG has reviewed for compliance with statutory requirements**
- **DRPT has reviewed for compliance with CTB policy requirements**

WMATA Board Governance

Legislative Requirement:

- Board shall withhold 20% of dedicated state funds for WMATA for non-compliance (\$31.8M in FY20)

CTB Guidelines:

- Alternates shall not participate in Executive Session of Full Board or Executive Session of Committees unless they are serving in absence of a primary member
- Alternates may not serve as Chair of a Committee
- In Committee meetings, alternates may be invited to make presentations or participate in discussion

DRPT Recommendation:

- **WMATA has met the requirements of the statute and Board policy.**
- **No enforcement action is recommended.**

3% Cap on Growth in Operating Assistance

Legislative Requirement:

- Board shall withhold 35% of dedicated state funds for WMATA (\$55.7M in FY20)
- Operating costs related to the following are excluded from this calculation:
 - » *Any service, equipment, or facility that is required by any applicable law, rule or regulation*
 - » *Any capital project approved by the WMATA Board before or after effective date*
 - » *Any payment/obligation resulting from a legal dispute or proceeding*

CTB Guidelines:

- Provided additional clarity on definitions and calculations

DRPT Recommendation:

- **WMATA has met the requirements of the statute and Board policy.**
- **No enforcement action is recommended.**

WMATA Strategic Plan

Legislative Requirements

- Board shall withhold 20% of dedicated state funding for WMATA for non-compliance (\$31.8M in FY20)
- WMATA must adopt or update within the preceding 36 months a strategic plan and hold a public hearing on the strategic plan in Northern Virginia
- First strategic plan must address the key recommendations in the report submitted pursuant to Item 436 R of Chapter 836 of the Acts of Assembly of 2017

CTB Guidelines

- First strategic plan shall address recommendations in LaHood report
- Every 3 years thereafter WMATA must adopt or update a strategic plan

WMATA Strategic Plan

DRPT Recommendation:

- **WMATA has met the minimum requirements for compliance with the statute and CTB policy.**
- **No enforcement action is recommended.**
- **WMATA was under a time constraint to produce the first strategic plan, which is very general and lacks specificity.**
- **The strategic plan was developed internally by WMATA staff with limited input from the Board or jurisdictions.**
- **The strategic plan would have benefitted from an open, collaborative process with the Board and jurisdictions.**
- **CTB policy requires an update every 36 months. The next strategic plan should be developed in a more open and inclusive manner, with enough time allotted to allow for meaningful input.**

WMATA Capital Improvement Program

Legislative Requirements

- Board shall withhold 20% of dedicated state funding for WMATA for non-compliance (\$31.8M in FY20)
- WMATA must adopt by July 1, 2019 a capital improvement program that covers a 6-year period, and hold a public hearing in Northern Virginia
- Annually thereafter WMATA must update the 6-year program, similar to CTB policy

CTB Guidelines

- Beginning July 1, 2019, WMATA must adopt a detailed capital improvement program covering the current fiscal year and the next five fiscal years; and have held at least one public hearing on such capital improvement program in NVTC jurisdiction

WMATA Capital Improvement Program

DRPT Recommendation:

- **WMATA has met the minimum requirements for compliance with the statute and CTB policy.**
- **No enforcement action is recommended**
- **There has been significant discussion in the development of a new regional capital funding agreement around the information and reporting including:**
 - » *More project level detail in the CIP*
 - » *Enhanced capital program reporting*
- **The development of the FY2021-26 CIP should reflect these negotiated terms.**

Next Steps

- **October – DRPT will present resolution to the CTB for action on compliance recommendations**
- **November – NVTC will submit their Annual Report to the CTB and present on their findings**

WMATA Annual Reporting Requirements

September 17, 2019

Commonwealth Transportation Board

Jennifer Mitchell, Director



Virginia Department of Rail and Public Transportation

I-395/95 COMMUTER CHOICE PROGRAM



Proposed Projects for FY2020 Funding

Presentation to the Commonwealth Transportation Board | September 17, 2019



Ben Owen
Commuter Choice
Program Manager



Jennifer DeBruhl
Chief of Public Transportation



Commuter Choice Program Background

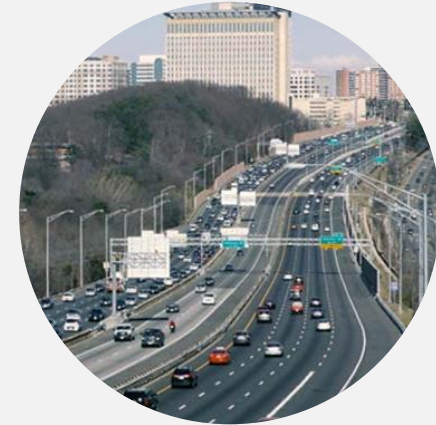
- I-395 Annual Transit Investment MOA
- Improvement Goals and Eligible Projects
- Project Selection Process

FY2020 Proposed Inaugural Program

- FY2020 Project Scores and Funding Requests

Next Steps

COMMUTER CHOICE BACKGROUND



- Second Commonwealth-established, NVTC-administered program to invest a portion of a corridor's toll revenues into multimodal improvements that benefit toll payers
 - Revenues from I-395/95 Express Lanes concessionaire with projects benefitting toll payers of the 37-mile facility between Spotsylvania Co. and the D.C. line
 - Annual investment: \$15 million in first year, 2.5 percent escalation per year, 70-year program
- Branded as "I-395/95 Commuter Choice" Program
- Funding must be used for eligible projects (geography, project type)
- Project must meet improvement goals of moving more people, providing transportation options
- Each project is evaluated for performance before selection *and* after implementation

**First-round funding selections to be announced before I-395 Express Lanes Toll Day 1
(Fall 2019)**

Northern Virginia Transportation Commission and Potomac and Rappahannock Transportation Commission

(NVTC manages the program per agreement with PRTC)

- Plan and select multimodal improvements
- Monitor and report on effectiveness of projects
- Develop annual report to CTB on project selections
- Analyze transit performance along the corridor
- Provide outreach and marketing of transportation options in the corridor

Commonwealth Transportation Board

- Has final approval on projects identified by NVTC and PRTC
- Receives annual report from NVTC and PRTC on project selections
- Receives project performance report from NVTC and PRTC after year 5

VDOT

- Receives Annual Transit Investment payment from concessionaire and transfers it to DRPT
- Ensures that SYIP reflects Annual Transit Investment payments

DRPT

- Transfers Annual Transit Investment payments to NVTC (provision also for PRTC)
- Reviews projects for eligibility in coordination with OAG (Meeks test)
- Participates in staff working groups
- Provides technical guidance
- Makes final recommendation to CTB and includes approved projects in SYIP

Maximize Person Throughput



New or Enhanced Local Bus Service (capital and operating)



New or Enhanced Commuter Bus Service (capital and operating)

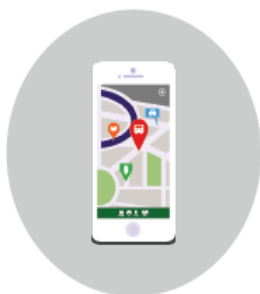


Park & Ride Lot(s) and Access

Implement Multimodal Improvements



Improve mobility



Support new, diverse travel choices



Enhance transportation safety and travel reliability



Roadway Improvements (Corridor Management & ITS)



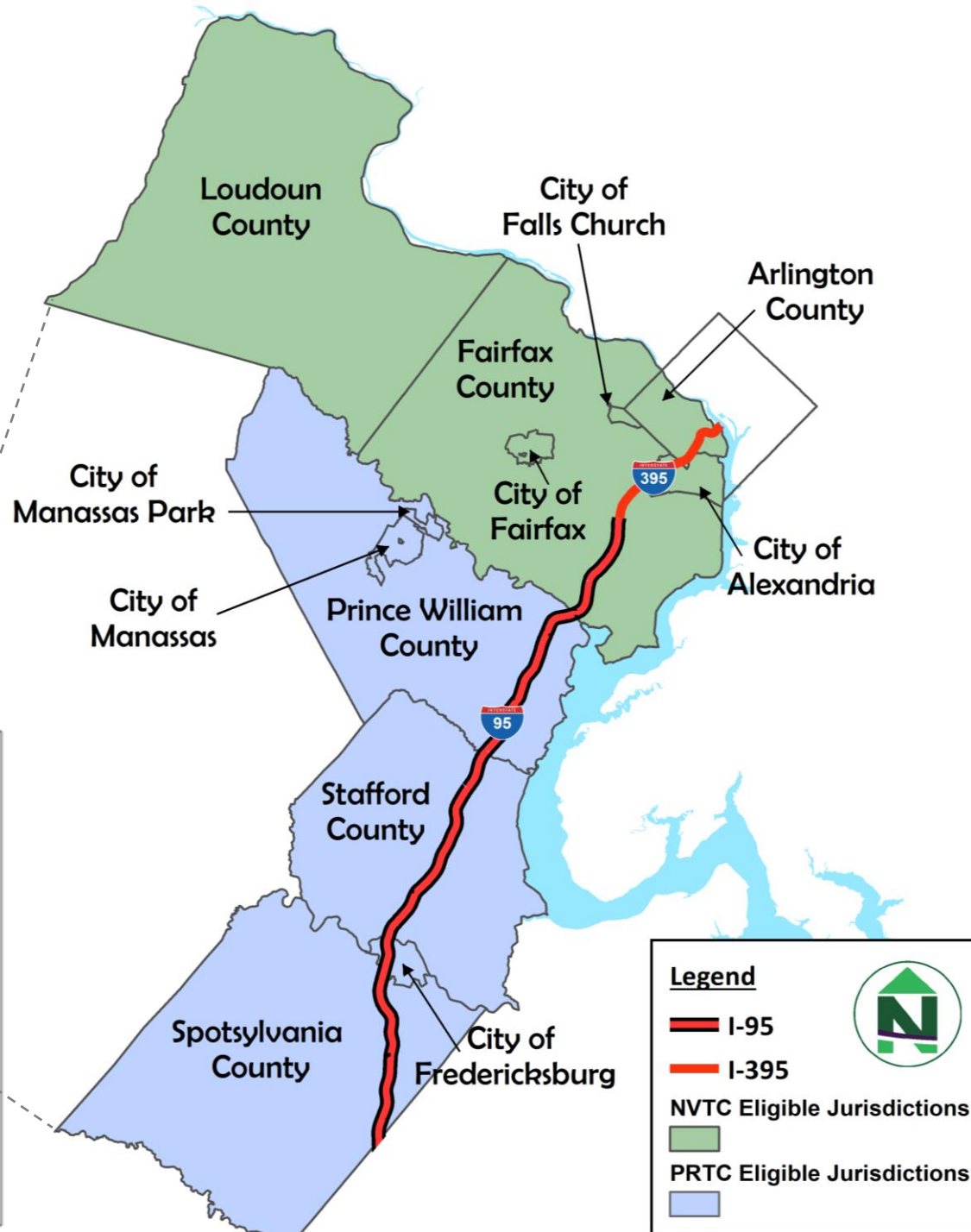
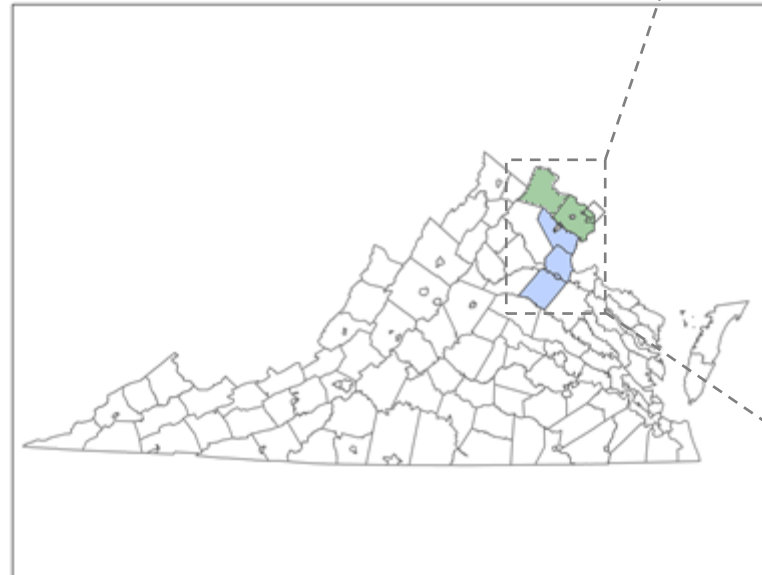
Transportation System Management (TSM) and Transportation Demand Management (TDM)



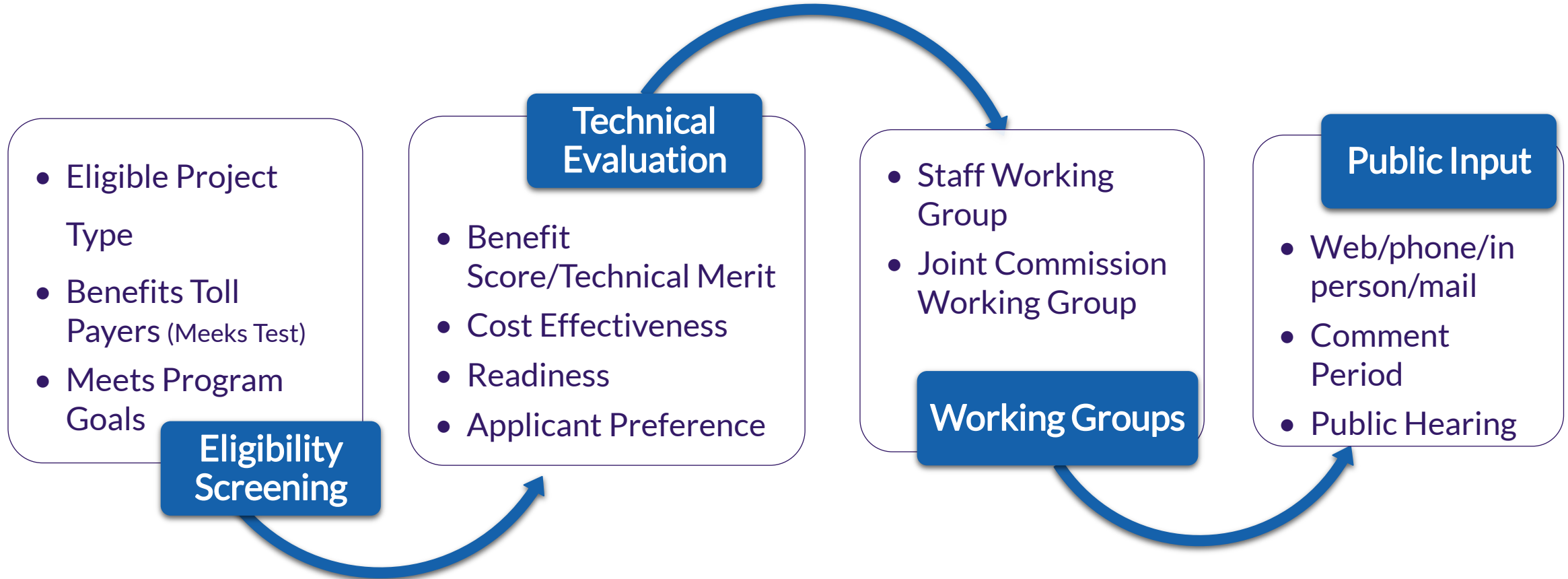
Vanpool / Carpooling

Eligible Applicants

- ✓ NVTC and PRTC Jurisdictions
- ✓ Public Transit Providers Operating in NVTC and PRTC Jurisdictions (VRE, WMATA, OmniRide, local bus systems)

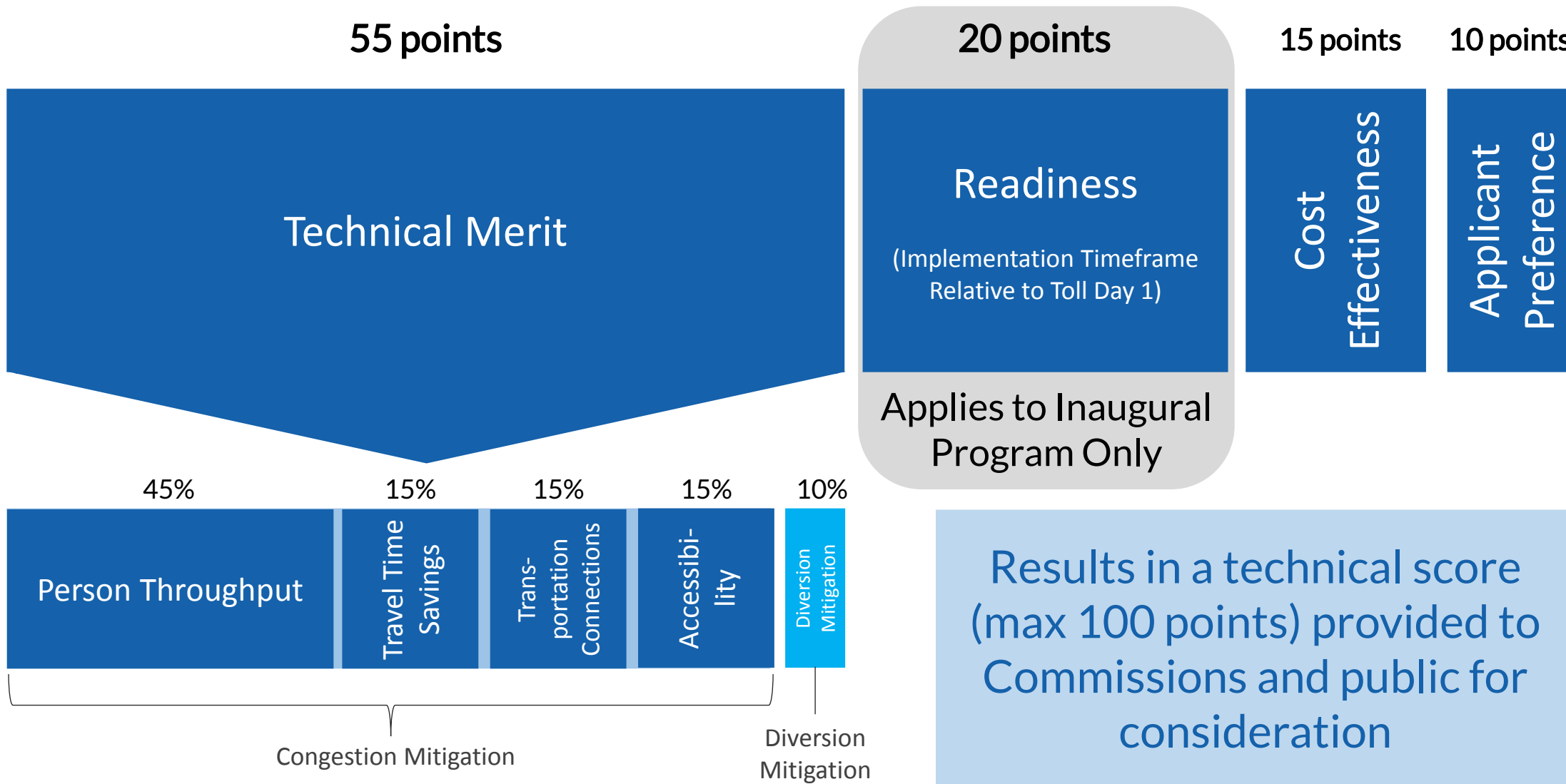


Project Selection Process

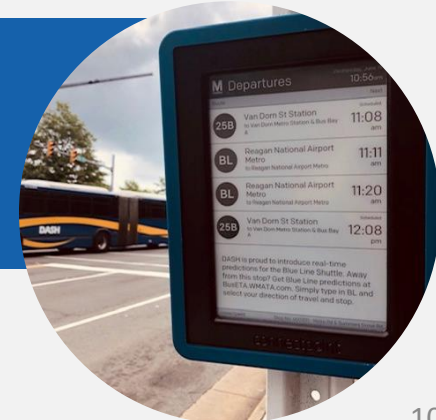


For the Inaugural Program, the project selection timeline allows for announcement of selections by Toll Day 1
 In the future, it will align with the development of the SYIP (fall call for projects, winter evaluation, spring presentation to CTB)

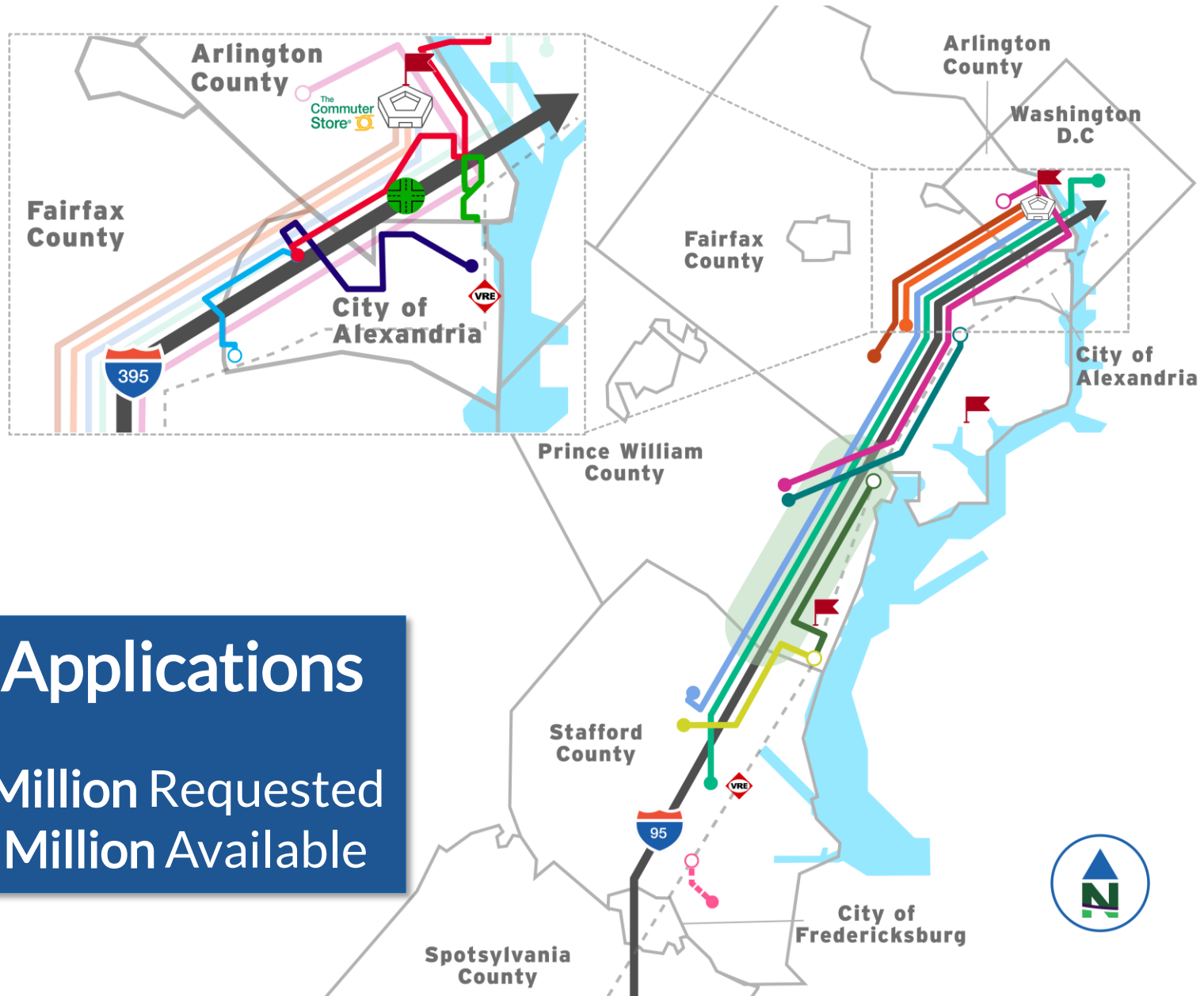
Technical Evaluation Criteria



INAUGURAL PROGRAM HIGHLIGHTS



Inaugural Program Applications



Legend

- █ Crystal City-Potomac Yard Transitway Improvements
- █ Metrobus 7Y Improvements
- ⊕ Glebe Rd/I-395 Roadway Improvements
- The Commuter Store®
- █ DASH AT1 Enhancements
- █ DASH AT9 Enhancements
- █ FRED Transit N. Stafford - Quantico VRE Bus Service
- █ Fairfax Connector Saratoga to Pentagon Multimodal Improvements
- █ Fairfax Connector Gambrill/Backlick to Pentagon Multimodal Improvements
- █ Prince William County TDM Outreach
- █ OmniRide Staffordboro to Pentagon Express
- █ OmniRide Staffordboro to Downtown D.C. Express
- █ OmniRide Dale City-Rosslyn-Ballston Enhancements
- █ OmniRide Route 1 Local Enhancements
- █ OmniRide Prince William Metro Express Enhancements
- ▤ Leeland Rd Bike & Pedestrian Upgrades
- ▢ NVRC TDM Outreach to Military Facilities

- Pentagon Transit Center
- Bus to Rail Transit Connection
- I-95/I-395
- Virginia Railway Express

17 Applications
\$31 Million Requested
\$22 Million Available

Inaugural Program Applications: Project Scores and Funding Requests

Applicant	Application Title	Application Score (Max. 100 Points)	Funding Request
NVTC	I-395/95 Commuter Choice Program Administration, Evaluation, Oversight, Marketing and Outreach	-	\$ 800,000
OmniRide	Enhanced Bus Service from Dale City to Ballston	100	\$ 251,600
DASH	Enhanced Bus Service on AT-1 Plus: West End to Van Dorn Metro	92	\$ 3,040,000
OmniRide	Enhanced Bus Service on Prince William Metro Express: OmniRide Transit Center to Franconia-Springfield Metro	85	\$ 562,400
OmniRide	Enhanced Bus Service on Route 1 Local: Quantico to Woodbridge VRE	80	\$ 1,133,500
Fairfax County	New Bus Service to the Pentagon with Gambrill and Backlick North Park and Ride Improvements	80	\$ 3,540,903
NVRC	New TDM Outreach Campaign for Military Facilities	79	\$ 396,184
OmniRide	New Bus Service from Staffordboro to Downtown D.C.	77	\$ 3,569,200
DASH	Enhanced Bus Service on AT-9: Mark Center to Potomac Yard	74	\$ 1,949,000
OmniRide	New Bus Service from Staffordboro to the Pentagon	66	\$ 3,495,300
Arlington County	Commuter Store at the Pentagon Transit Center	63	\$ 211,962
Fairfax County	Enhanced Bus Service to the Pentagon with Saratoga and Backlick North Park and Ride Improvements	57	\$ 3,382,520
Prince William County	New TDM Outreach to the I-395/95 Corridor	56	\$ 300,000
Stafford County	Expanded Transit Access to Leeland Road VRE Station	39	\$ 5,268,687
Arlington County	Roadway Improvements at Glebe Road and I-395 Interchange	18	\$ 3,000,000
<i>FRED Transit</i>	<i>New Bus Service from North Stafford to Quantico VRE Station - Deferred by applicant</i>		<i>\$ 322,619</i>
<i>Arlington County</i>	<i>Operational Enhancements of the Crystal City - Potomac Yard Transitway - Deferred by applicant</i>		<i>\$ 150,000</i>
<i>Arlington County</i>	<i>Enhanced Bus Service on Metrobus 7Y: McPherson Square to Southern Towers - Deferred by applicant</i>		<i>\$ 200,000</i>
TOTAL FUNDING REQUEST			\$31,573,875

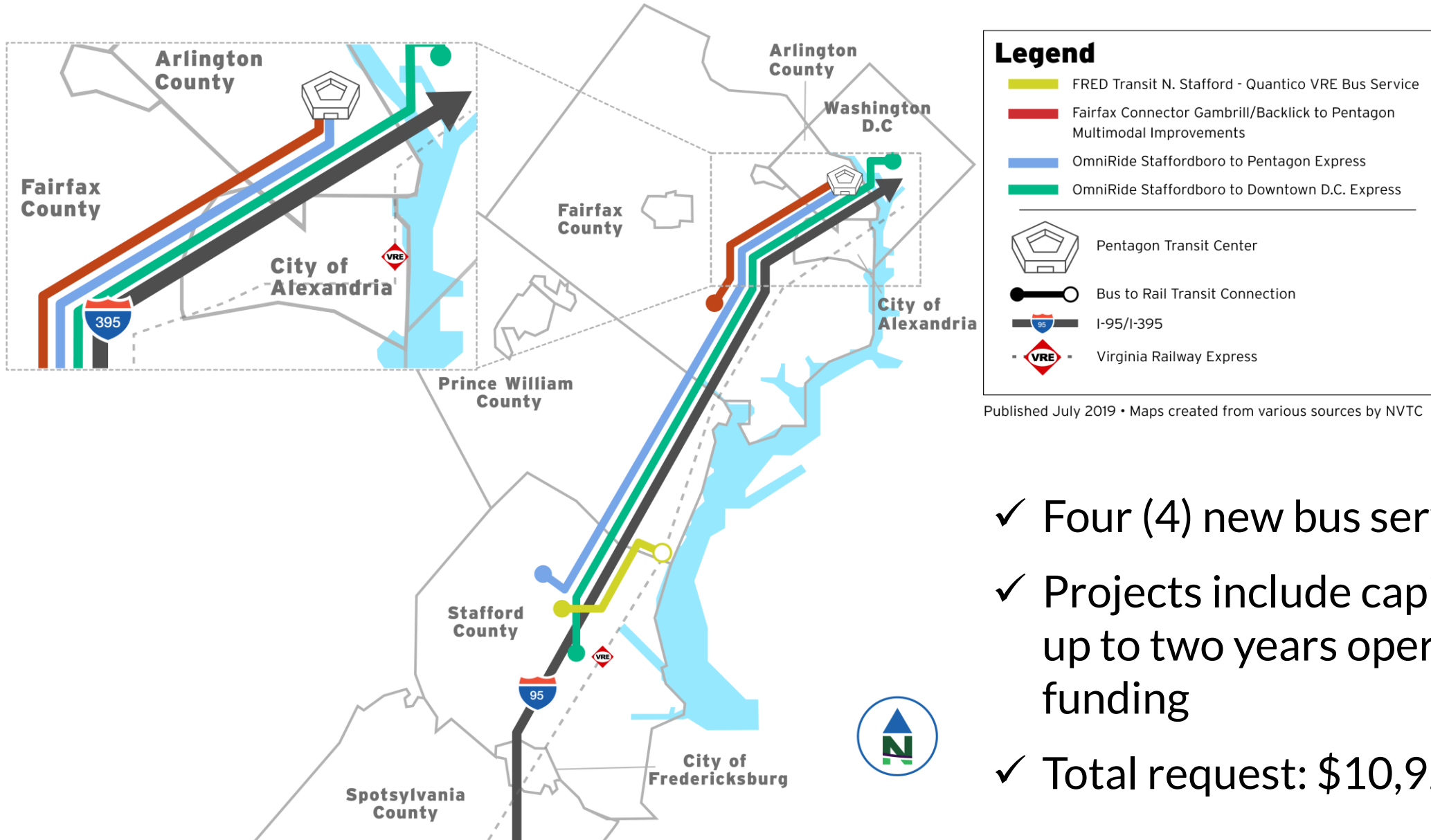
Staff-recommended program (\$19M)

(approved by NVTC-PRTC Joint Commission Working Group; pending full Commissions' approval)

These projects would move 700 more people through the corridor

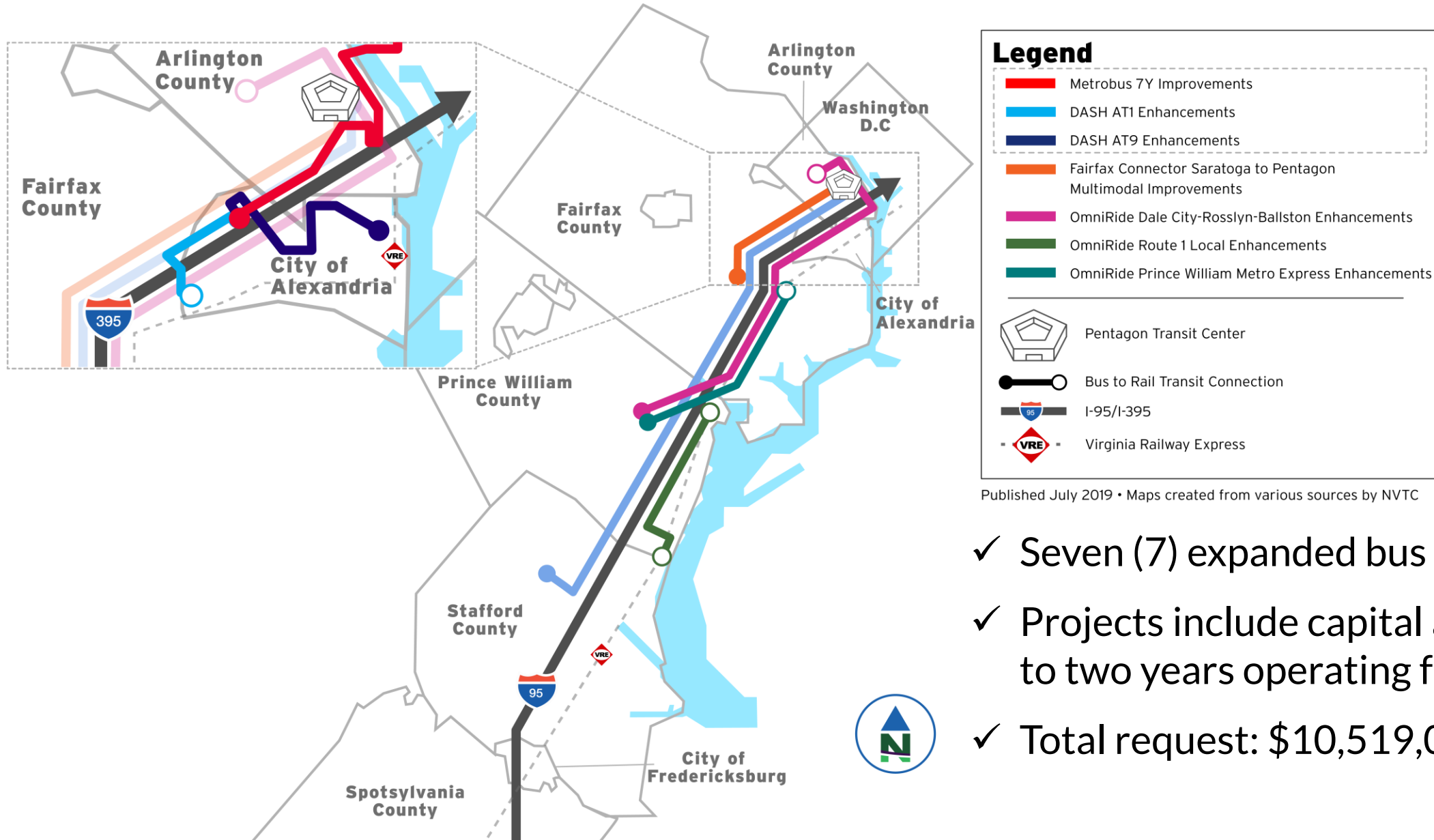
(in the morning inbound peak)

Inaugural Program Applications: New Bus Service



- ✓ Four (4) new bus services
- ✓ Projects include capital and up to two years operating funding
- ✓ Total request: \$10,928,022

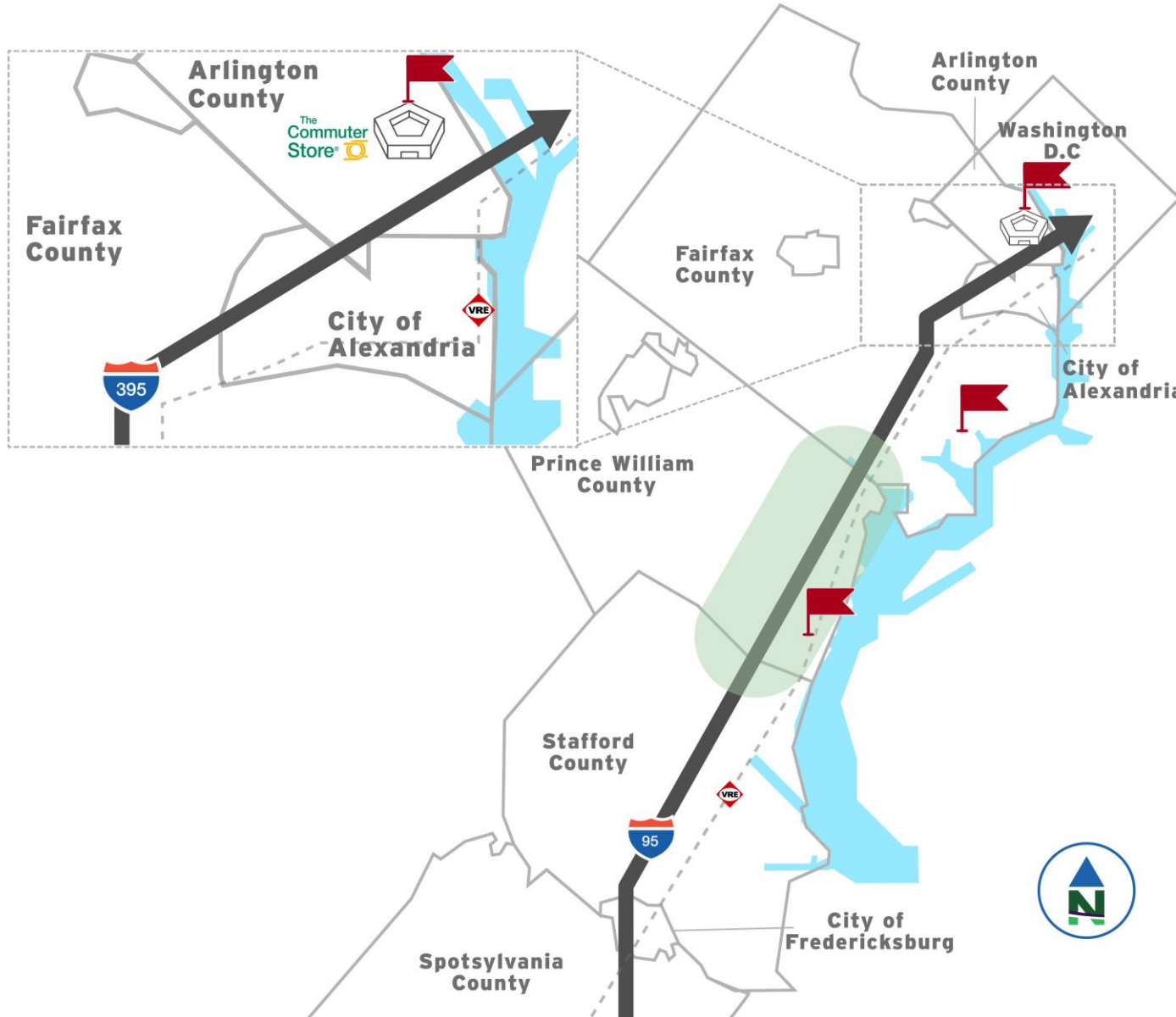
Inaugural Program Applications: Enhanced Bus Service




Published July 2019 • Maps created from various sources by NVTC

- ✓ Seven (7) expanded bus services
- ✓ Projects include capital and up to two years operating funding
- ✓ Total request: \$10,519,020





Legend

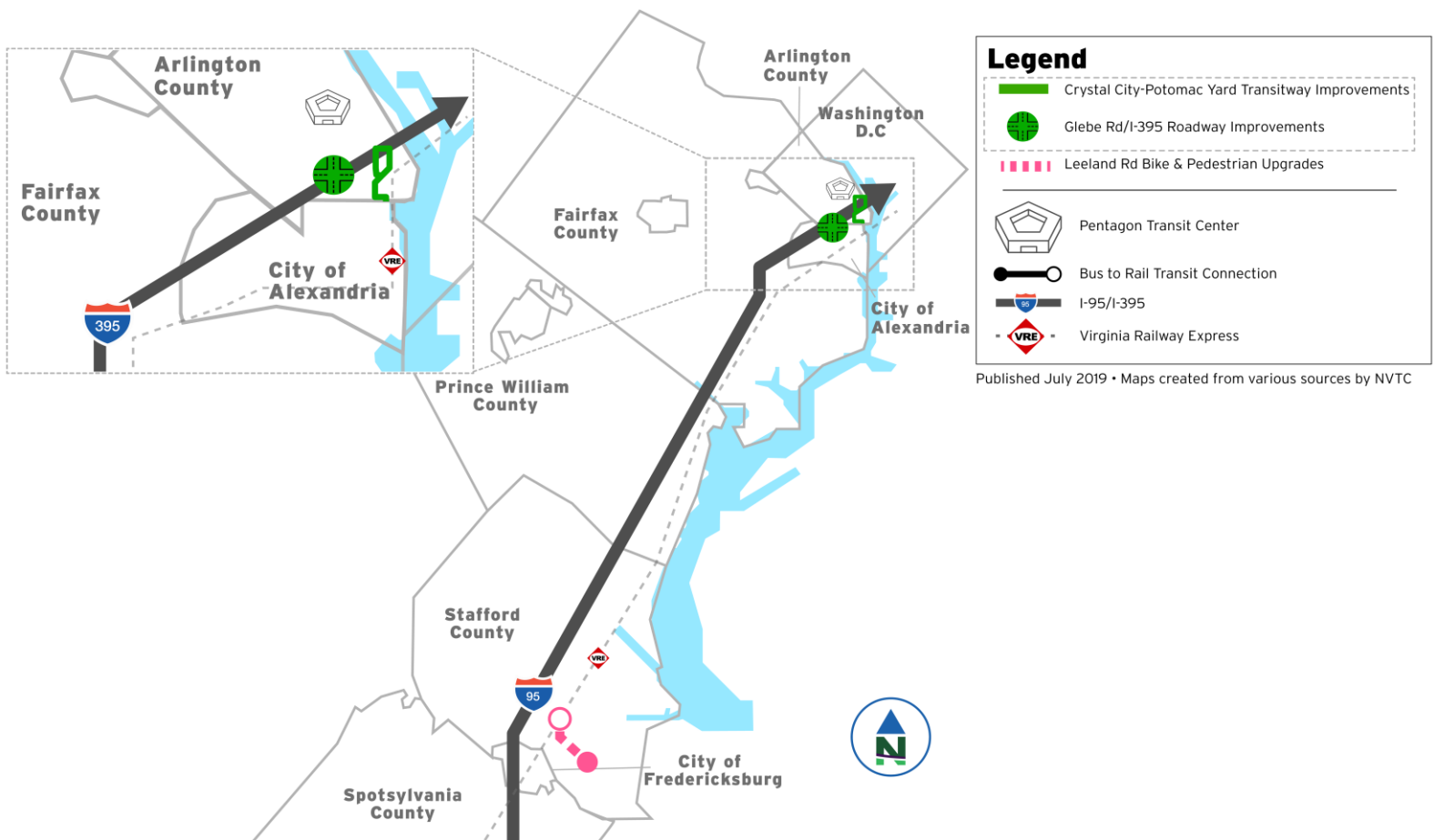
-  Pentagon Commuter Store
-  Prince William County TDM Outreach
-  NVRC TDM Outreach to Military Facilities
-  Pentagon Transit Center
-  Bus to Rail Transit Connection
-  I-95/I-395
-  Virginia Railway Express

Published July 2019 • Maps created from various sources by NVTC

- ✓ Three (3) new or expanded outreach programs to commuters and employers to market and promote transit, carpooling and vanpooling options
- ✓ Includes program and outreach costs
- ✓ Total request: \$908,146



Inaugural Program Applications: Other Categories



- INTERSECTION / ROADWAY OPERATIONS -

- ✓ Two (2) projects to improve roadway operations and safety
- ✓ Helps to address diversion and aid vehicle movement
- ✓ Total request: \$3,150,000

- ACCESS TO TRANSIT -

- ✓ One (1) project to improve access to transit stations
- ✓ Linkages to Metrorail and VRE stations
- ✓ Request of \$5,268,687

Inaugural Program Applications: Project Scores and Funding Requests

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Arlington County	Roadway Improvements at Glebe Road and I-395 Interchange	18	\$ 3,000,000
<i>FRED Transit</i>	<i>New Bus Service from North Stafford to Quantico VRE Station - Deferred by applicant</i>		<i>\$ 322,619</i>
<i>Arlington County</i>	<i>Operational Enhancements of the Crystal City - Potomac Yard Transitway - Deferred by applicant</i>		<i>\$ 150,000</i>
<i>Arlington County</i>	<i>Enhanced Bus Service on Metrobus 7Y: McPherson Square to Southern Towers - Deferred by applicant</i>		<i>\$ 200,000</i>
TOTAL FUNDING REQUEST			\$31,573,875

Staff-recommended program (\$19M)

(approved by NVTC-PRTC Joint Commission Working Group; pending full Commissions' approval)

These projects would move 700 more people through the corridor

(in the morning inbound peak)

- Comment Period was Aug. 4 - Sep. 6
- Targeted Social Media
- Public Hearings
- Online Comment Form, Dedicated Voicemail

Commute along I-395/95?

We're accepting comments on proposed transit and multimodal projects until September 6.

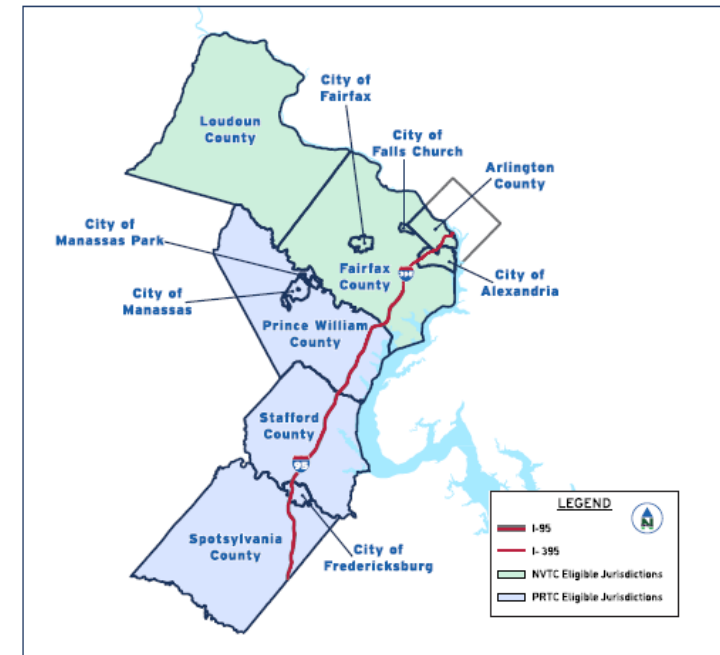


About the proposed projects of the FY 2020 I-395/95 Commuter Choice program

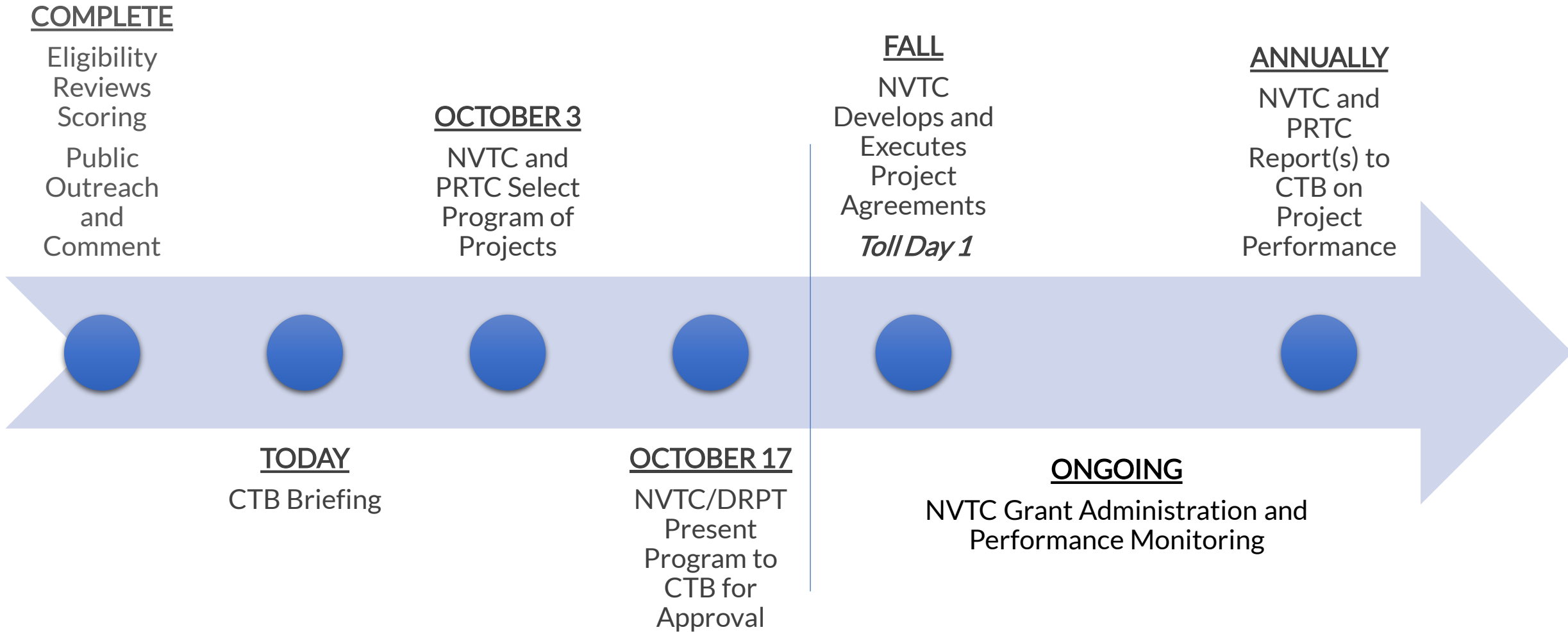
The Northern Virginia Transportation Commission (NVTC) and the Potomac and Rappahannock Transportation Commission (PRTC) encourage Northern Virginians who live, play and work along the I-395/95 corridor to provide feedback on transit and multimodal projects submitted for the fiscal year 2020 (FY 2020) funding consideration in the I-395/95 Commuter Choice program. The I-395/95 Commuter Choice program provides grants through a competitive process and is a joint effort of NVTC and PRTC.

NVTC is accepting comments on the proposed projects beginning on August 4, 2019, and continuing until 5:00 p.m. on September 6, 2019.

Demonstrating an urgent need for transit and multimodal projects to reduce congestion in the busy corridor, NVTC received \$30.8 million in funding requests for the initial grant cycle. NVTC expects to fund a \$22 million program in the inaugural year. Project applications were received from the Northern Virginia Regional Commission (NVRC), OmniRide, the counties of Arlington, Fairfax, Prince William and Stafford; and the cities of Alexandria and Fredericksburg.



Next Steps



Questions



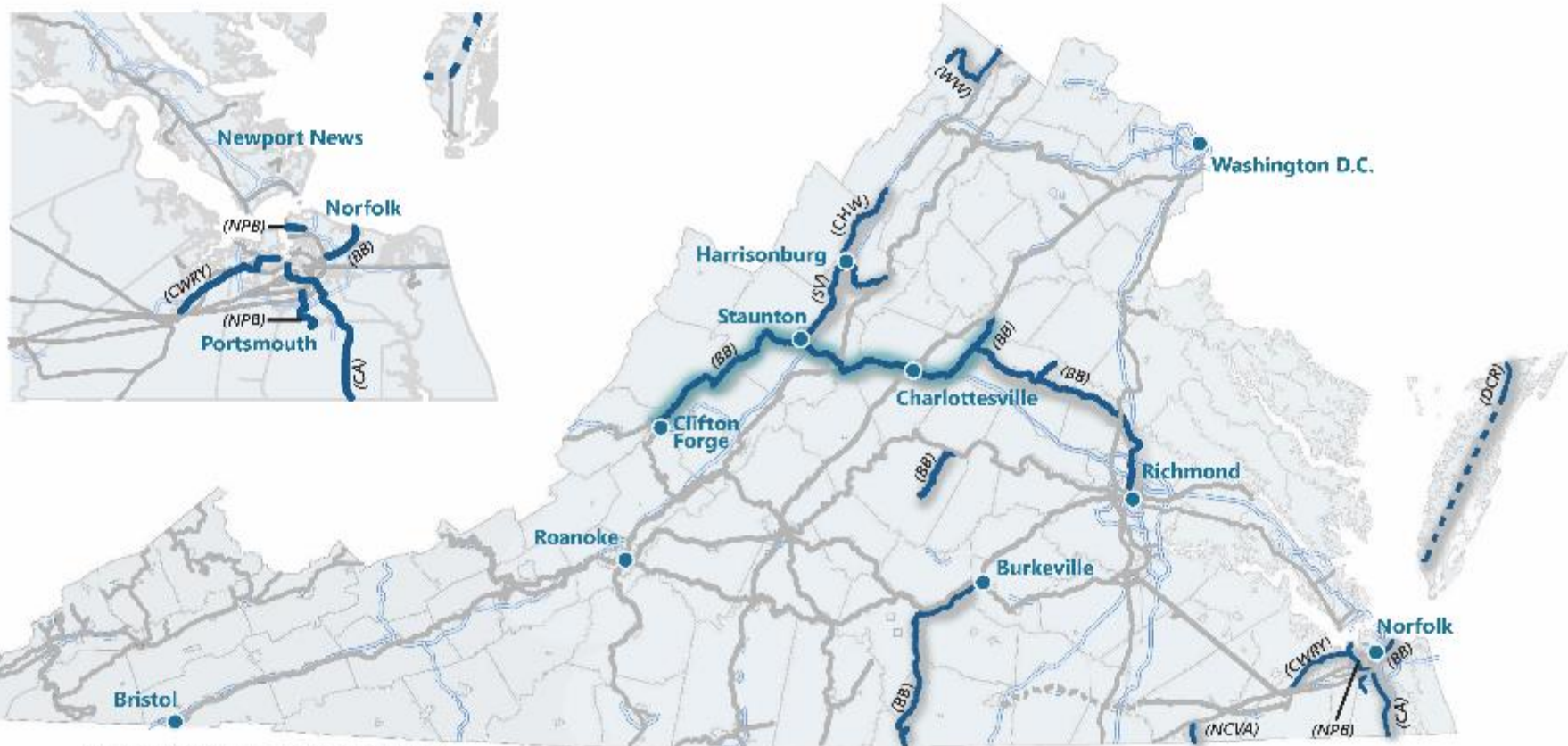
Rail Preservation Fund Evaluation Criteria

CTB Rail & Transit Subcommittee – September 17, 2019





Jeremy Latimer, Director of Rail Programs
Department of Rail and Public Transportation



Virginia Shortline Railroad Network



Shortline Routes in Virginia

-  Out of Service Routes
-  Freight Routes
-  Passenger Routes
-  Cities/Towns

- | | |
|---|--|
| <i>BCR</i> Bay Coast Railroad | <i>DCR</i> Delmarva Central Railroad |
| <i>BB</i> Buckingham Branch Railroad | <i>NPB</i> Norfolk & Portsmouth Belt Line Railroad |
| <i>CA</i> Chesapeake & Albemarle Railroad | <i>NCVA</i> North Carolina & Virginia Railroad |
| <i>CHW</i> Chesapeake Western Railway | <i>SV</i> Shenandoah Valley Railroad |
| <i>CWRV</i> Commonwealth Railway | <i>WW</i> Winchester & Western Railroad |

Purpose and Need Review

Background

- Grant Requests Exceed Program Capacity
- Previously DRPT has been able to prioritize and fund needs based on check list criteria
- Most priority projects received a 70/30 grant
- REF funds can supplement RPF as bond funds are fully spent down in FY20

Need more quantitative evaluation criteria

- Developed Prioritization Criteria
 - Workshop with Shortline Railroads (VRRRA)
 - CTB-R Input
 - Staff Recommendations
- FY20 – FY25 Applications were scored with proposed Criteria

VRRA Feedback



Prioritize SOGR



Distribute Funding among Applicants



Maintain Predictability

Phased Approach

1. Threshold Criteria

2. Prioritization
Criteria

3. Cost
Considerations

Phase 1: Threshold Criteria

The Shortline Railway Preservation and Development Fund is intended to retain, maintain, and improve the shortline railway network, and support facilities, for freight service.

A project must meet at least one criteria:

Criteria Matches Virginia Code and Rail Plan Goals and Objectives:

- Raise the Class of Track up to FRA Class 2 Track Safety Standards
- Maintain FRA Class 2 Track Safety Standards
- Support 286K load capacity on bridges
- Improve reliability to serve existing and new customers
- Retain shortline service

Phase 2: Prioritization Criteria

Program Goals

(35 points)

- 70% - SOGR: Programmatic tie and rail replacement, surfacing, bridge deck repair and upgrades
- 30% - Maintain Operational Efficiency

State Initiatives

(22 points)

- 18% - Alignment with VTrans, SRP, CTB
- 29% - Critical Infrastructure
- 18% - Economic Benefit
- 18% - Support Past Investment
- 18% - Supports RIA

Cost Effectiveness

(10 points)

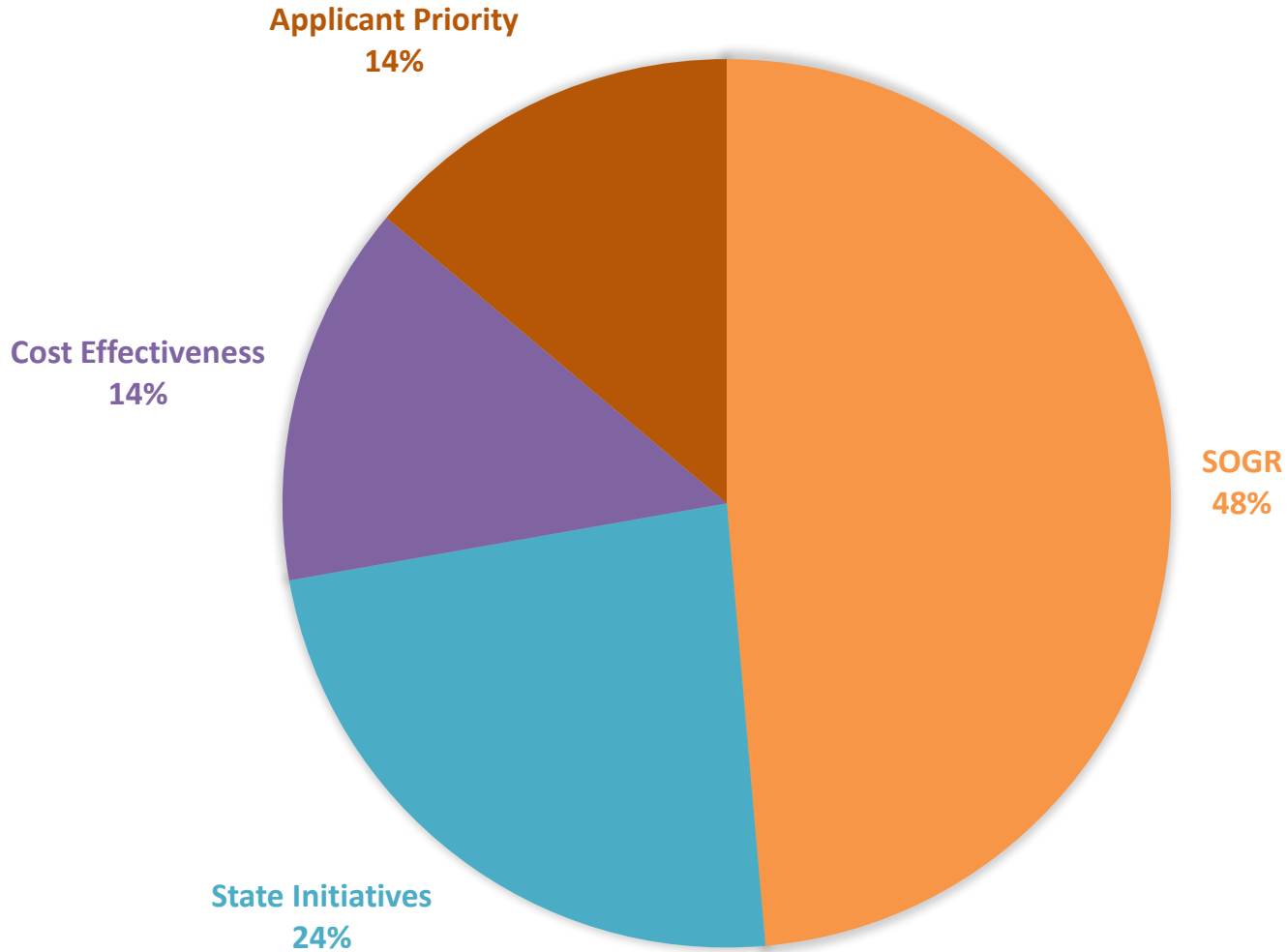
- Combined Score of Program Goals and State Initiatives Per Annual Cost of Project

Applicant Priority

(10 points)

- Applicant chosen priority project

Phase 2: Scoring Criteria



Phase 3: Funding (FY20 Applications)

Railroad	Project Description	Request (State Share)
Buckingham Branch RR	FY22-25 Bridge Upgrades on R&A Division	\$1,400,000
Buckingham Branch RR	FY20 Gordonsville Transload	\$980,000
Buckingham Branch RR	FY21-22 Little Creek Yard Upgrade	\$3,094,000
Buckingham Branch RR	FY20 Norfolk Division Tie Upgrade	\$1,400,000
Chesapeake & Albemarle	FY20-25 Rail/Tie Upgrade	\$2,952,552
Delmarva Central RR	FY19-20 Rail/Tie Upgrade	\$2,723,875
Norfolk & Portsmouth BL RR	FY24-25 Crossing Rehab/Upgrades	\$1,358,000
Norfolk & Portsmouth BL RR	FY20-25 Mainline Bridge Upgrades	\$945,000
Norfolk & Portsmouth BL RR	FY20-25 Programmatic Tie Upgrade	\$1,064,000
Norfolk & Portsmouth BL RR	FY21-23 Track Infrastructure Upgrade	\$5,705,000
Shenandoah Valley RR	FY24 Bridge 118 Upgrade	\$189,840
Shenandoah Valley RR	FY23 Rebuild Weyers Cave Siding	\$401,555
Shenandoah Valley RR	FY25 Staunton Yard Switch Move/Yard Imp.	\$223,706
Shenandoah Valley RR	FY25 Tie Replacement/Track Bed Upgrade	\$514,224
Shenandoah Valley RR	FY22 Verona Siding Expansion	\$76,773

Phase 3: Funding - Illustrative Example

Railroad	Project	Cost	Cost per FY	SOGR	Operational Capacity	Align with State Goal	Critical Infrastructure	Economic Development	Support Past Investment	Support RIA	Cost Effectiveness	Applicant Priority	Total Sum	Total Rank	Cumulative Request
Chesapeake & Albemarle	FY20-25 Rail/Tie Upgrade	\$2,952,552	\$492,092	25	0	3	5	0	3	0	10	10	56	1	\$ 492,092
Norfolk & Portsmouth BL RR	FY20-25 Programmatic Tie Upgrade	\$1,064,000	\$177,333.33	20	0	3	5	0	3	0	10	10	51	2	\$ 669,425
Delmarva Central RR	FY19-20 Rail/Tie Upgrade	\$2,723,875	\$1,361,937.50	25	0	2	5	1	3	3	0	10	49	3	\$ 2,031,363
Buckingham Branch RR	FY20 Norfolk Division Tie Upgrade	\$1,400,000	\$1,400,000	25	0	1	5	1	3	0	0	10	45	4	\$ 3,431,363
Shenandoah Valley RR	FY25 Tie Replacement/Track Bed Upgrade	\$514,224	\$514,224	20	0	2	0	0	3	0	5	10	40	5	\$ 3,945,587
Buckingham Branch RR	FY21-22 Little Creek Yard Upgrade	\$3,094,000	\$1,547,000	25	0	2	5	1	3	0	0	0	36	6	\$ 5,492,587
Norfolk & Portsmouth BL RR	FY21-23 Track Infrastructure Upgrade	\$5,705,000	\$1,901,666.67	20	10	3	0	0	3	0	0	0	36	6	\$ 7,394,254
Shenandoah Valley RR	FY22 Verona Siding Expansion	\$76,773	\$76,773	10	10	0	0	0	3	0	10	0	33	8	\$ 7,471,027
Norfolk & Portsmouth BL RR	FY24-25 Crossing Rehab/Upgrades	\$1,358,000	\$679,000	10	10	3	0	0	3	0	5	0	31	9	\$ 8,150,027
Norfolk & Portsmouth BL RR	FY20-25 Mainline Bridge Upgrades	\$945,000	\$157,500	10	0	3	5	0	3	0	10	0	31	9	\$ 8,307,527
Shenandoah Valley RR	FY24 Bridge 118 Upgrade	\$189,840	\$189,840	10	0	3	5	0	3	0	10	0	31	9	\$ 8,497,367
Shenandoah Valley RR	FY23 Rebuild Weyers Cave Siding	\$401,555	\$401,555	10	10	1	0	0	0	0	5	0	26	12	\$ 8,898,922
Buckingham Branch RR	FY22-25 Bridge Upgrades on R&A Division	\$1,400,000	\$350,000	10	0	1	5	0	3	0	5	0	24	13	\$ 9,248,922
Shenandoah Valley RR	FY25 Staunton Yard Switch Move/Yard Imp.	\$223,706	\$223,706	10	0	1	0	0	3	0	5	0	19	14	\$ 9,472,628
Buckingham Branch RR	FY20 Gordonsville Transload	\$980,000	\$980,000	0	5	2	0	1	0	0	0	0	8	15	\$ 10,452,628

Findings

- Program needs exceed funding capacity
- Emphasis given to SOGR: Rail and Tie Projects perform best
- Capacity Improvements do not score well
- Lower Cost Projects perform better
- Projects of critical importance, with high dollar values, may be difficult in the future
- Every Railroad may not receive funding
- Multi-year projects take up future funding capacity

Timeline of Changes

September:
CTB Presentation

October:
CTB Action

December 1:
Grant Period
Opens with New
Score Matrix

Thank you!

Jeremy Latimer
Director of Rail Programs
Jeremy.Latimer@drpt.virginia.gov
804-836-4072



Periodic Regulatory Review

Jo Anne Maxwell
Director, Governance and Legislative Affairs
September 17, 2019

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.**

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 next three years**

- ❑ **Review Schedule:**
 - 7 Chapters due 7/30/19
 - 7 Chapters due 12/31/2019
 - 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

CTB Regulations to be Reviewed by December 31, 2019

Chapter Number	Title
24 VAC 30-41	Rules and Regulations Governing Relocation Assistance
24 VAC 30-200	Vegetation Control on State Right-of-Way
24 VAC 30-240	Certification Procedures for the Disadvantaged and Women-Owned Business Program
24 VAC 30-401	Change of Limited Access Control
24 VAC 30-530	Roadway and Structure Lighting
24 VAC 30-580	Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways
24 VAC 30-590	Policies and Procedures for Control of Residential and Non-Residential Cut-Through Traffic

Periodic Regulatory Review Rules and Regulations Governing Relocation Assistance (24 VAC 30-41)

- ❑ **Guide administration of the relocation program for persons displaced as a result of right of way acquisition in a manner that is equitable, consistent, and cost effective. Ensure effective relocation services, and provide for moving reimbursement, replacement housing payments and other cost reimbursements so that individuals displaced will not suffer disproportionate injuries as a result of VDOT's highway improvement program.**
 - **Necessary for the protection of the public; written to be understandable; no negative impact on small businesses**
 - **Last amended in 2014 (substantive)**
 - **No Public Comments received**
 - **Recommendation: Retain as is**

Periodic Regulatory Review Vegetation Control on State Right-of-Way (24 VAC 30-200)

- ❑ **Governs cutting of trees or other vegetation to improve sightlines, visibility of Outdoor Advertising Structures and businesses and for aesthetic purposes.**
- ❑ **Amendment recommended to make diameter of vegetation that may be cut for business visibility consistent with diameter of vegetation that may be cut for outdoor advertising structure visibility.**
- **Previously adopted by the CTB, however, enabling statute authorizes Commissioner to promulgate.**
- **Necessary for the protection of the public; written to be understandable; no negative impact on small businesses.**
- **Last substantive amendment in 2007**
- **No Public Comments received**
- **Recommendation: Amend.**

Periodic Regulatory Review Certification Procedures for the Disadvantaged and Women-Owned Business Program (24 VAC 30-240)

- ❑ Requirements to be followed by firms seeking certification as a Disadvantaged/Women-Owned Business Enterprise (DBE/WBE) as a prerequisite for bidding on contracts awarded by the CTB.
 - Not necessary for the protection of the public, because purpose now governed by Dept. of Small Business and Supplier Diversity.
 - Last amended in 2001
 - No Public Comments received
 - Recommendation: Repeal.

Periodic Regulatory Review Change in Limited Access Control (24 VAC 30-401)

- ❑ Specifies the conditions and procedures for requesting a change in (typically, shifting, moving, or breaking) limited access for a limited access highway.
- Necessary for the protection of the public; written to be understandable; no negative impact on small businesses.
- Last amended in 2006.
- No Public Comments received
- Recommendation: Retain as is.

Periodic Regulatory Review Roadway and Structure Lighting (24 VAC 30-530)

□ Policy and procedures concerning the responsibility of VDOT and localities in paying for roadway lighting.

- Not necessary for the protection of the public because the regulation merely references a Department Policy Memorandum that was adopted by the CTB in 1995 and constitutes CTB policy, which will remain.
- Last amended in 1995.
- No Public Comments received
- Recommendation: Repeal.

Periodic Regulatory Review

Guidelines for Considering Requests for Restricting Through Trucks on Primary and Secondary Highways (24 VAC 30-580)

- Set forth limited instances when restricting through trucks from using a segment of a primary/secondary roadway will reduce potential conflicts, create a safer environment and one in accord with the current use of the roadway.**
 - **Necessary for the protection of the public; written to be understandable; no negative impact on small businesses.**
- Restrictions can apply to any truck, truck and trailer or semitrailer combination, or any combination of those classifications.**
 - **Last amended in 2003.**
- Proposing amendment to streamline process by allowing VDOT District Administrator or Engineer to deny requests that clearly do not meet CTB's criteria.**
 - **No Public Comments received**
 - **Recommendation: Amend.**

Periodic Regulatory Review

Policies and Procedures for Control of Residential and Non-Residential Cut-Through Traffic (24 VAC 30-590)

- ❑ Policy and procedures to be followed by VDOT in considering remedial actions necessary to address problems caused by residential cut-through traffic.
 - ❑ Have not been updated in many years (1996); propose amendments to Policy to update and streamline procedures.
 - ❑ § 46.2-809.1 provides for CTB policy/procedure and not regulations
- Filed by description
 - Policy, but not necessarily regulation, is necessary for public safety to reduce dangerous residential cut-through traffic.
 - No Public Comments received
 - Recommendation: Repeal

Periodic Regulatory Review—Next Steps

- ❑ **CTB will be presented with a resolution to approve recommended actions for the seven regulations reviewed this review period.**

- ❑ **VDOT will post results on Town Hall**

- ❑ **Next Spring VDOT will repeat the process for the next set of regulations to be reviewed by June 30, 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.**

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) SYSTEMIC SAFETY IMPLEMENTATION PLAN

Commonwealth Transportation Board

 Mark Cole, PE, Virginia Department of Transportation

September 17, 2019

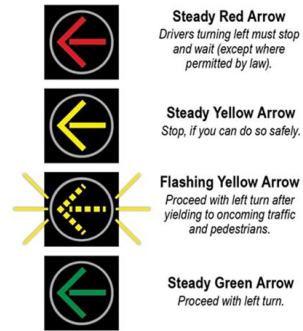
8 Systemic Safety Items

High-visibility Backplates



Up to 15% crash reduction

Flashing Yellow Arrow



Up to 20% crash reduction

Curve Signs



Up to 40% crash reduction

Pedestrian Crossings



Up to 56% crash reduction

Unsignalized Intersections



Up to 10% crash reduction

Shoulder Wedge



Up to 20% crash reduction

Centerline Rumble Strips



Up to 60% crash reduction

Edgeline Rumble Strips

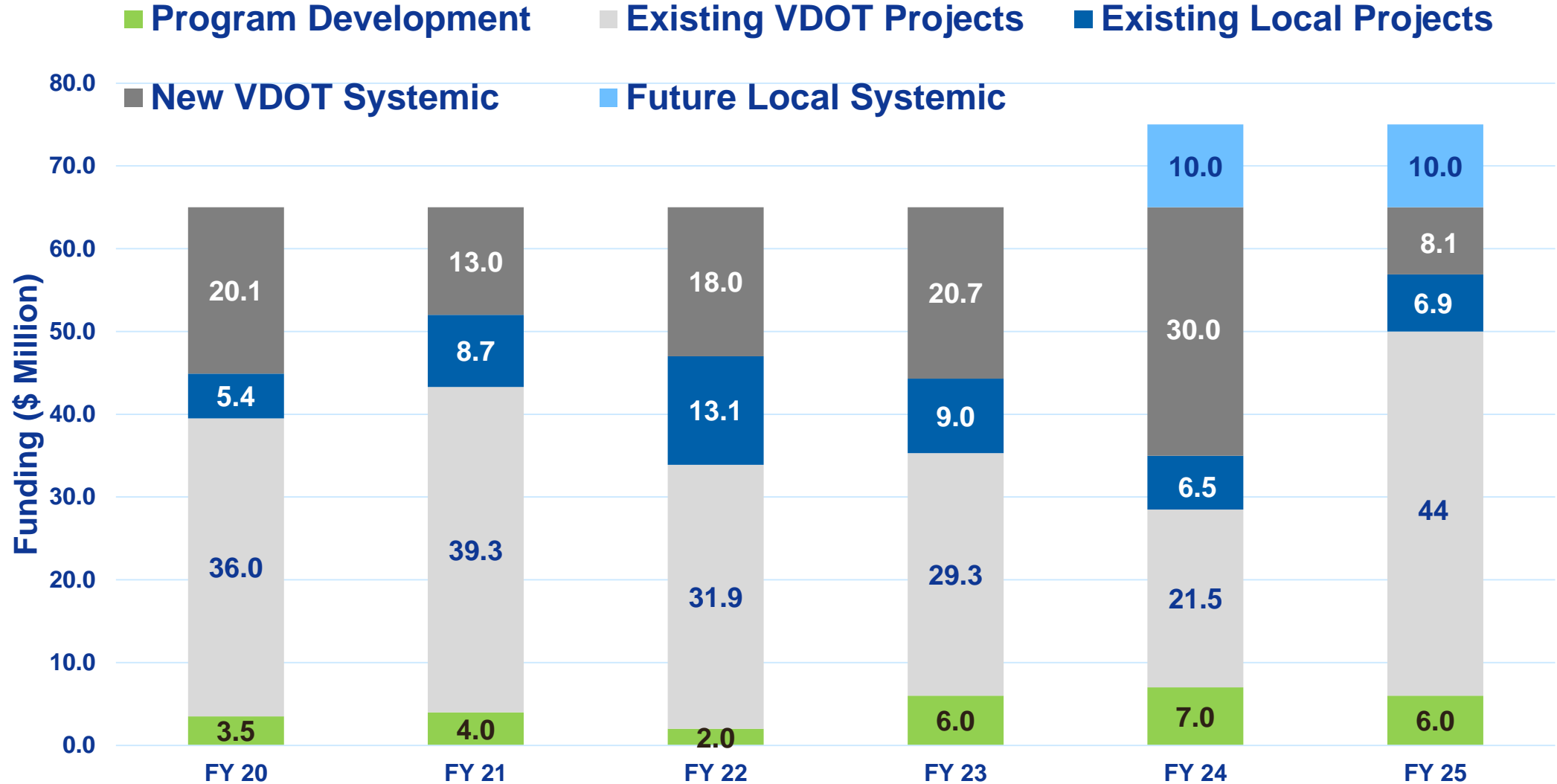


Up to 50% crash reduction

Implementation Plan Development

- **Identified \$136.7M in potential funding through FY 2025 for a systemic safety plan by:**
 - **Earmarking unprogrammed HSIP funds in FY 2020-2025 SYIP - \$60M**
 - **Optimizing funds on existing safety project to better align with schedules - \$15M**
 - **Earmarking \$11.7M in FY 20 and 10M per year in future Open Container funds through FY 2025 - \$61.7M**
- **Developed DRAFT plan to deploy 8 systemic safety countermeasures in Virginia**
 - **All 8 countermeasures are lower-cost/high-benefit**
 - **All 8 countermeasures have proven safety results in Virginia or other states**
 - **DRAFT schedules and estimates have been prepared to deploy each item**
- **\$20M of \$136.7M proposed to be set aside for local systemic projects in FY 2024 and 2025**
 - **Amount for local roads is consistent with current formula which divides safety funds between VDOT and locally-maintained roads based on the proportion of traffic deaths on each system**

HSIP & Open Container* DRAFT Funding Plan FY20 – FY25



DRAFT Implementation Plan for 8 Systemic Treatments

PE & CN
PE
CN

Source	HSIP Funding Through FY 25 (\$M)	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	Schedule (Calendar Year)
High-Visibility Backplates (VDOT) ¹	15.2	8.8	2.4	4				Complete by July 1, 2021
Flashing Yellow Arrows (VDOT) ²	17	7.4	1.95	7.65				Complete by July 1, 2021
Curve Delineation (VDOT) ³	29	1.8			12	15.15		Complete 2024
Pedestrian Crossings (VDOT) ⁴	22	2.2	2.3	3	3.3	6.9	4.75	Complete 2025
Unsignalized Intersection (VDOT) ⁵	8.35	3.35	3		2			PE 2020, CN Start 2021. \$17M still needed
Shoulder Wedge (VDOT) ⁶	Maintenance funds							Resurfacing Cycle - 15 yr
CL Rumbles - Primaries (VDOT) ⁷	3.1	1.35	0.35	0.35	0.35	0.35	0.35	Resurfacing Cycle - 15 yr
Edge Rumbles - Primaries (VDOT) ⁸	21.6	2	3	3	3	7.6	3	Resurfacing Cycle - 15 yr
Total	116.7	26.9	13	18	20.7	30	8.1	

1 - Only backplates that can be installed without pole upgrades will be funded with this effort

2 - Only flashing yellow arrows (FYA) that can be installed without pole upgrades will be funded with this effort. Permissive or Protected Permissive to FYA

3 - Includes chevron installation to meet MUTCD requirement

4 - Includes pedestrian countdowns, marked crosswalks at signalized intersections on Pedestrian Safety Action Plan (PSAP) priority corridors (VDOT system)

5 - Includes pavement marking and signage improvements per VTRC-19-R5, August 2018

6 - Cost for shoulder preparation and additional asphalt will be funded by Maintenance resurfacing funds

7 - Funds for Centerline (CL) rumble installation in coordination with resurfacing each paving season

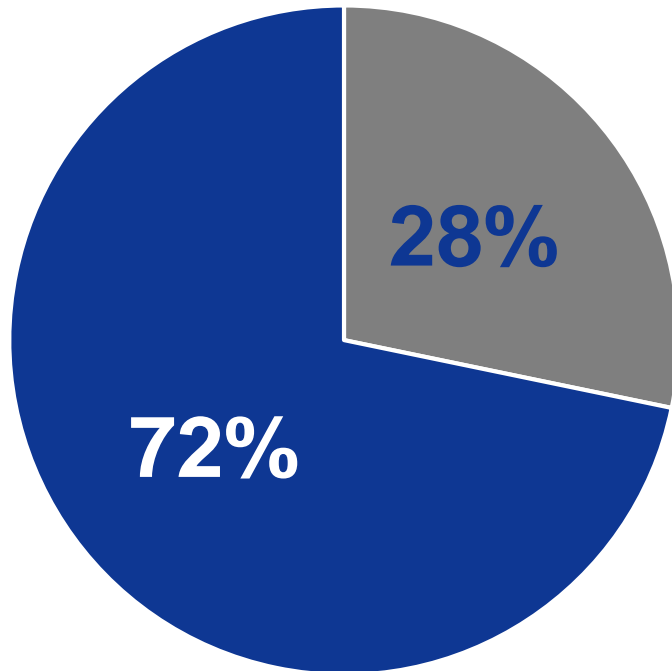
8 - Funds for edge line rumble installation in coordination with resurfacing each paving season. Does not include shoulder widening

Estimated Lives and Injuries Saved Per Year After Full Deployment

Systemic Safety Improvement	Benefit/Cost Ratio	Lives and Injuries Saved Per Year Once Fully Deployed		
		Deaths	Injuries	Total
High-Visibility Backplates (VDOT)	9.0	1	106	107
Flashing Yellow Arrows (VDOT)	12.6	1	90	91
Curve Delineation (VDOT)	1.7	6	104	110
Pedestrian Crossings (VDOT)	8.9	3	85	88
Unsignalized Intersection (VDOT)	1.3	2	62	64
Shoulder Wedge (VDOT)	17.0	13	281	294
CL Rumbles - Primaries (VDOT)	40.0	13	115	128
Edge Rumbles - Primaries (VDOT)	29.8	22	331	353
	Total	61	1174	1235

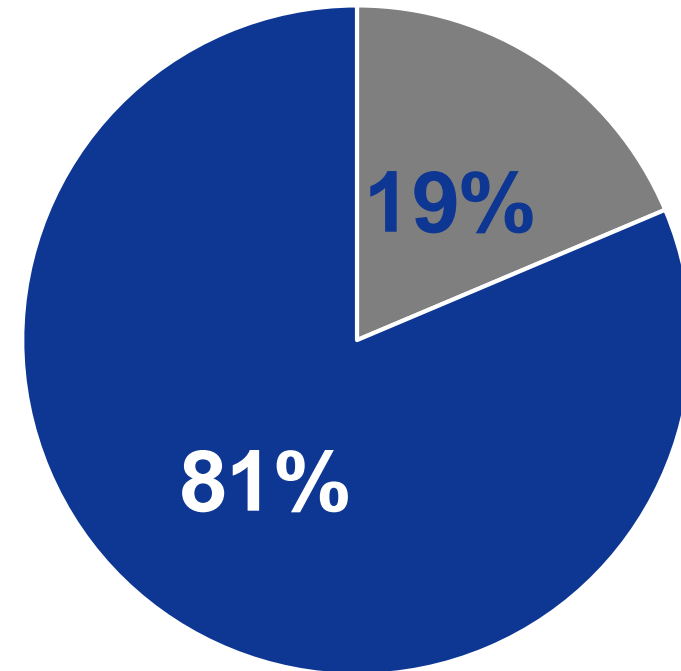
Funding Distribution Before and After Changes FY20 – FY25

BEFORE



■ Spot ■ Systemic/Hybrid

AFTER



■ Spot ■ Systemic/Hybrid

Next Steps

- **September 18, CTB Meeting**
 - **Approve amendment to FY2020-2025 SYIP to fund projects and initiate systemic implementation plan**
- **VDOT move forward with systemic projects per plan**
 - **Coordination between Central Office, Districts, and Localities**
- **Continue HSIP funding policy development in Fall 2019**

Questions?



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

Highway Safety Improvement Program (HSIP)

Policy Recommendations

Margie Ray

Office of Intermodal Planning and Investment

September 17, 2019



Virginia Department of Rail and Public Transportation



Federal Highway Safety Improvement Program

Discussion Items

Recap

- ✓ Provided Overview of Existing HSIP Program
- ✓ Provided Recommendations for Policy Development
 - Initial Implementation Plan Development
 - Approach to Policy Implementation
 - Future Funding Distribution
 - Annual Reporting Requirements

Outstanding Items

- Additional discussion on Funding Distribution
- Selection of Local Projects and Spot Improvement

Next Steps

HSIP Policy Development: Funding Distribution/Approach - Recommendations

Include funding distribution approach/formula

- **Funds to be distributed based on proportion of fatalities between VDOT and Locality maintained roads**
 - Proportion is approximately 80/20 on a statewide basis
 - Funds for systemic improvements available for Local roads in FY24/FY25
- **Funds to be allocated based on the risk-based locations of systemic safety treatments included in the Implementation Plan**
 - Do not recommend a floor/cap approach – hinders our ability to provide the greatest safety benefits
- **Return project savings to Statewide Account**
 - Cover cost increases, if needed
 - Further advance systemic treatments, especially pedestrian crossings, or
 - Fund spot improvement projects

HSIP Policy Development: Spot Improvement Project Selection - Recommendations

Include approach to selection of spot improvement projects

- **Restrict funding new spot improvement projects until FY2026 SYIP**
- **Provide VDOT Commissioner with flexibility to address more immediate spot improvement projects with CTB concurrence**
- **Minimum threshold for Commissioner to recommend a spot project (prior to FY2026) – applies to VDOT/Local roads**
 - **B/C ratio > 15**
 - **Can be implemented or under construction in less than 12 months**
 - **Number of targeted crashes**
- **Future recommendations for project selection process for FY2026 to be provided in an HSIP annual report to the CTB**

HSIP Policy Development: Locality Project Selection - Recommendations

Include approach to selection of local projects

- **Limit available funding to systemic treatments only**
- **Beginning in FY23 receive local applications for funding**
 - **Funds available for FY24 and FY25**
 - **Applications must be for eligible systemic treatments**
 - **VDOT guidelines to establish process for screening, scoring and selection of projects**
 - **CTB to review and approve projects for funding**
- **Include recommendations for changes in HSIP annual report, as needed**

HSIP Policy Development: Annual Reporting Requirements - Recommendations

Include annual reporting requirements to provide progress updates and possible course corrections

- **Report should include**

- **Progress on advancement of systemic treatments**
- **Funding distribution information**
- **Anticipated benefits of investments**
- **Performance of investments**
- **Recommendations for changes to Implementation Plans**
- **Recommendations for changes to HSIP Policy**



HSIP Policy Development: Schedule and Next Steps

- **Fall Transportation Meetings**
 - Obtain public comment on proposed policy
- **November/December CTB Meeting**
 - CTB adopt new policy





COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Thank you.

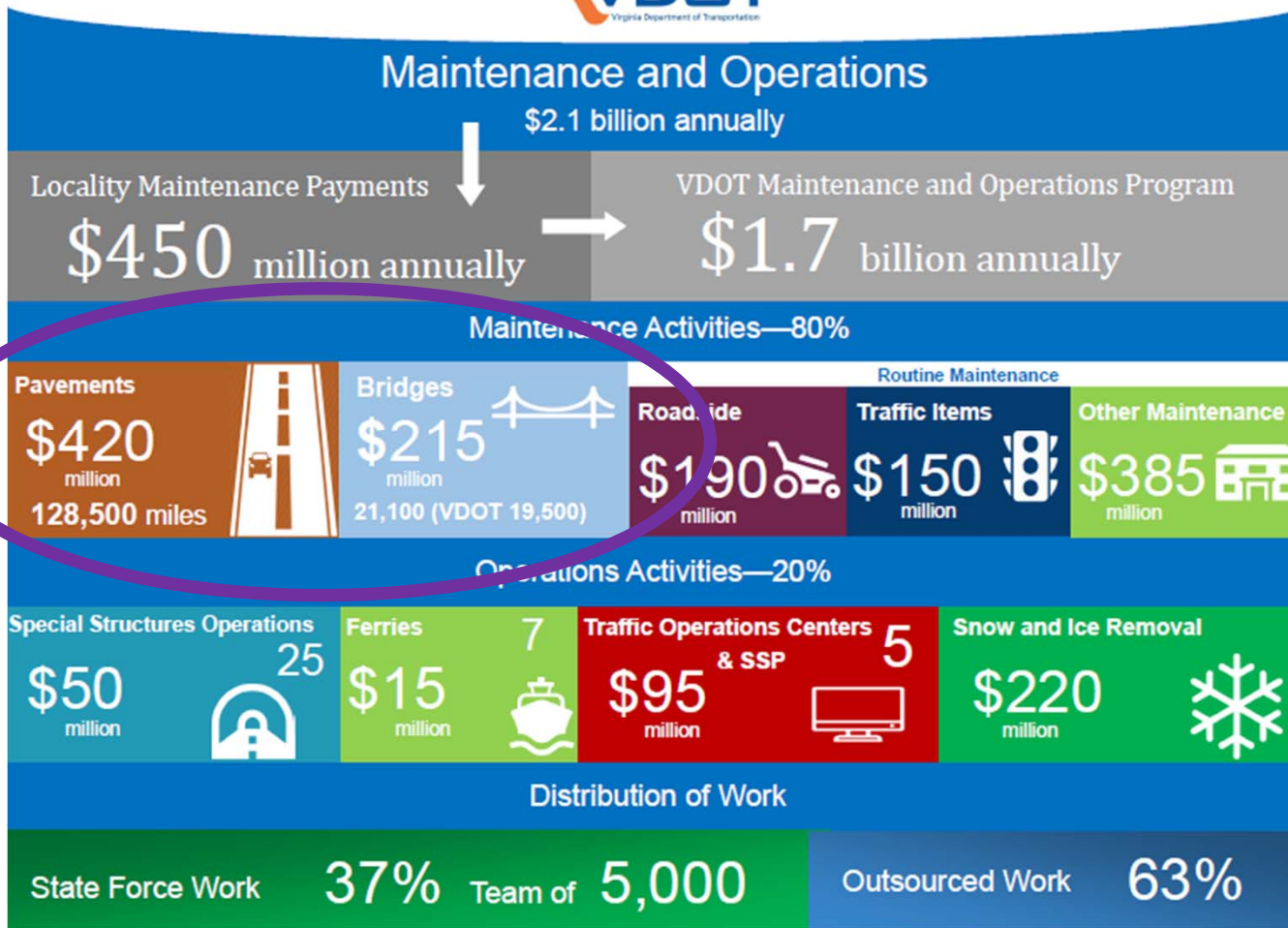




COMPREHENSIVE REVIEW PAVEMENTS AND STRUCTURES

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

September 17, 2019



Note: Funding and Activities based on previous three fiscal year averages (FY 2016 – FY 2018); numbers are rounded to the nearest \$5 million

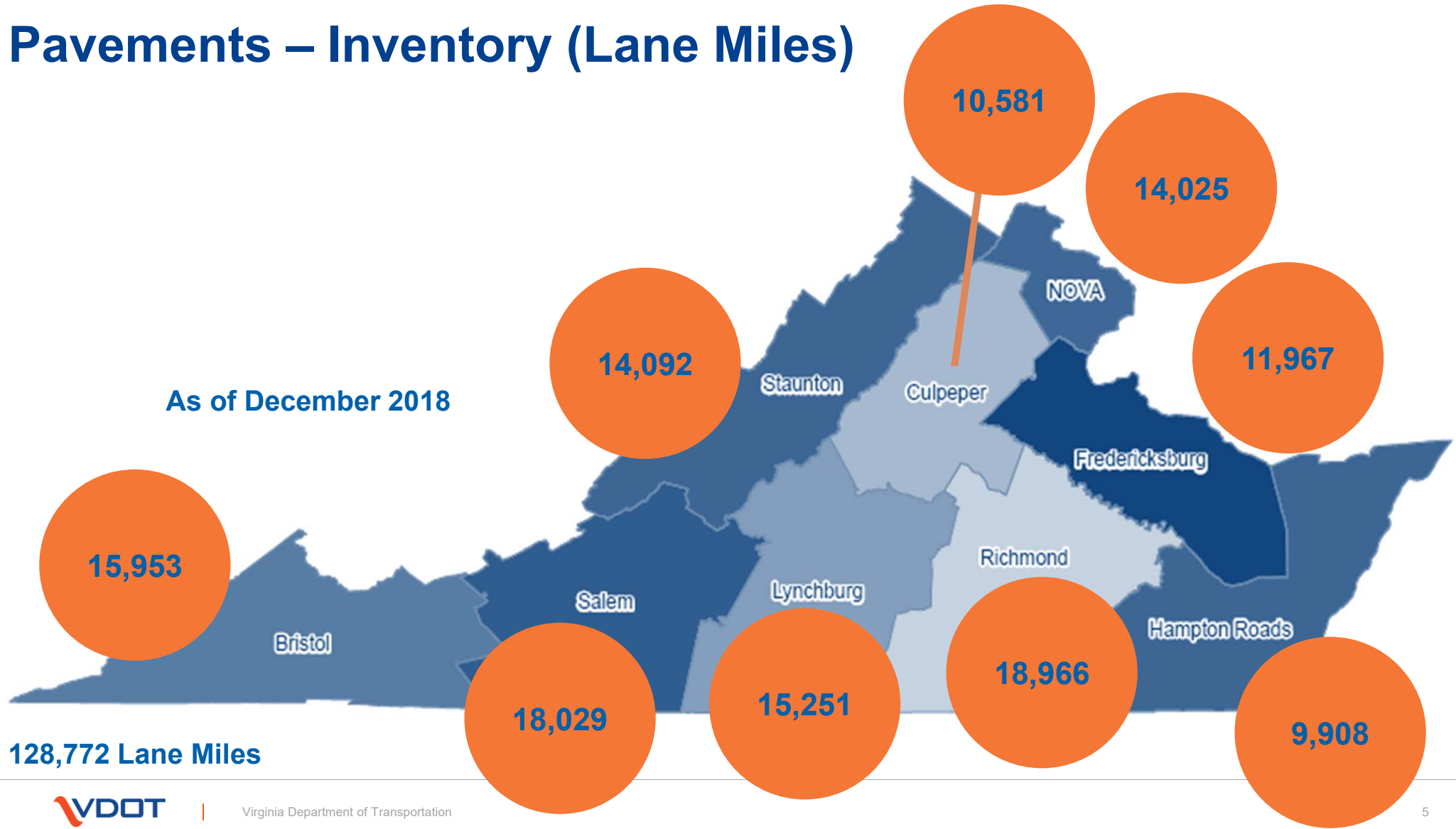
Pavements



Virginia Department of Transportation

Pavements – Inventory (Lane Miles)

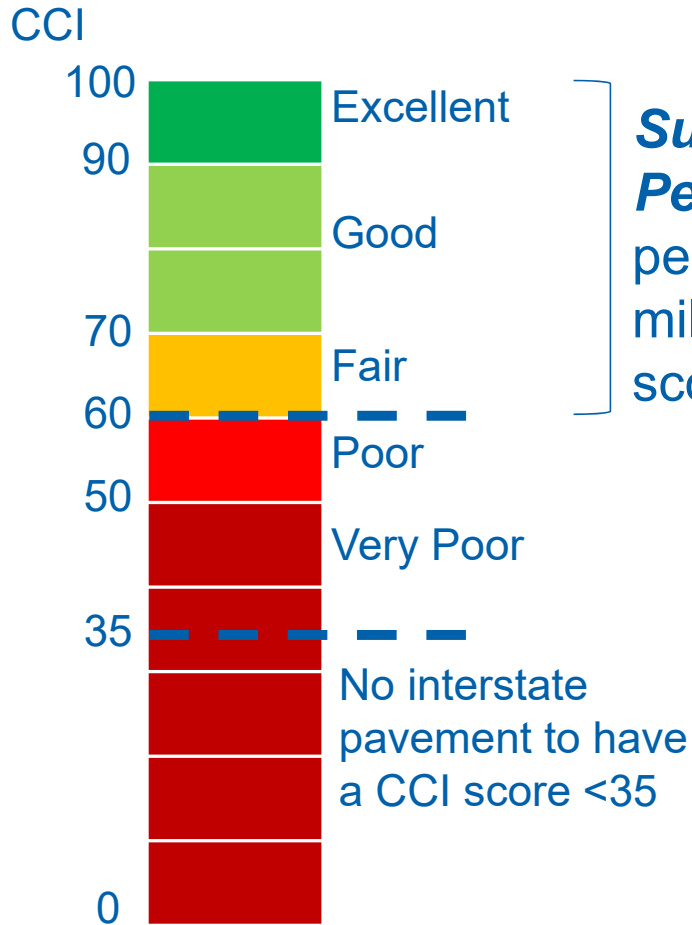
As of December 2018



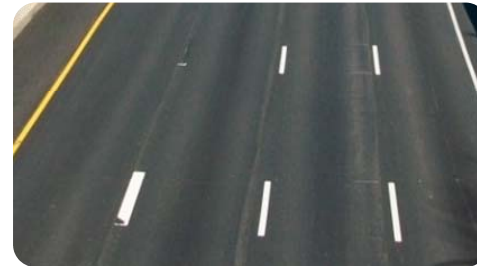
Pavement Assessment Process



Pavement Rating – Critical Condition Index



What does CCI look like?



**CCI 90-100
(Excellent)**



**CCI 50-59
(Poor)**



**CCI < 49
(Very Poor)**

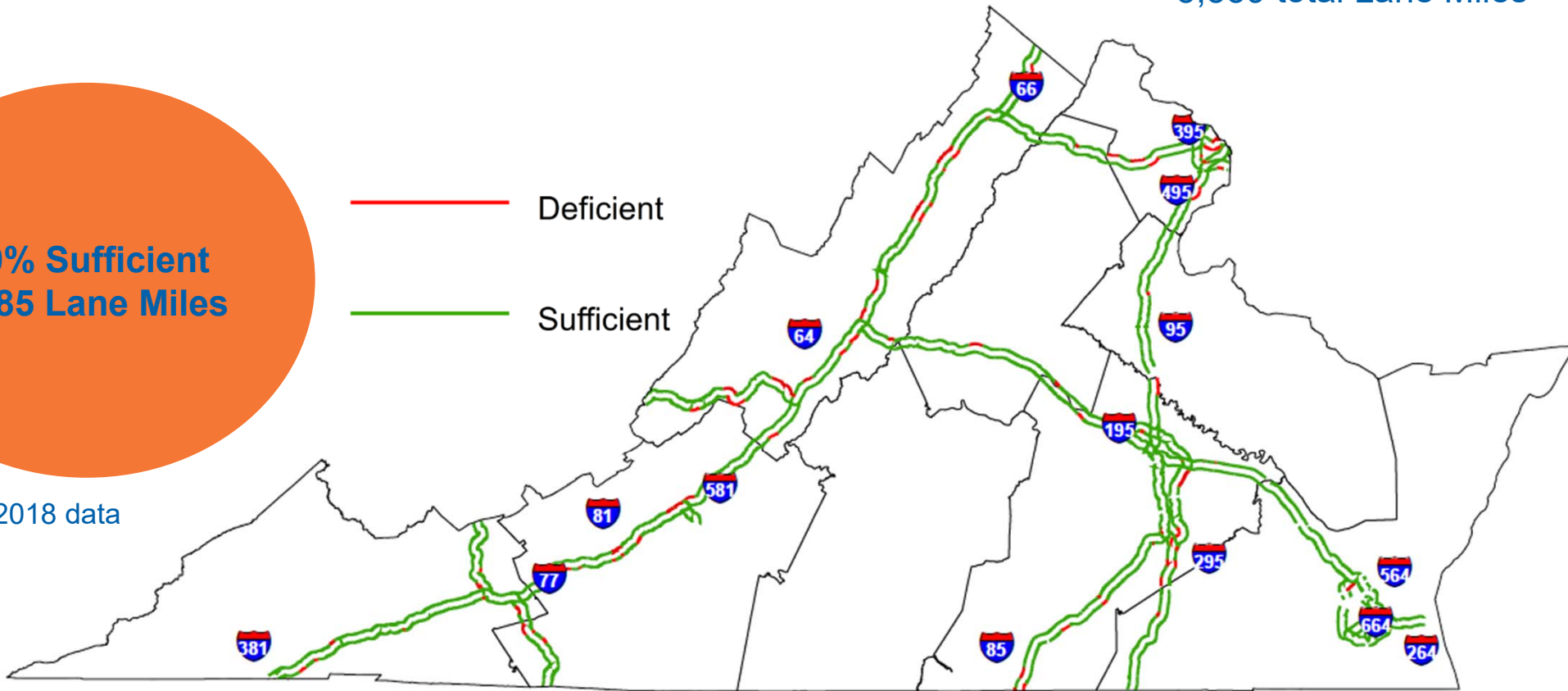
Image shows approximately CCI 35

Current State of the Pavement - Interstate

Current Target 82%
5,539 total Lane Miles

90% Sufficient
4,985 Lane Miles

— Deficient
— Sufficient



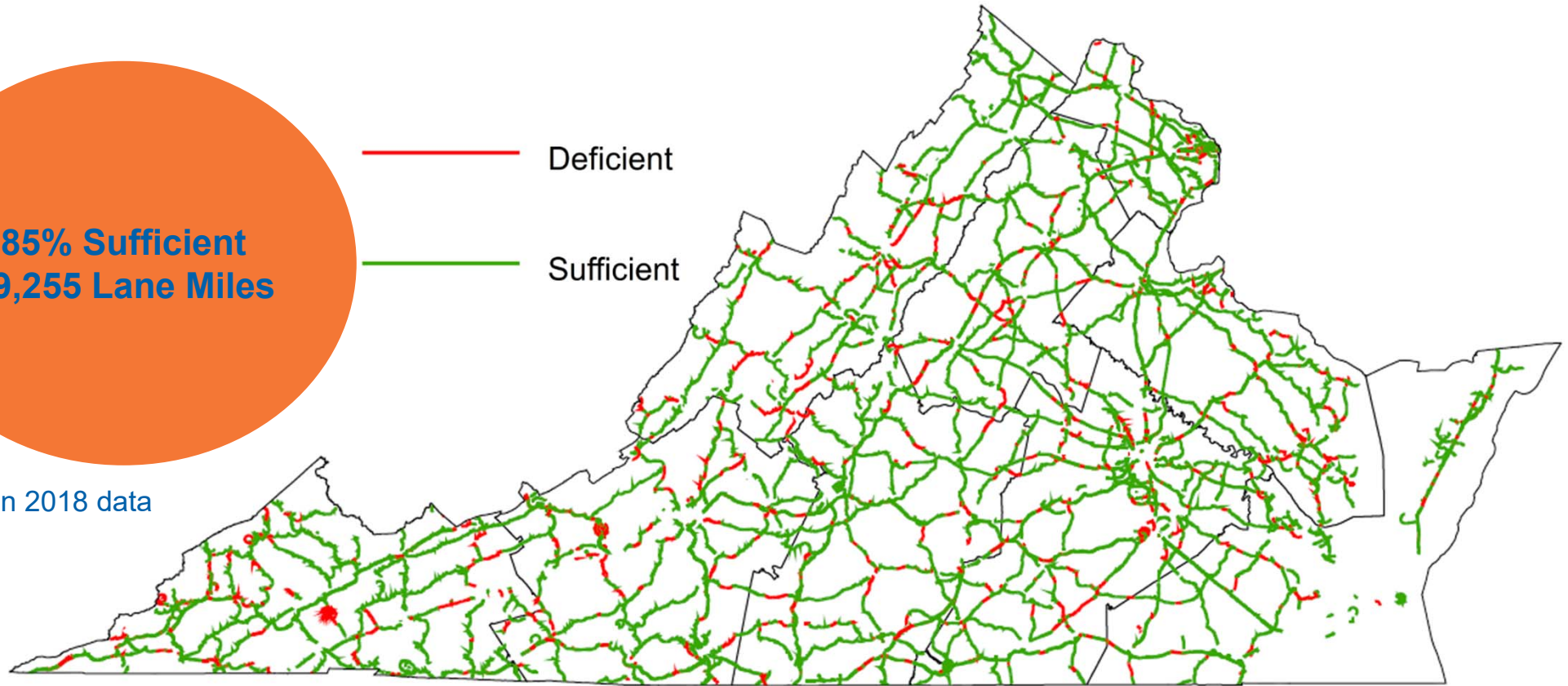
Based on 2018 data

Current State of the Pavement - Primary

Current Target 82%
22,653 total Lane Miles

85% Sufficient
19,255 Lane Miles

— Deficient
— Sufficient



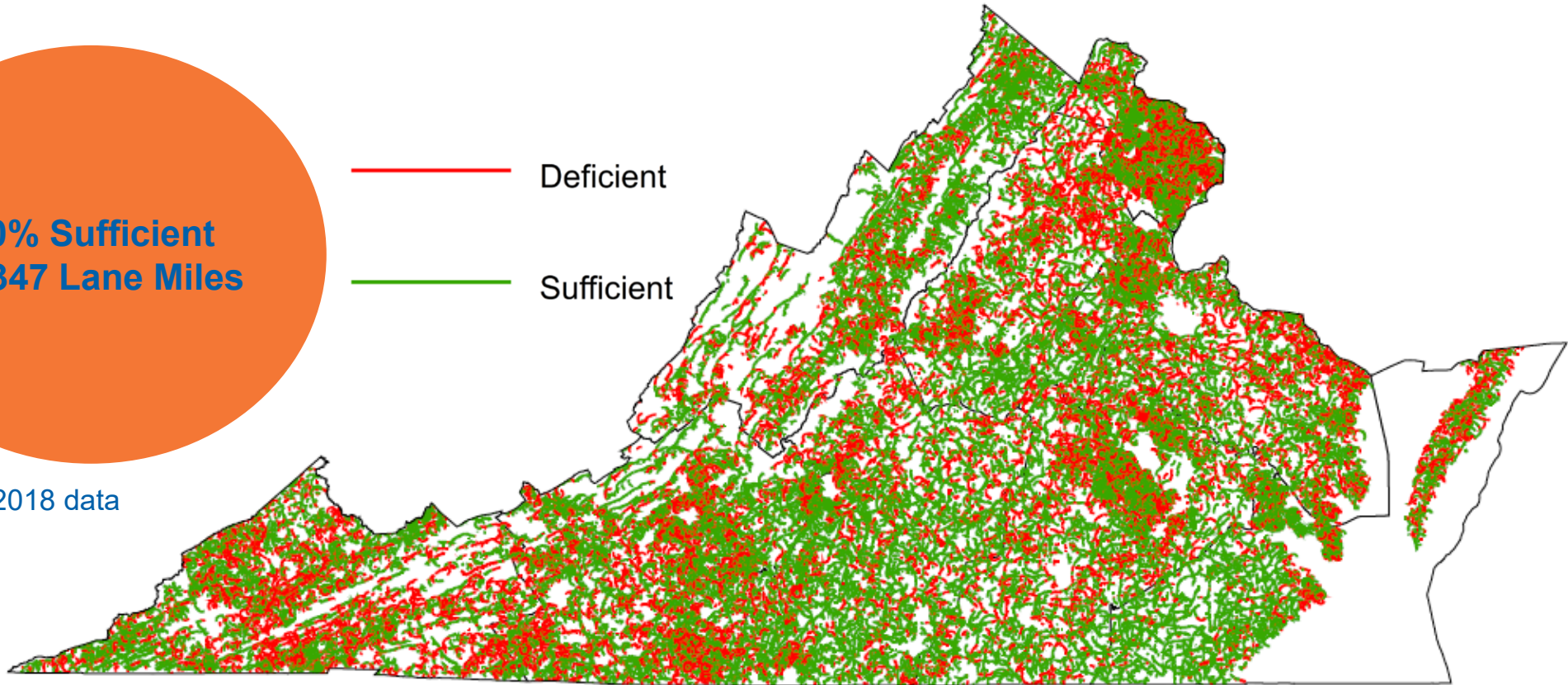
Based on 2018 data

Current State of the Pavement - Secondary

Current Target 65%
100,578 total Lane Miles

60% Sufficient
60,347 Lane Miles

— Deficient
— Sufficient



Based on 2018 data

Pavements – Long Term Sustainability

Analysis undertaken to define a sustainable solution

- Reviewed historical performance
- Cost to achieve the current performance targets?
 - Current policy: 82% for Interstate, 82% for Primary, and 65% for Secondary
- Cost to maintain the current performance?
 - Current performance: 90% for Interstate, 85% for Primary, and 60% for Secondary
- What can be achieved with different investment levels?
 - Current investment: \$60M Interstate, \$165M Primary, \$200M Secondary
- What if tiered targets were considered for the Interstate, Primary and Secondary systems?
- Evaluated different analysis time periods
 - Minimum of 20 years
- Assessed employing different maintenance strategies

Pavements – Long Term Sustainability

Performance Measure Description	Current Policy (% Sufficiency)	Current Condition (% Sufficiency)
Interstate	82% No Section CCI less than 35	90%
Primary	82%	85%
Secondary	65%	60%

Note: Presented to the CTB in June 2017 and June 2018

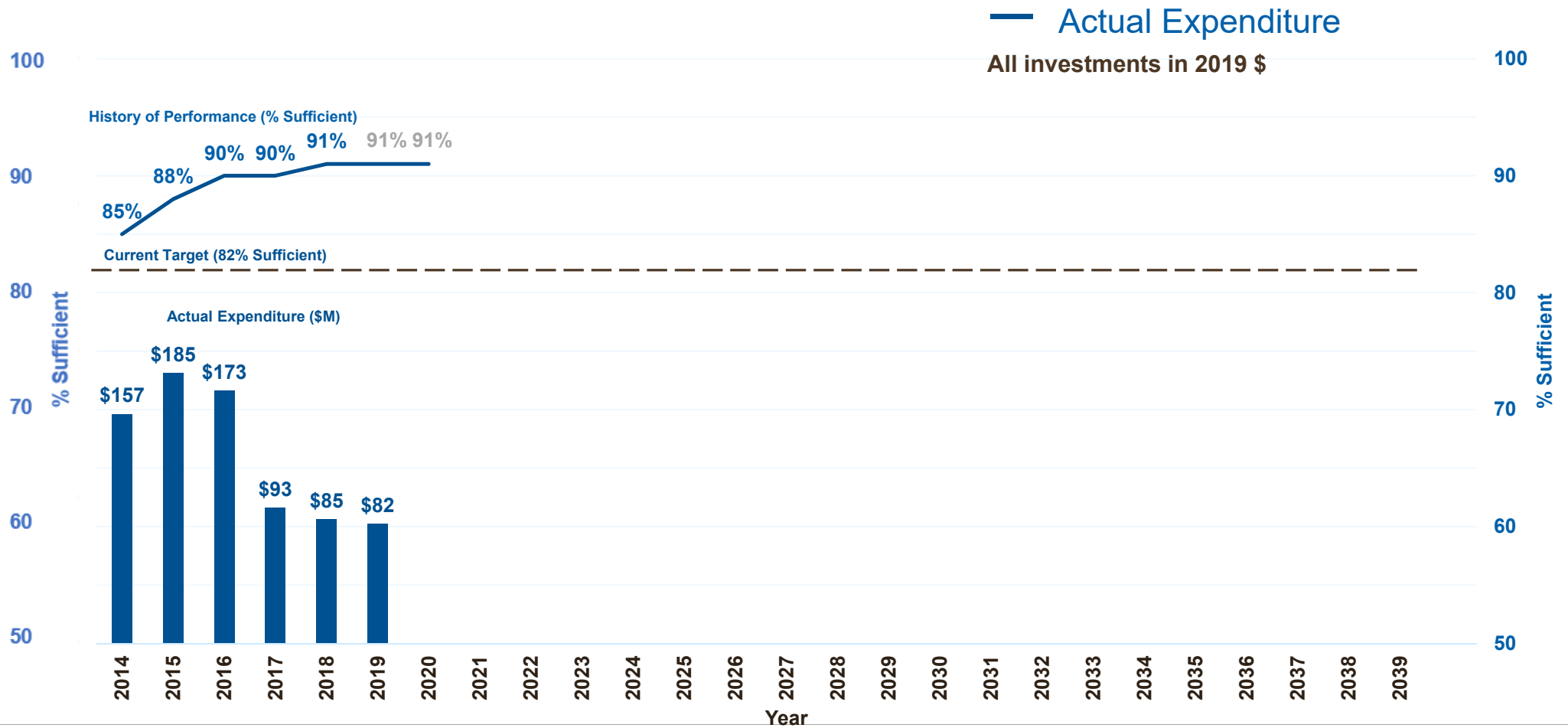
Interstate – Comparison 90% vs. 82% Sufficiency

Interstate Current Investment: \$60M per year, FY 2020

Interstate System	Avg. Cost per Year, Millions			Net Present Value
	Years 1-6	Years 7-20	Total, Billions	Total, Billions
90%	\$ 113	\$ 97	\$ 2.04	\$ 1.41
82%	\$ 88	\$ 111	\$ 2.08	\$ 1.40

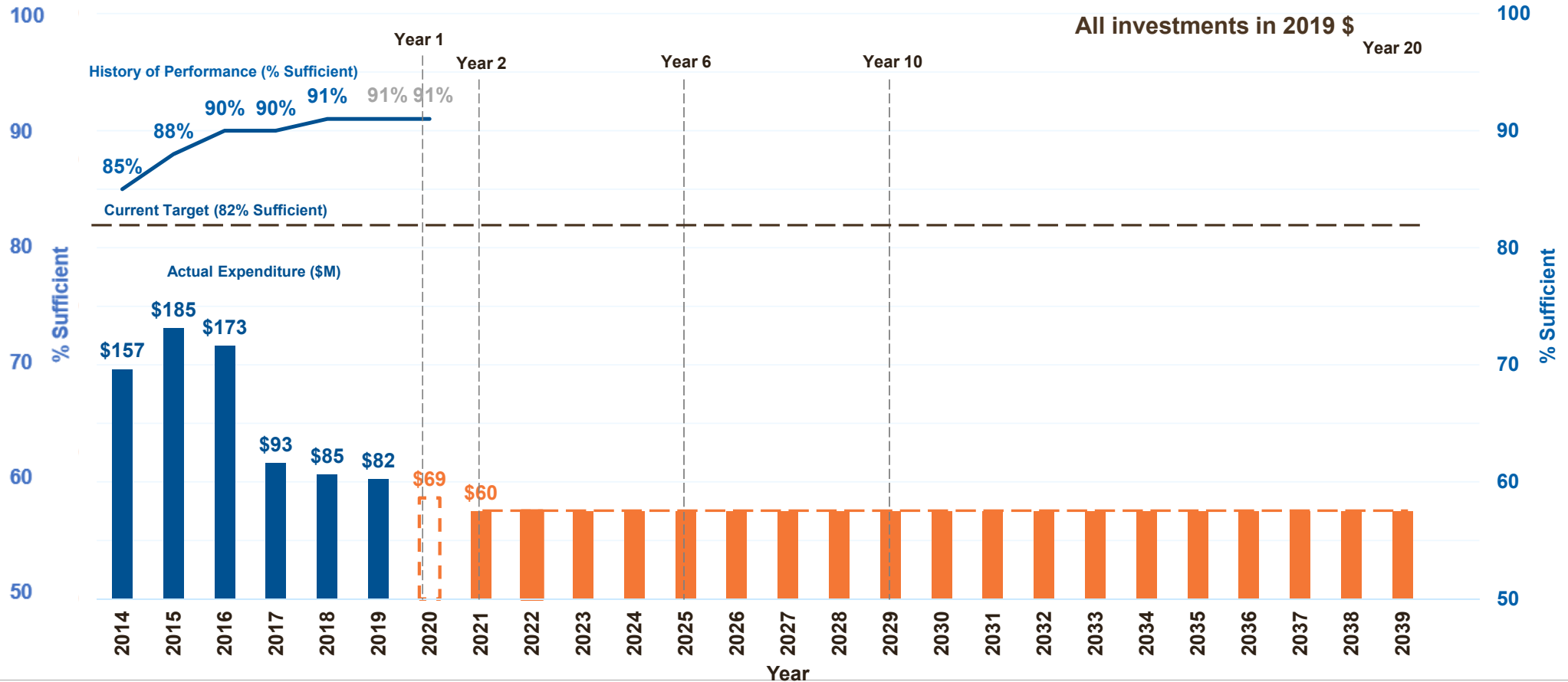
*All amounts in 2019 dollars.

Interstate Network – 20 Year Outlook



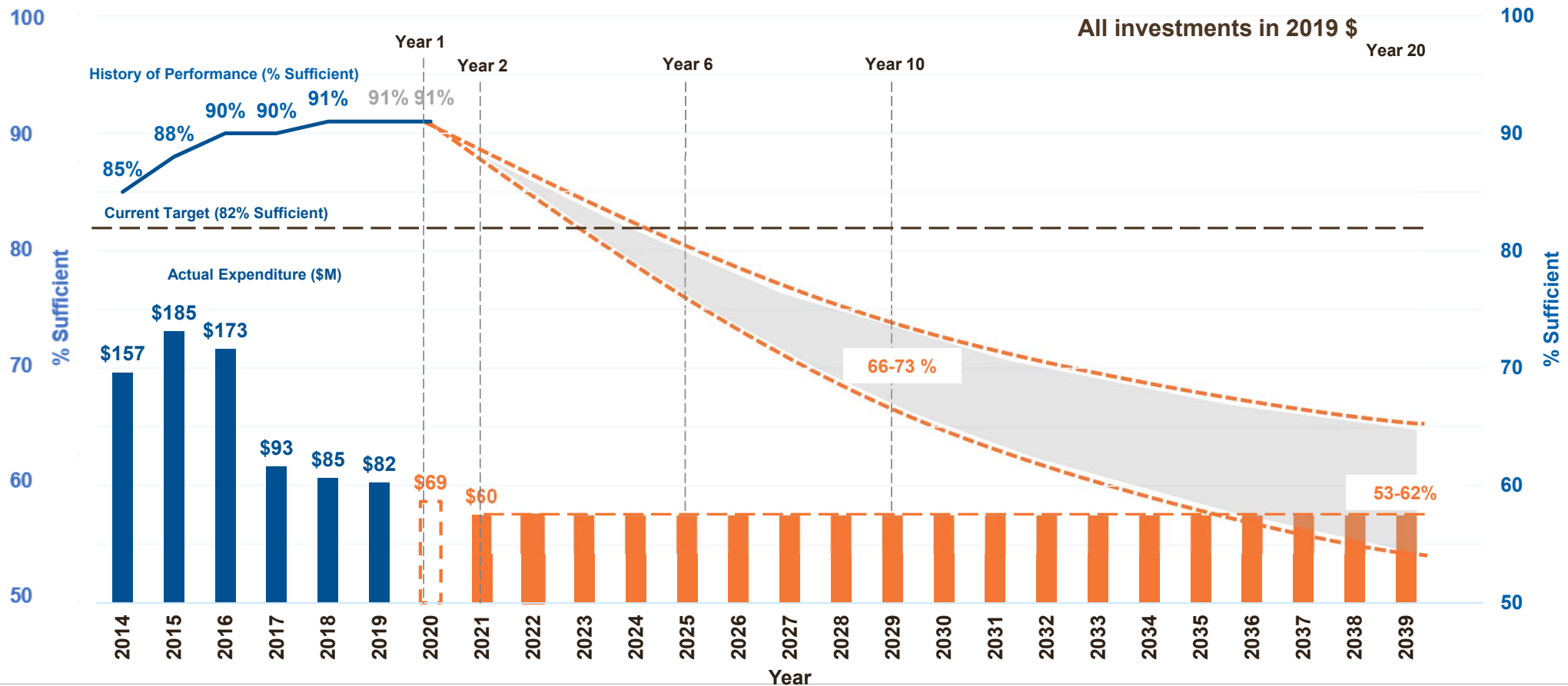
Interstate Network – 20 Year Outlook

— Actual Expenditure
 — Current Investment



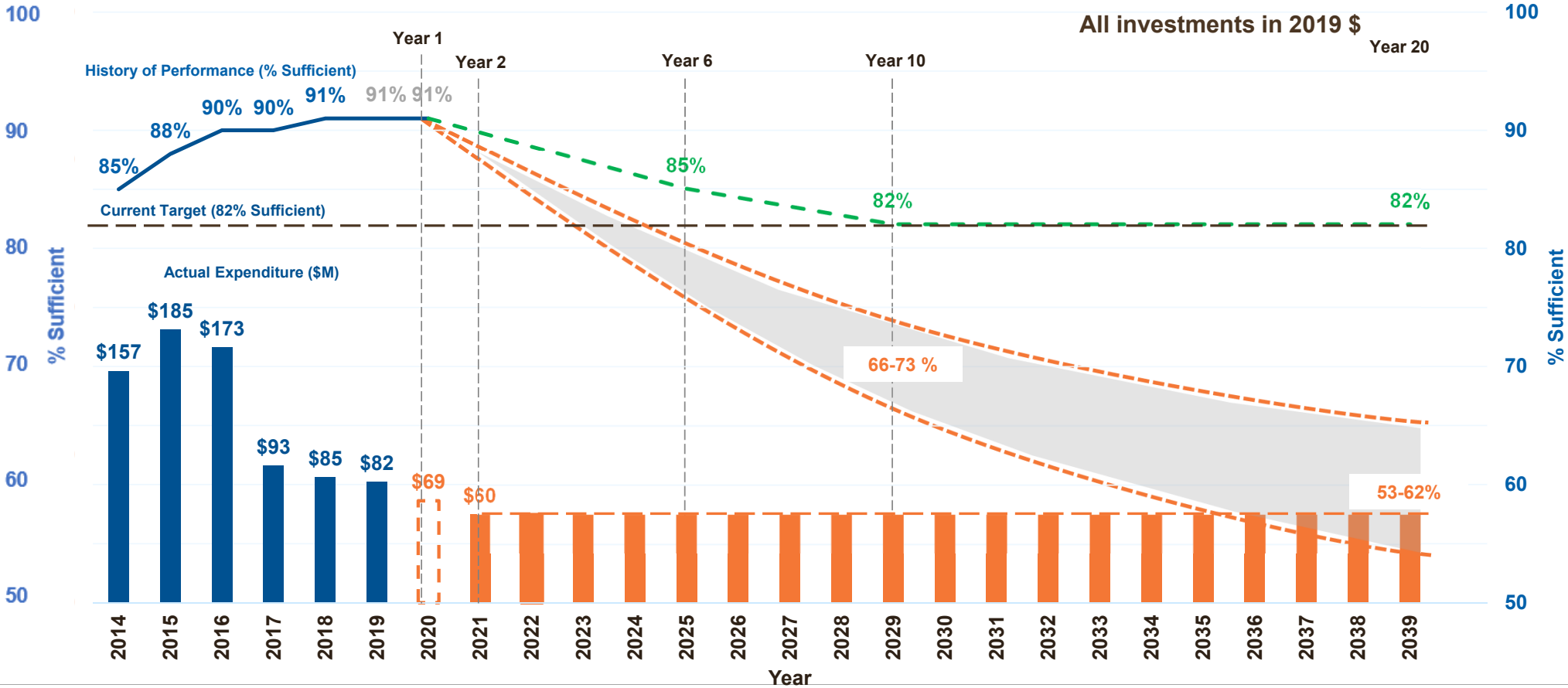
Interstate Network – 20 Year Outlook

— Actual Expenditure
 — Current Investment



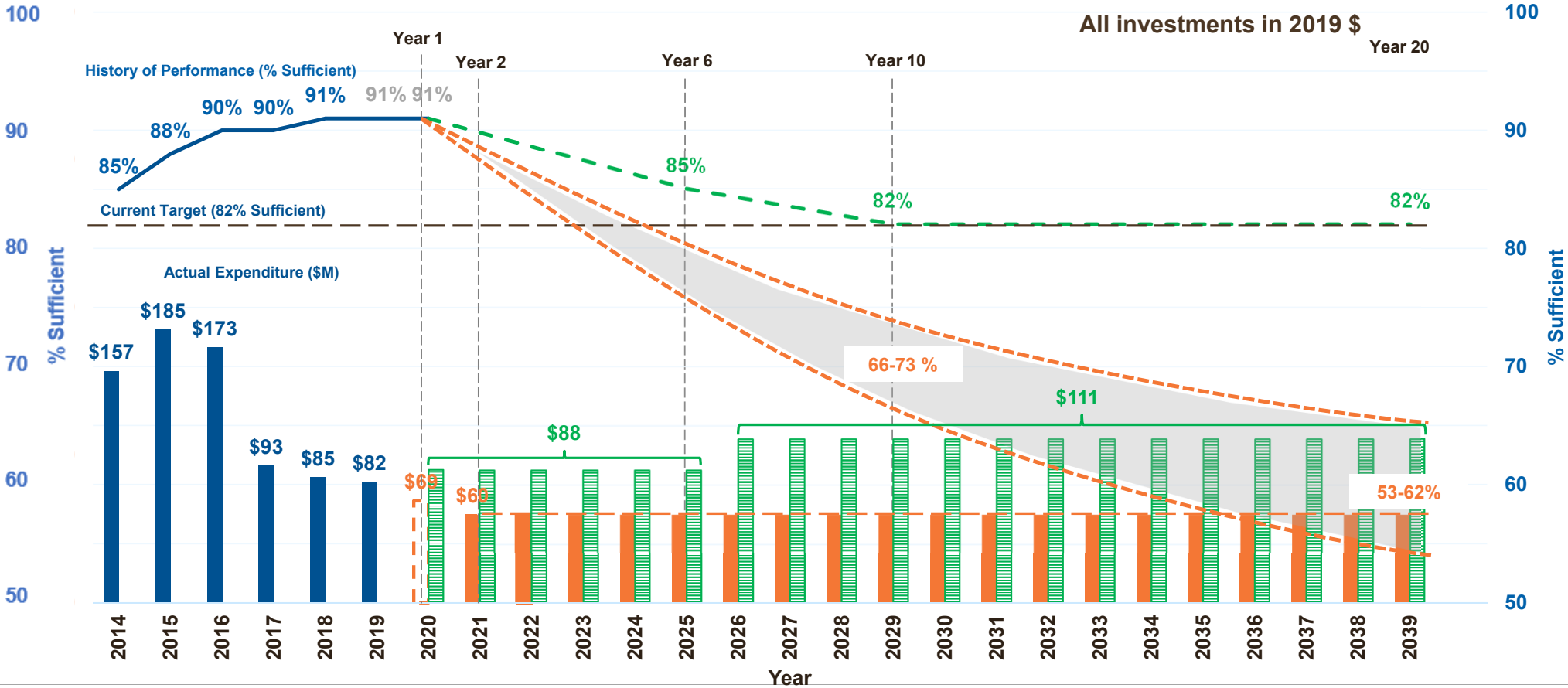
Interstate Network – 20 Year Outlook

- Actual Expenditure
- Current Investment
- Proposed Target – 82 %



Interstate Network – 20 Year Outlook

- Actual Expenditure
- Current Investment
- Proposed Target – 82 %



Secondary Network –Tiered Approach

- **Secondary**
 - Over 100,000 LM
 - Not meeting target (65%)
 - Current sufficiency: 60%
 - Top 5% of Secondary (~ 5,000 LM)
 - Over 75% truck traffic
 - Around 60% vehicle miles traveled

Secondary Current Condition and Traffic

AADT	Current %. Suff.	% Network	% Truck	% VMT
Above 3,500	54.8	5	75	59
Above 5,000	55.2	4	70	54

- **Why should we differentiate between high volume Secondary and low volume Primary?**

Primary and Secondary Network –Tiered Approach

Primary Current Condition and Traffic

AADT	Current %. Suff.	% Network	% Truck	% VMT
Above 3,500	85.1	68	94	95
Above 5,000	85.1	62	90	91

Secondary Current Condition and Traffic

AADT	Current %. Suff.	% Network	% Truck	% VMT
Above 3,500	54.8	5	75	59
Above 5,000	55.2	4	70	54

Primary and Secondary Network –Tiered Approach

Primary Current Condition and Traffic

AADT	Current % Suff.	% Network	% Truck	% VMT
Above 3,500	85.1	68	94	95
Above 5,000	85.1	62	90	91

Secondary Current Condition and Traffic

AADT	Current % Suff.	% Network	% Truck	% VMT
Above 3,500	54.8	5	75	59
Above 5,000	55.2	4	70	54

Primary Current Investment: \$165M per year, FY 2020

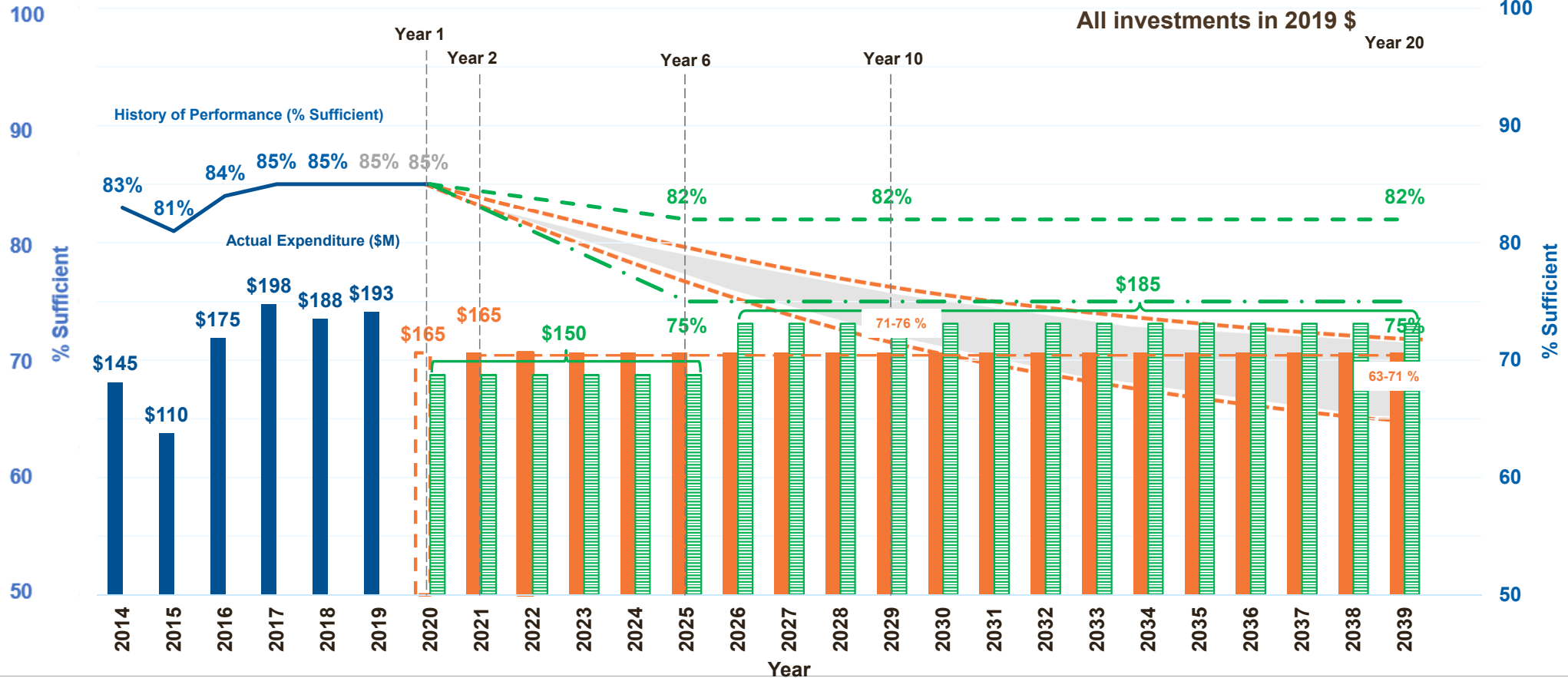
% Suff. for $\geq 3,500$	% Suff. for $< 3,500$	Avg. Total Cost
82%	75%	\$150M

Secondary Current Investment: \$200M per year, FY 2020

AADT $\geq 3,500$	AADT $< 3,500$	Avg. Total Cost
82%	60%	\$225M
75%		\$221M
70%		\$219M
65%		\$215M

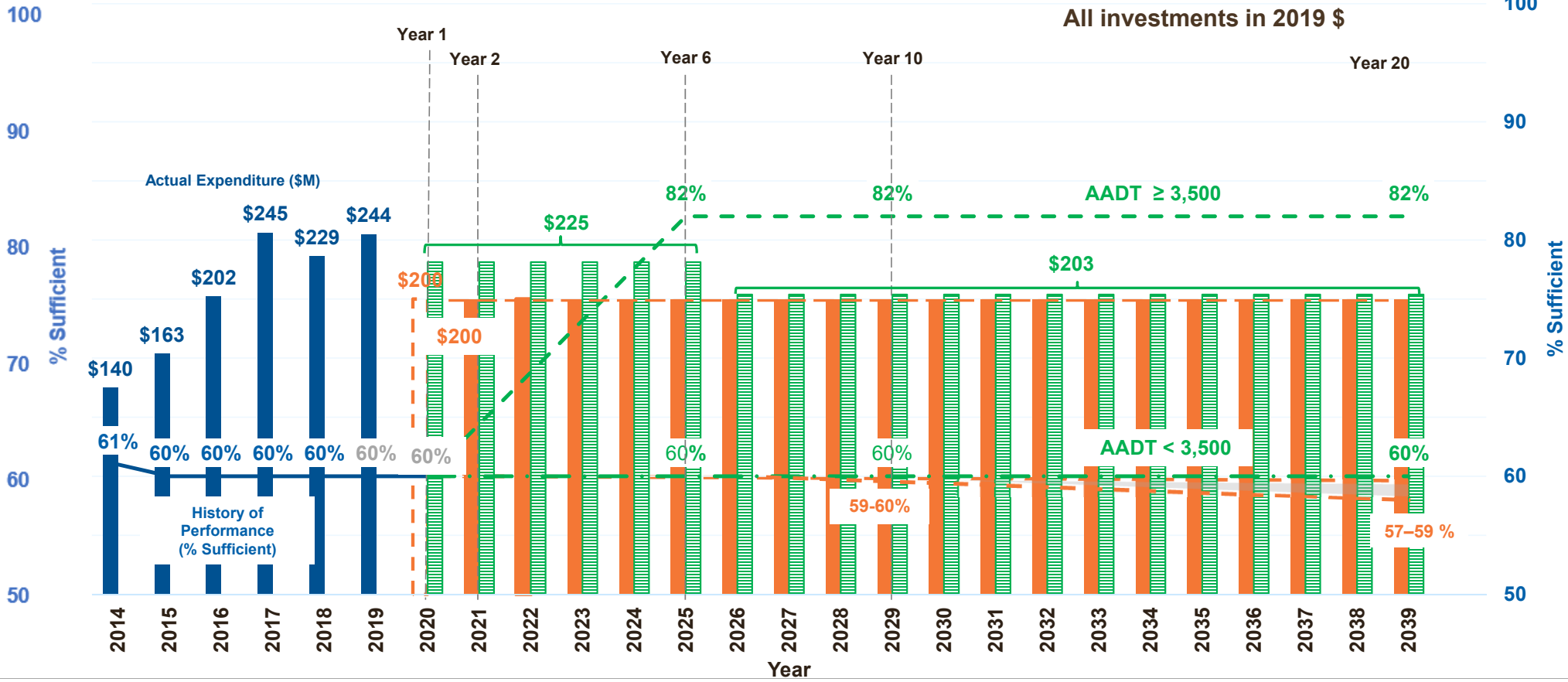
Primary Network – 20 Year Outlook

- Actual Expenditure
 - Current Investment
 - Proposed Targets
- AADT ≥ 3,500: 82%
■ AADT < 3,500: 75%
- All investments in 2019 \$



Secondary Network – 20 Year Outlook

- Actual Expenditure
 - Current Investment
 - Proposed Targets
- AADT ≥ 3,500: 82%
AADT < 3,500: 60%
All investments in 2019 \$



Summary - Pavement Investment Options

Current investment: \$425M per year, FY 2020

Targets, % Sufficiency			Avg. Total Cost per Year, \$ Millions					
IS	PR	SC	Years 1-6			Years 7-20		
			IS	PR	SC	IS	PR	SC
Current Investment – Current Policy			88	171	227	111	193	203
82%	82%	65%	\$486			\$507		
			(\$61)			(\$82)		
Current Investment – Proposed Target			88	150	225	111	185	203
82%	82% for ≥ 3,500 75% for < 3,500	82% for ≥ 3,500 60% for < 3,500	\$463			\$499		
			(\$38)			(\$74)		

 **Current Policy**

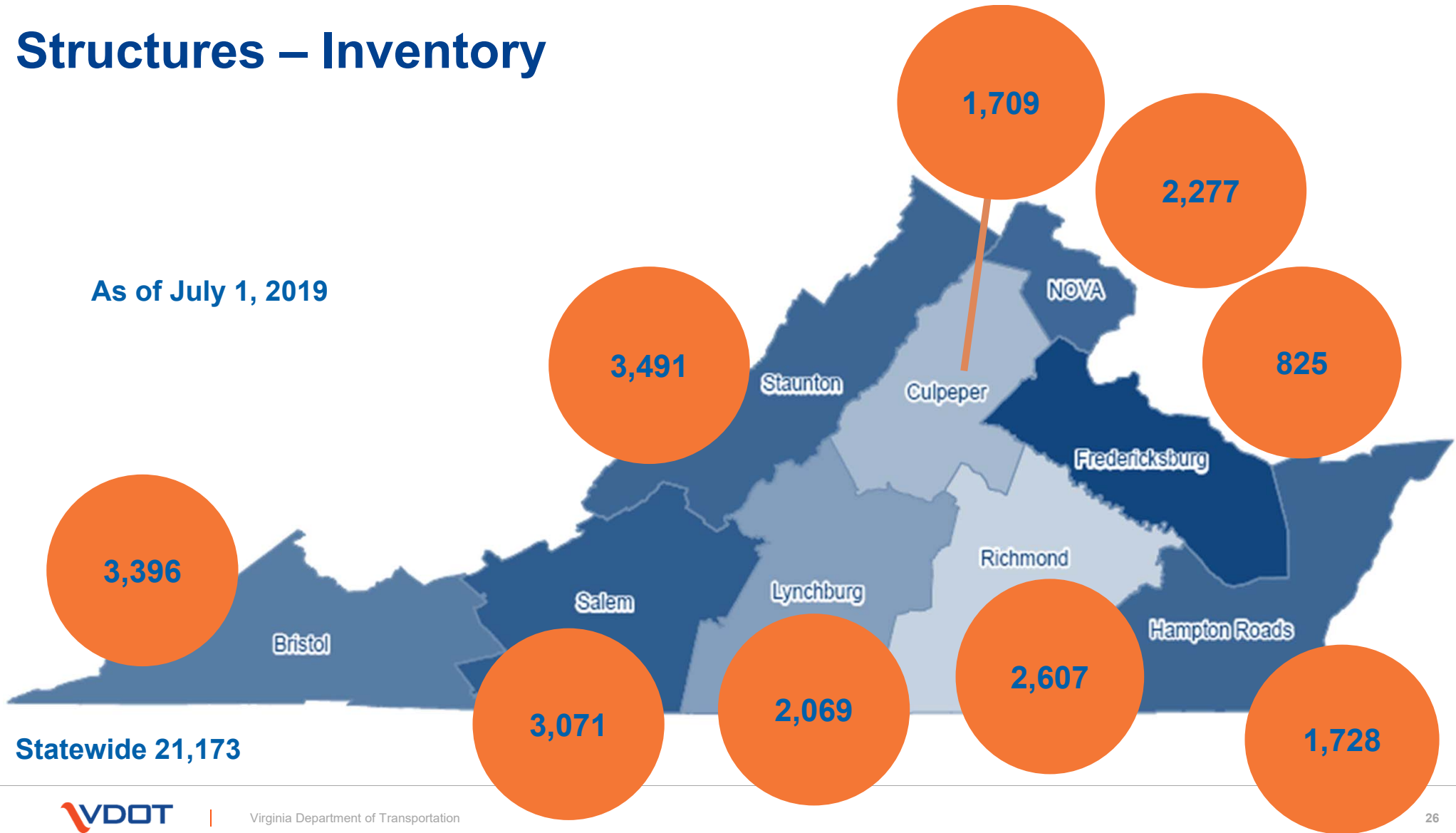
 **Proposed Targets**

*All amounts in 2019 dollars

Structures

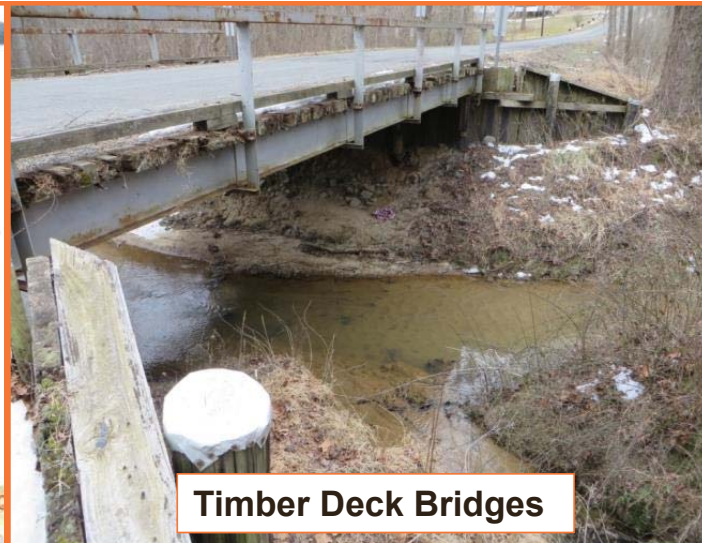
Structures – Inventory

As of July 1, 2019





Metal Culverts



Timber Deck Bridges



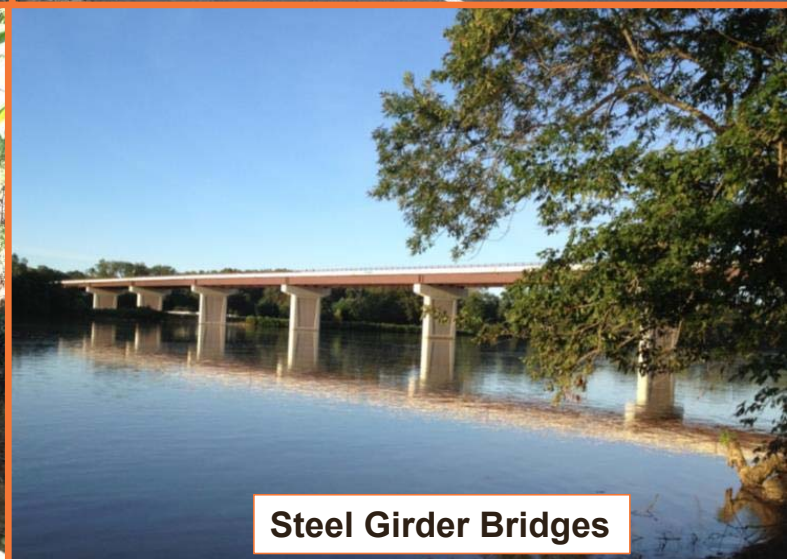
Concrete Girder Bridges



Concrete Slab Bridges



Concrete Culverts



Steel Girder Bridges

Structure Inspection & Assessment Process



FRAZER, BRETT | Bridge: [0416270-000000000] | Facility Carried (007): **RAMBLE ROAD** | Inspection: 2016-07-06 (MHIS) | Type: Regular NBI | Metric | English

Inspection > Condition

Condition Ratings

Deck (058): N N/A (NBI) | Channel (061): 7 Minor Damage | [Validate](#) | NBI Converter Profile: BRM Default
 Superstructure (059): N N/A (NBI) | Culvert (062): 8 No Major Problem | [Calculate SR](#)
 Substructure (060): N N/A (NBI) | Waterway (071): 8 Equal Desirable | [Calculate NBI](#)
 Unrepaired Spalls: (SF)

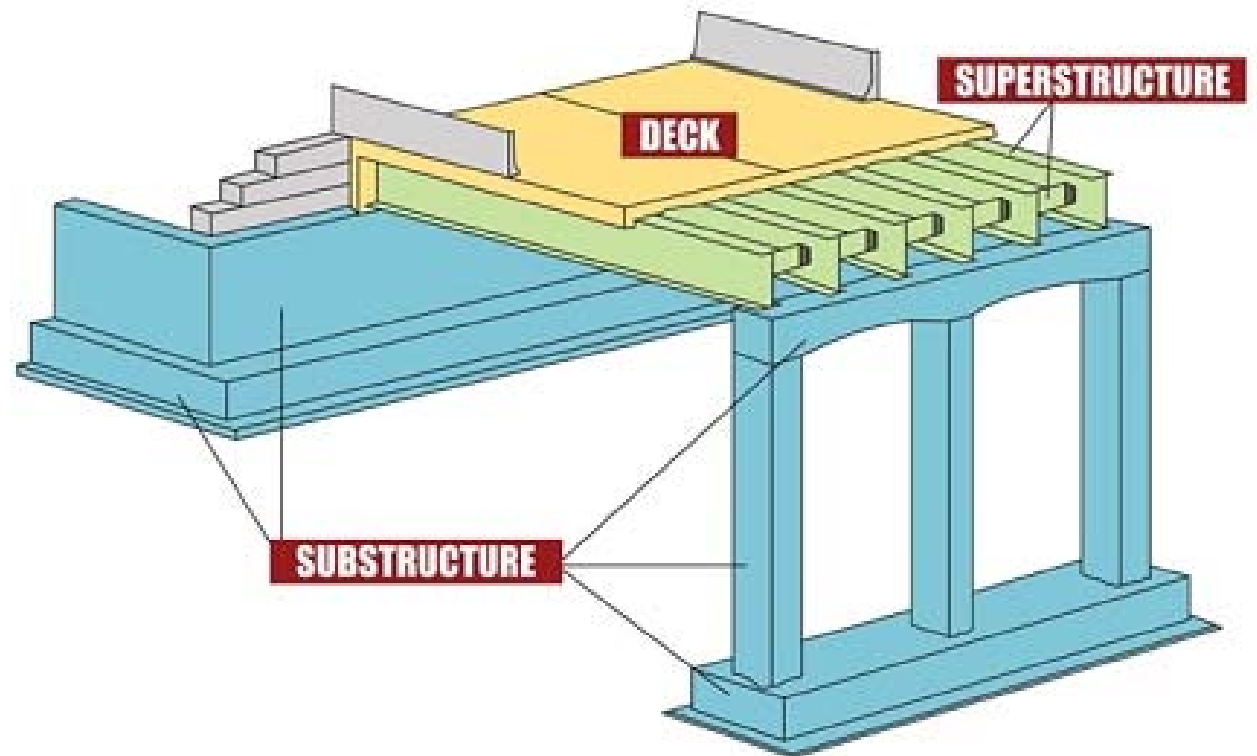
Element Conditions

Hide Elem Inspection Details | Arrow Key Grid Navigation Help

Elem.	Str. Unit.	Env.	Element Description	Tot. Qty.	Units	Qty1	Qty2	Qty3	Qty4			
241	1	Low (2)	Re Conc Culvert	12	ft	79,000	0	0	0	🟢	🔴	✖
824	1	Low (2)	RC Wingwall	4	(EA)	4,000	0	0	0	🟢	🔴	✖
831	1	Low (2)	Culvert End/Headwall	2	(EA)	2,000	0	0	0	🟢	🔴	✖
833	1	Low (2)	Roadway Ov. Culv.	1	(EA)	1,000	0	0	0	🟢	🔴	✖
854	1	Low (2)	Channel	1	(EA)	1,000	0	0	0	🟢	🔴	✖

Rating – General Condition Rating (GCR)

Condition Category	General Condition Rating (GCR)	Description
Good	9	Excellent
	8	Very Good
	7	Good
Fair	6	Satisfactory
	5	Fair
Poor (Structurally Deficient)	4	Poor
	3	Serious
	2	Critical
	1	Imminent Failure
	0	Failed



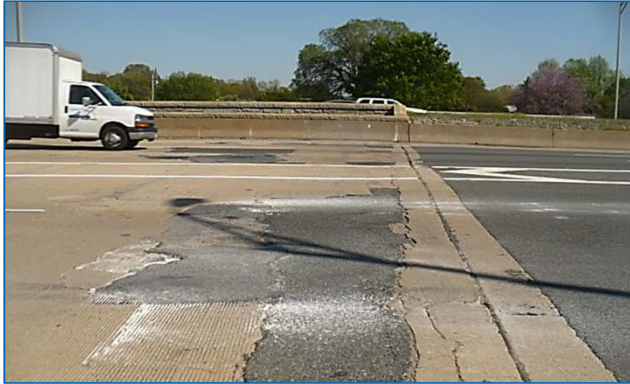
Components of a Bridge

Examples of Good, Fair, and Poor Bridges

Good



Fair on the "CUSP" of Poor

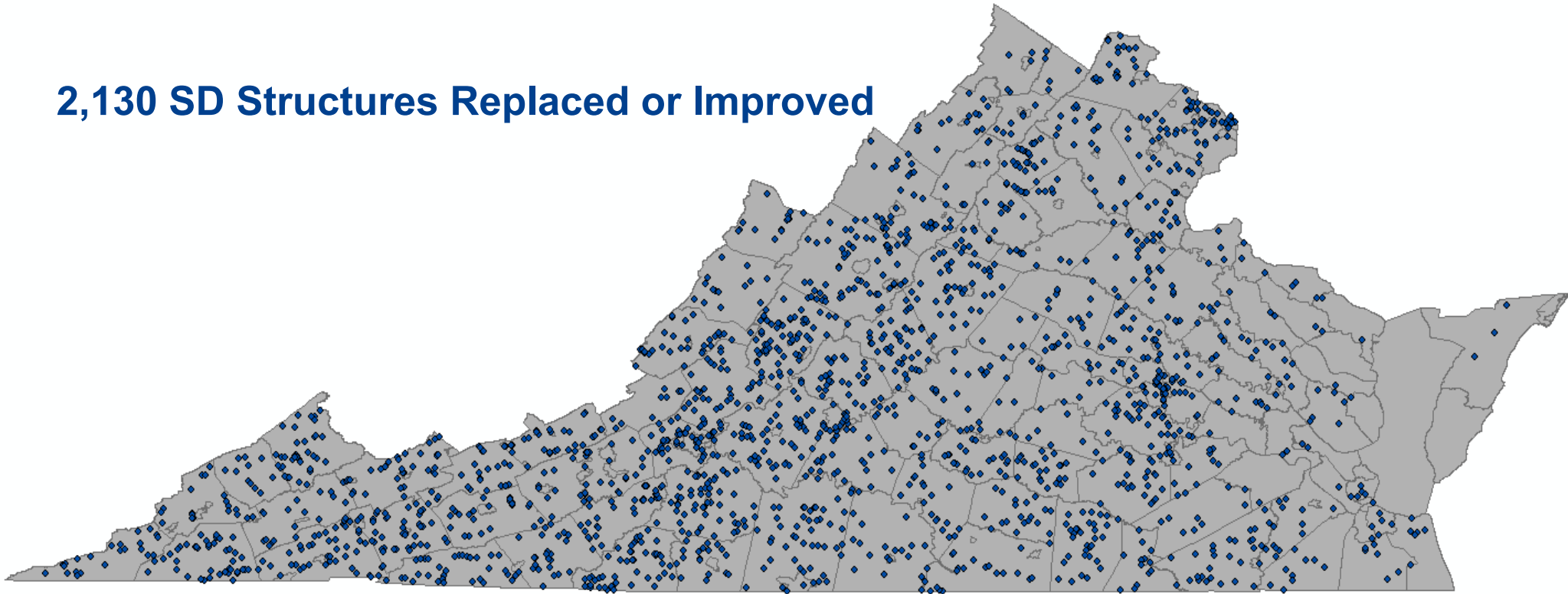


Poor (Structurally Deficient)



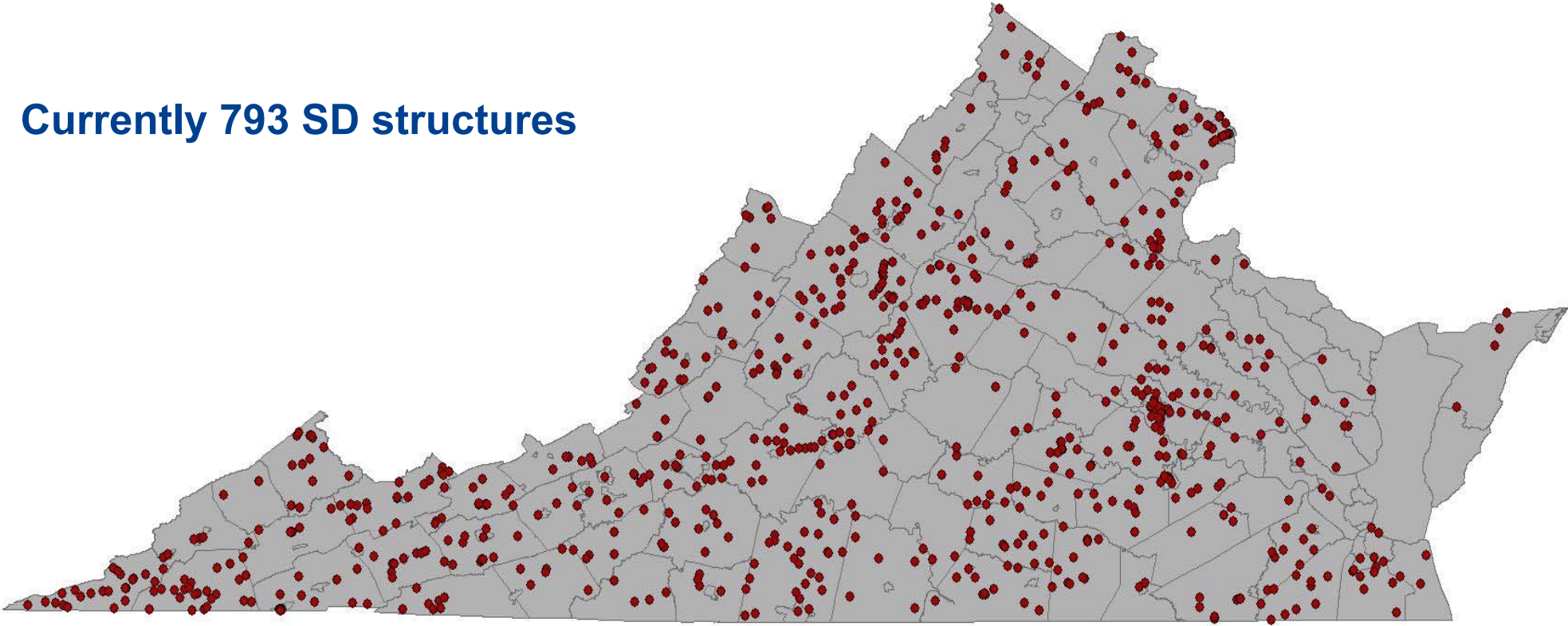
Structurally Deficient (SD) Structures Improved Since 2010

2,130 SD Structures Replaced or Improved



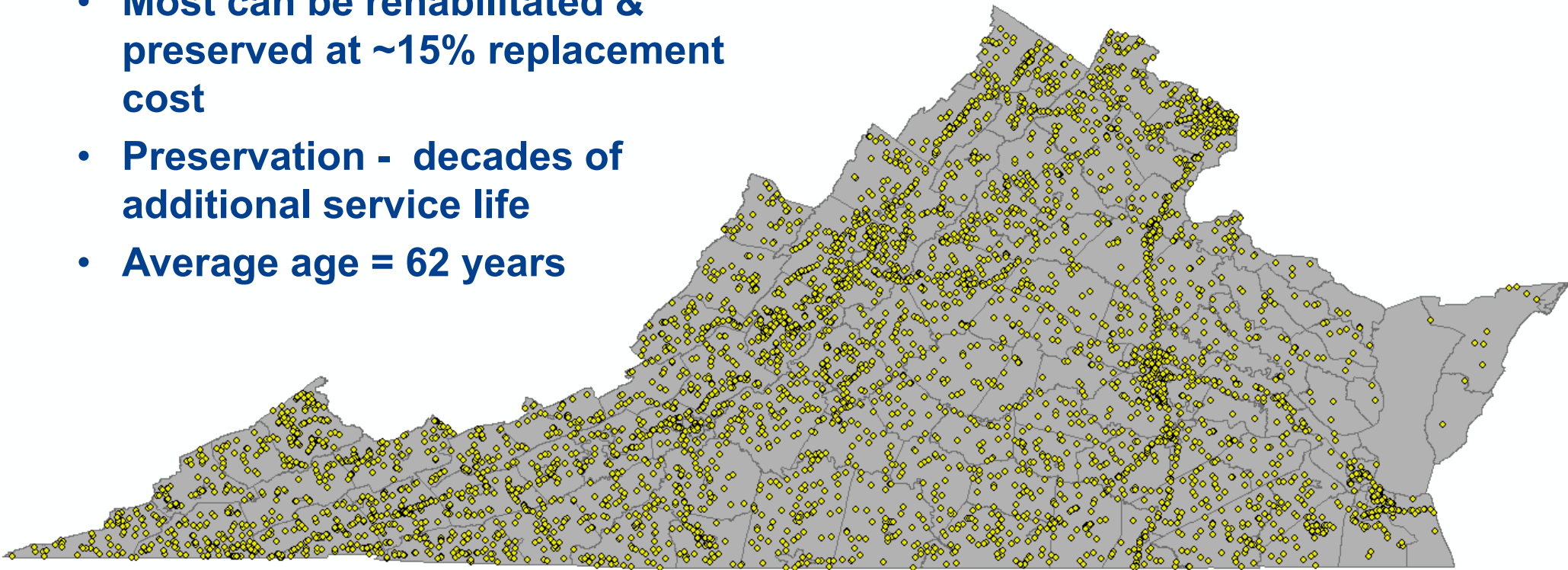
2019 SD Structures – Significant Improvement Since 2010

Currently 793 SD structures



Next Challenge - 4,440 Structures on CUSP

- One inspection rating from becoming Poor (SD)
- Most can be rehabilitated & preserved at ~15% replacement cost
- Preservation - decades of additional service life
- Average age = 62 years



Structures – Long Term Sustainability

Analysis undertaken to define a sustainable solution

- Reviewed historical performance
- Cost to achieve the current performance targets?
 - Current policy: 99% for Interstate, 96% for Primary, and 94% for Secondary
 - Current policy: 95.5% NBI and All Structures Not Structurally Deficient (SD)
- Cost to maintain the current performance?
 - Current performance: 99% for Interstate, 97% for Primary, and 96% for Secondary
- Reviewed overall condition of the inventory
- Is the best strategy for improved long term performance preservation?
 - Reviewed: 75% preservation and 25% replacement
 - No posting on Interstate
- Evaluated different analysis time periods
 - Minimum 20 years

Structures – Long Term Sustainability

Performance Measure Description	Current Policy (% Not-SD)	Current Condition (% Not-SD)
All Systems	95.5%	95.6%
Interstate	99%	98.8%
Primary	96%	96.8%
Secondary	94%	95.7%

Note: Presented to the CTB in June 2017 and June 2018

Overall Funding Scenario

Current Investment

Maintenance and Operations	\$215M
State of Good Repair	\$225M
Total	\$440M

Fixed Costs

Inspection (Federal Requirement)	\$38M
Routine Maintenance	\$10M
Emergencies	\$8M
Total	\$56M

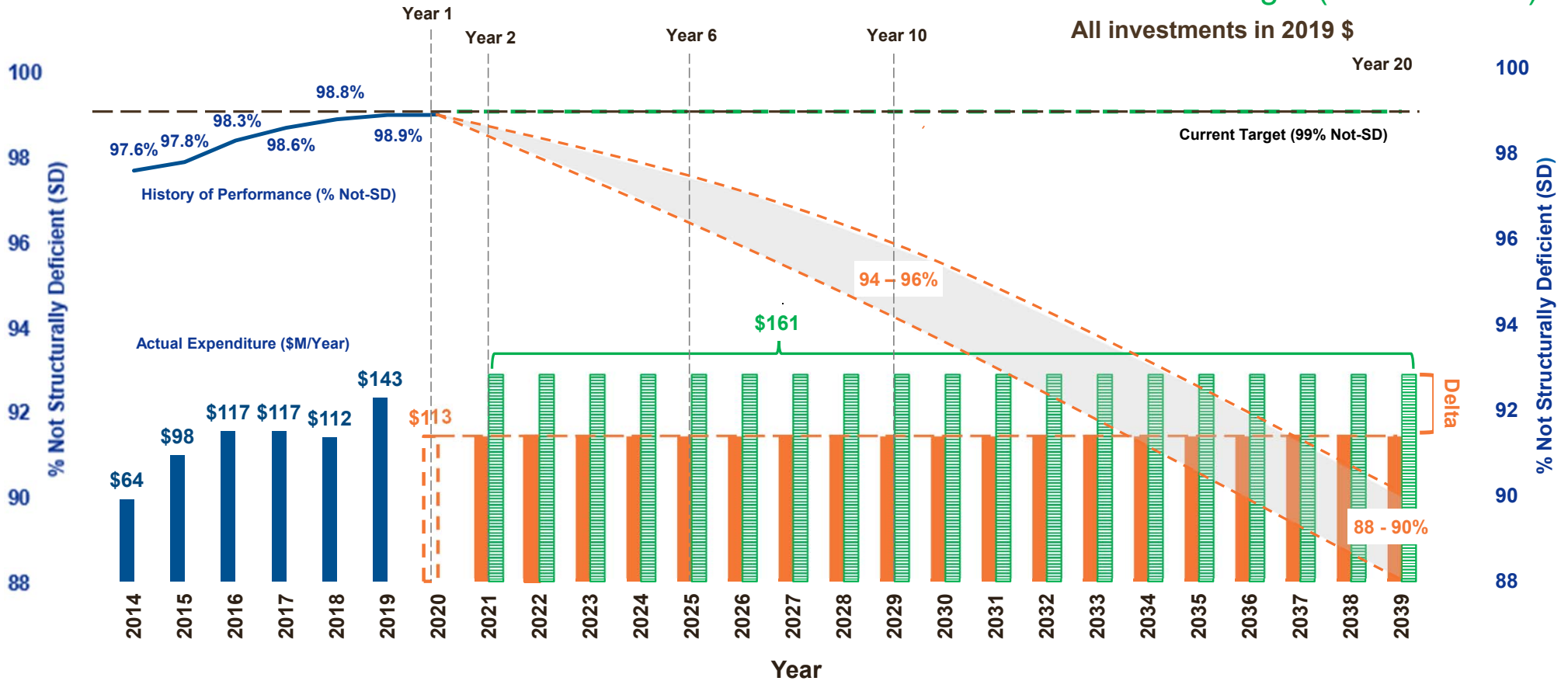
Total Available

\$384M

Interstate Network

Current Investment : \$113M/Year

- Actual Expenditure
- Current Investment
- Current Target (99 % Not-SD)



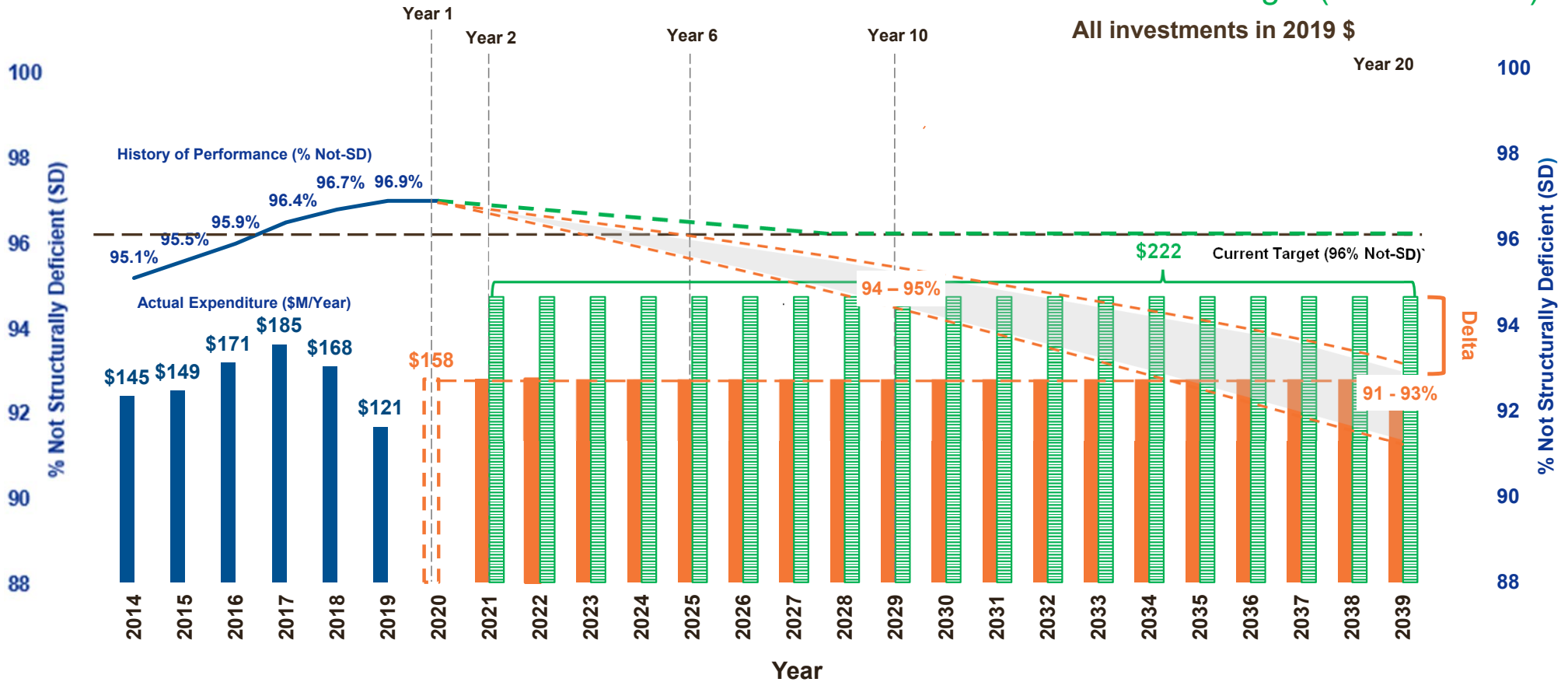
• Excludes Special Structures

• Delta = \$48M

Primary Network

Anticipated Available Funding: \$158M/Year

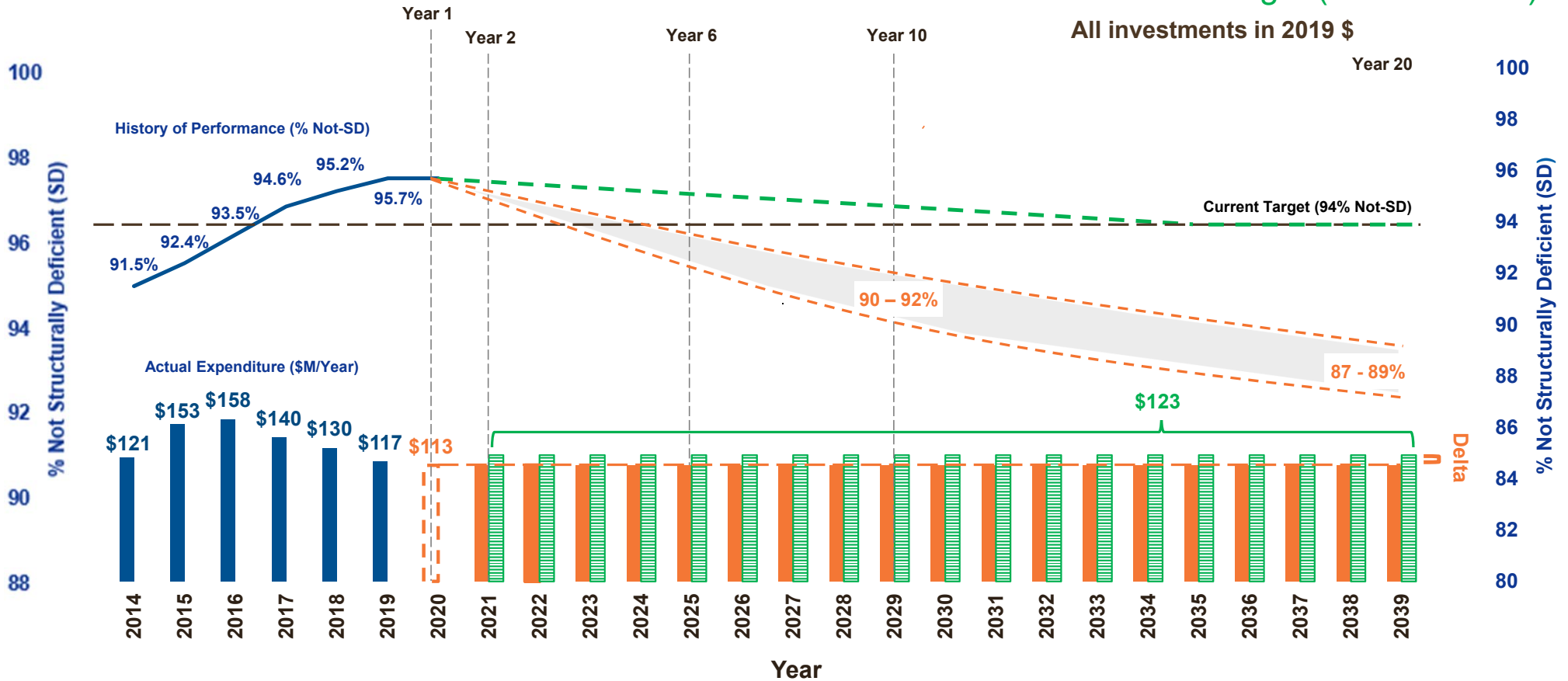
- Actual Expenditure
- Current Investment
- Current Target (96 % Not-SD)



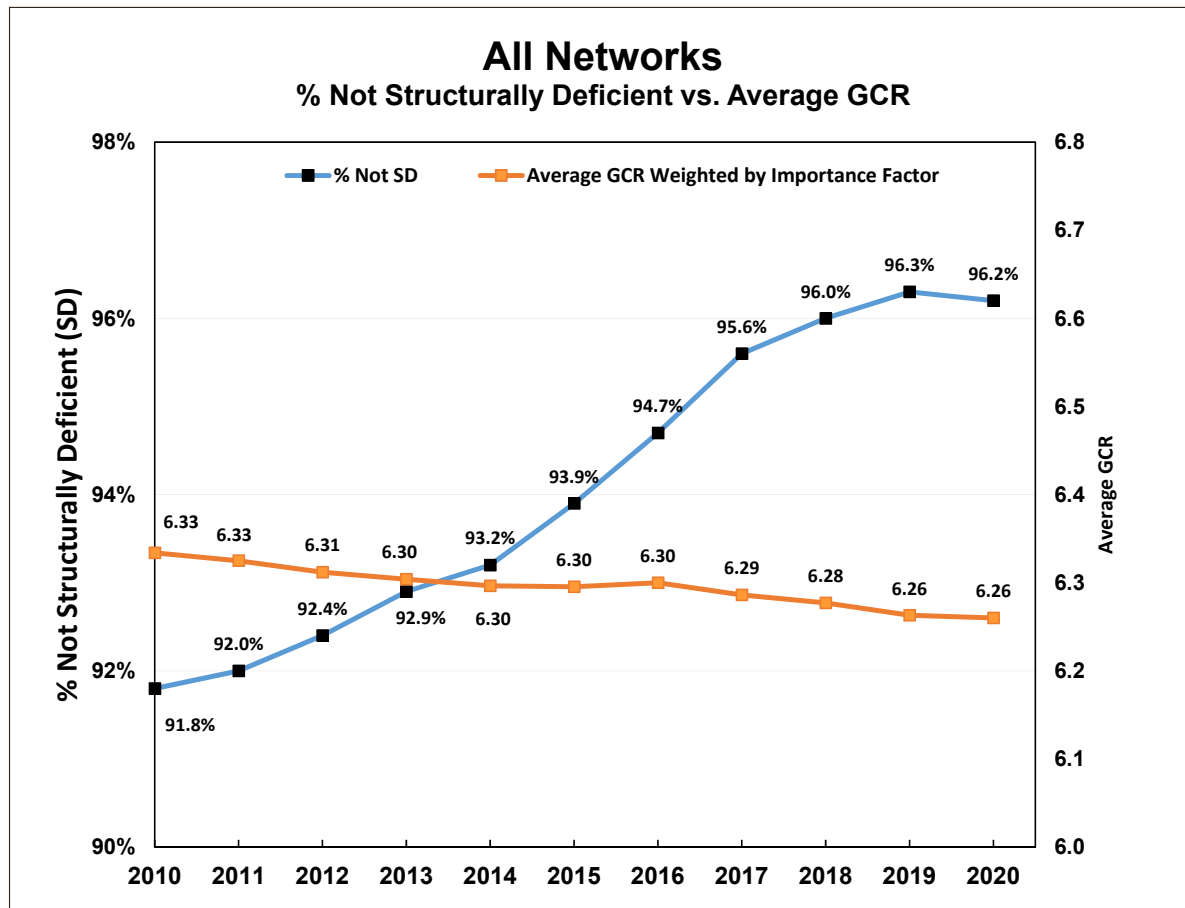
Secondary Network

Anticipated Available Funding: \$113M/Year

- Actual Expenditure
- Current Investment
- Current Target (94 % Not-SD)



Overall Inventory Condition - Historical



Long Term Sustainability - Preservation Approach

- **Focus on overall inventory condition**
 - Not “Worst First”
- **Current performance levels - an additional \$122M/year to maintain**
 - “Worst First” cost higher than proactive preservation
- **Preservation approach maintains long term acceptable level of service**
 - Uses existing funding level
 - Consistent with industry best practices - Focus on balanced approach
- **Remaining SDs are safe**
 - Will continue to be monitored and programmed appropriately

Overall Funding Scenario

Preservation Activities and Investment Levels Evaluated (75%)

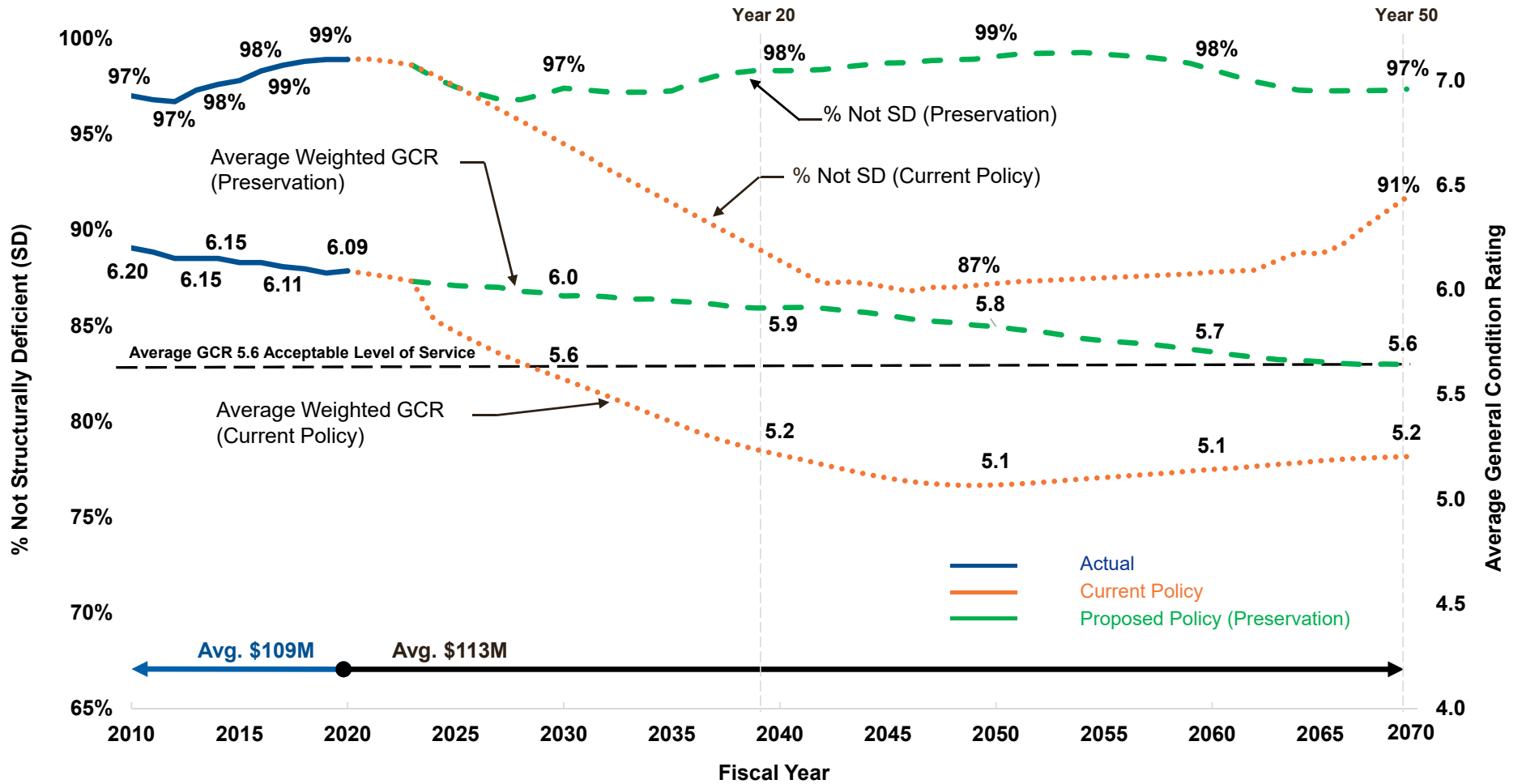
- Deck repair and preservation (overlays & joints)
- Superstructure repair (beam ends) and preservation
- Substructure repair and preservation
- Culvert (liners)

Replacement Activities (25%)

- Components or whole structures

Interstate Network – 50 Year Outlook

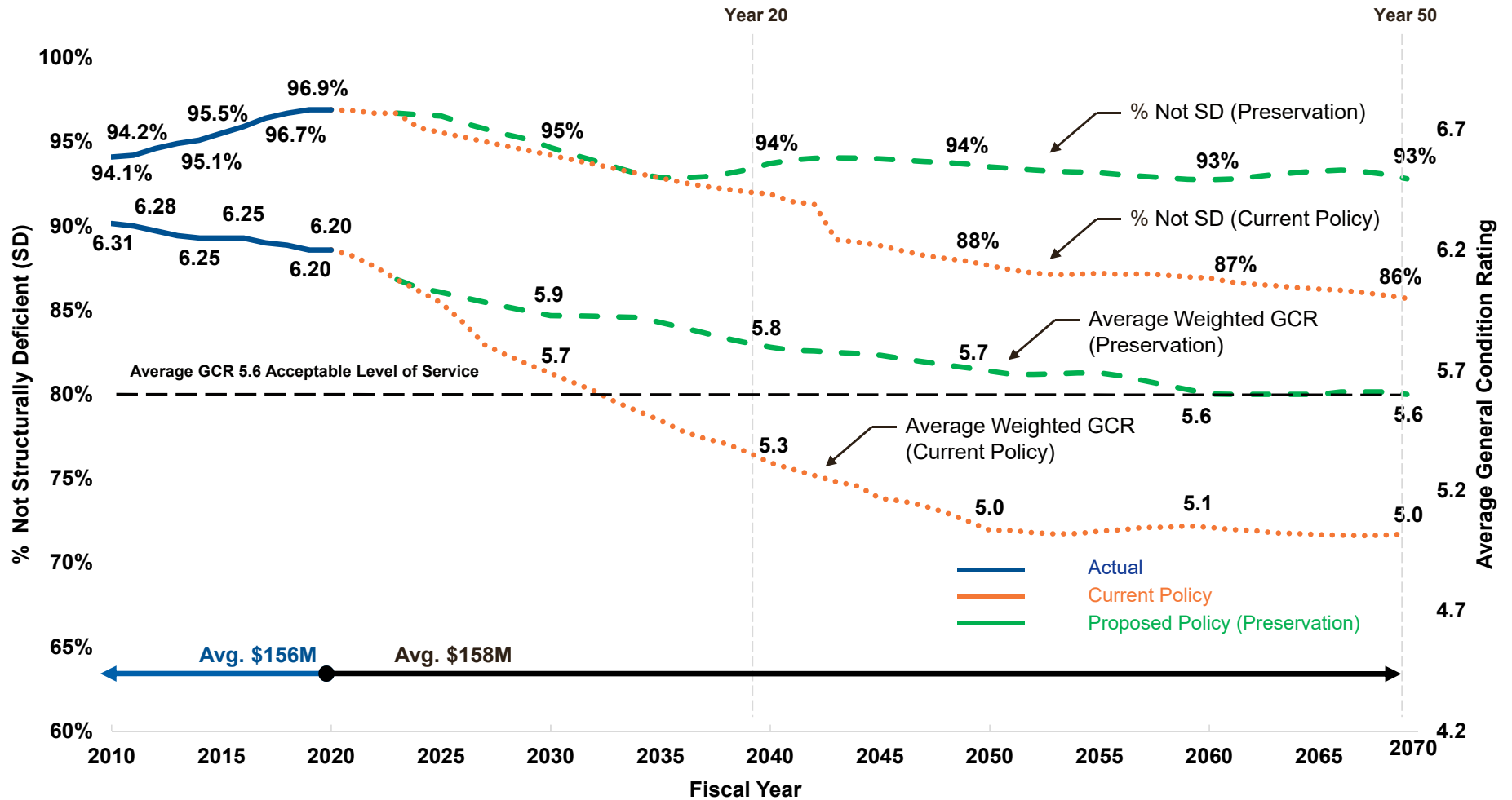
2,404 Structures (12%)
26M SF Deck Area (28%)



- All Future Expenditures are in 2019 Dollars
- Excludes Special Structures

Primary Network – 50 Year Outlook

5,808 Structures (27%)
40M SF Deck Area (42%)

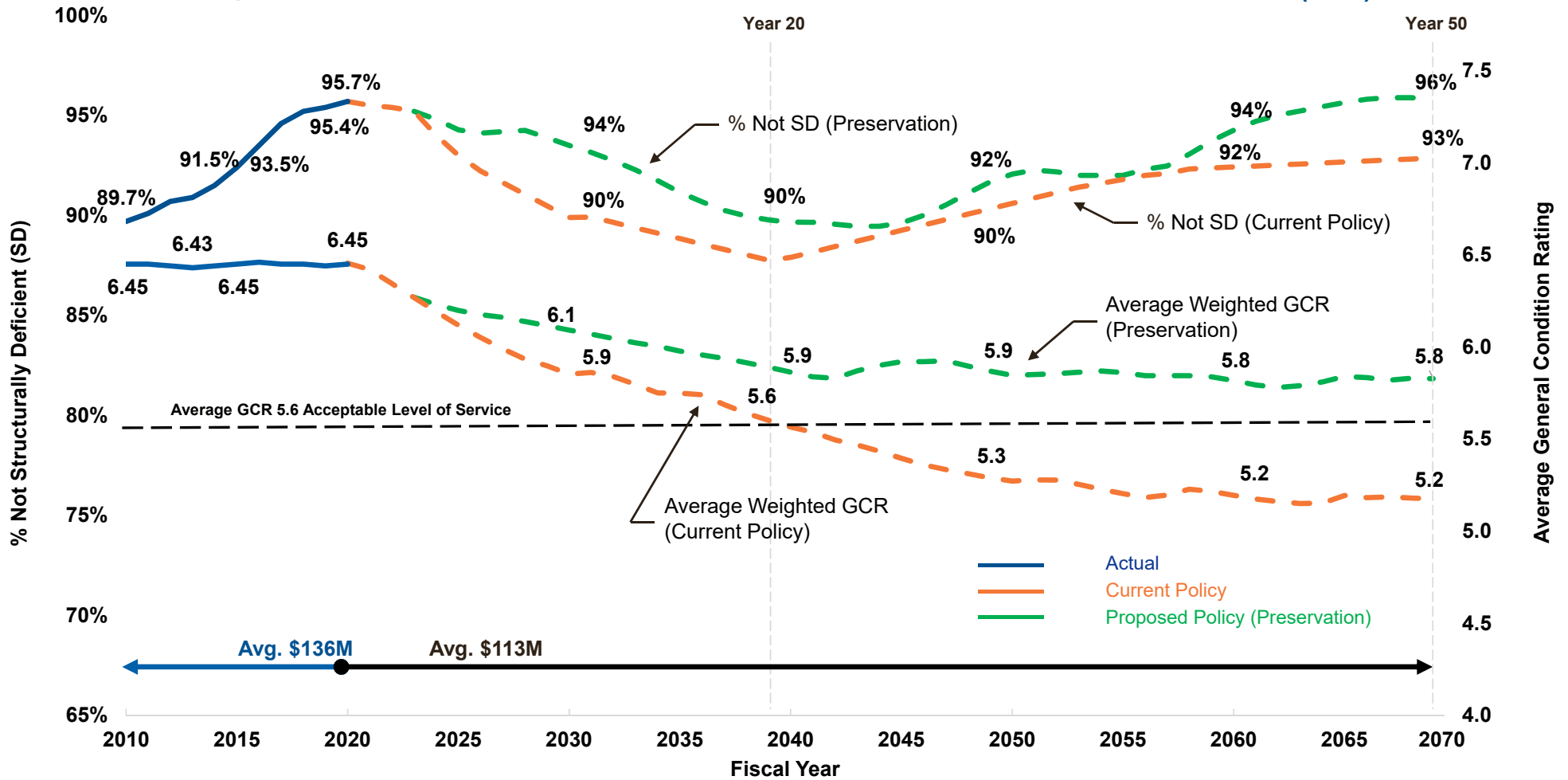


Virginia Department of Transportation

- All Future Expenditures are in 2019 Dollars
- Excludes Special Structures

Secondary Network – 50 Year Outlook

12,961 Structures (61%)
29M SF Deck Area (30%)



Virginia Department of Transportation

- All Future Expenditures are in 2019 Dollars
- Excludes Special Structures

Summary - Structures Investment Options

Current investment: \$384M per year, FY 2020

Targets, % Not-SD				Avg. Total Cost per Year, \$ Millions		
IS	PR	SC	All Systems Average GCR	Years 1-50		
				IS	PR	SC
Current Investment – Current Policy				161	222	123
99%	96%	94%	N/A	\$506		
				(\$122)		
Current Investment – Proposed Target				113	158	113
97% No Postings	93%	90%	Average GCR ≥ 5.6	\$384		
				\$0		



Current Policy



Proposed Target

***All amounts in 2019 dollars**

Maintenance and Operations Program Timeline

Description	Date
Special Structures and Routine Maintenance/Operations	October 2019
Comprehensive Review and Approval Request	November 2019
Submission to General Assembly	December 2019

