

## MEMORANDUM

**To:** CA-MPO Policy Board  
**From:** Taylor Jenkins, Director of Transportation  
**Date:** April 7, 2026  
**Subject:** CA-MPO Agenda Overview and Staff Updates

**Purpose:** To review current agenda items under consideration and inform Policy Board members of CA-MPO programs and activities.

### 1. Call to Order

- a. Call to Order, Roll Call – *Chair Chambers & Gorjan Gjorgjievski*

### 2. Matters from the Public – *Ben Chambers, Chair*

- a. Comments by the public are limited to three minutes per speaker.

### 3. \*General Administration – *Ben Chambers, Chair*

- a. \*Review and Acceptance of the Agenda
- b. \*Approval of the Draft February 3, 2026, Meeting Minutes

### 4. New Business – *Ben Chambers, Chair*

- a. \*FY24-27 TIP Amendment – *Gorjan Gjorgjievski*

This amendment is requested by the Virginia Department of Rail and Public Transportation to incorporate additional funding for the PATH program.

**Staff Recommendation:** Recommend approval of the FY24-27 TIP Amendment, contingent upon the receipt and consideration of public comments at the public hearing.

- b. FY24-27 TIP Adjustment – *Gorjan Gjorgjievski*

This adjustment reflects updates requested by the Virginia Department of Rail and Public Transportation to include funding for the Mobility Management Program.

- c. \*FY27-30 TIP Draft – *Gorjan Gjorgjievski*

CA-MPO staff will provide a presentation of the FY27-30 Transportation Improvement Program (TIP) for Technical Committee recommendation. The TIP is a federally required, financially constrained document that programs transportation projects within the CA-MPO area over a four-year period.

**Staff Recommendation:** *Staff recommend that the Technical Committee recommend Policy Board approval of the FY27-30 TIP Document.*

- d. \*FY27 Unified Planning Work Program (UPWP) – *Taylor Jenkins*

CA-MPO staff will present an updated draft of the FY27 Unified Planning Work Program (UPWP), an annual document identifying major metropolitan transportation planning programs and activities to be performed with federal funds next fiscal year. Staff will present the updated draft for adoption at the April 22, 2026, Policy Board meeting.

**Staff Recommendation:** *Staff recommend that the Technical Committee recommend Policy Board approval of the FY27 UPWP.*

- e. \*SMART SCALE Round 7 Projects Under Consideration – *Ben Chambers, Jessica Dimmick, Taylor Jenkins*

The CA-MPO Policy Board held a Special Meeting focused on SMART SCALE VDOT’s presentation by Mr. Sean Nelson (VDOT) provides helpful context on the future direction of SMART SCALE for the CA-MPO, particularly the shift from isolated applications toward a more unified regional portfolio.

**Recording:** <https://www.youtube.com/watch?v=hAzMAeb5MV0>

- f. CA-MPO Technical Committee and Policy Board Bylaws Amendments:

The proposed amendments remove all references to the Citizen’s Advisory Committee, consistent with the Charlottesville-Albemarle Metropolitan Planning Organization Policy Board decision to disband the committee at its March 20, 2026, meeting. The Policy Board also directed staff to use the upcoming year, leading into the LRTP update, to evaluate and develop a new approach to public engagement, which may include the formation of an ad hoc committee to support the LRTP process. These actions form the basis for the proposed bylaws revisions.

## 5. Staff Updates – *Taylor Jenkins*

### • **Safe Streets and Roads for All (SS4A)**

Staff continue to coordinate with VDOT, Albemarle County, and Charlottesville staff to identify projects from the adopted Safety Action Plan. The TJPDC is actively coordinating with all jurisdictions to gauge interest in pursuing implementation funding through the upcoming round of this federal grant application program.

- [SS4A 2026 NOFO](#) was released on March 27, 2026.
  - Application deadline is May 26, 2026, at 5:00 p.m.
  - Available Funding: **\$993,488,194** available funding from which **\$687,809,874** is for implementation grants and **\$305,678,320** for Planning and Demonstration Grants.
- Key differences between the FY25 and FY26 NOFOs:
  - DOT is placing a priority on Public Safety Infrastructure.
  - Section B. Definitions. Clarifying information is added regarding Public Safety Infrastructure for post-crash care, emergency response coordination, and prehospital blood transfusion activities.
  - Section G. Application Review Information has been updated to include clearer information regarding how SS4A applications will be assessed.
  - Section G. Application Review Information. Added language noting that if DOT does not receive enough merit-worthy applications for Planning and Demonstration Grants to award the 30 percent set aside requirement, surplus funds may be redirected toward merit-worthy Implementation Grants.
  - Added language highlighting new Executive Orders and DOT Orders.

### • **Commonwealth Transportation Board – March Meeting**

The Commonwealth Transportation Board (CTB) met on March 17, 2026. Notable items on the agenda included a [SMART SCALE deep dive presentation](#) and [statewide safety trends](#). At the February CTB meeting, members were asked to consider a change in SMART SCALE project eligibility for the High Priority Projects (HPP) program. Action on this change was not included on the CTB action meeting agenda in March.

### • **Travel Demand Management Study (TDM Study)**

Staff continue to draft an existing conditions report for the TDM study. The study intends to identify opportunities to reduce vehicle miles traveled in the region.

### • **Virginia Department of Rail and Public Transportation (DRPT)**

Tickets are live for the [Virginia Breeze](#) Tidewater Current route. The Tidewater Current connects Harrisonburg and Virginia Beach with a stop in Charlottesville at Alderman Road and Floyd Drive. Trips start April 20, 2026.

- **TJPDC Office Improvements**

TJPDC office renovations began on January 5, 2026, and are ongoing. As such, TJPDC staff will work remotely for the construction period. Staff are continuing to arrange for public meetings to be held electronically or temporarily off-site for the duration of the project.

**6. Other Business – Ben Chambers, Chair**

- i. Roundtable
- ii. Next Regular Meeting: June 2, 2026, at 10am

**7. Additional Matters from the public – Ben Chambers, Chair**

- i. Comments by the public are limited to three minutes per speaker. Sign up is not required.

**8. Adjournment – Ben Chambers, Chair**



COMMONWEALTH of VIRGINIA  
Office of the  
SECRETARY of TRANSPORTATION

# SMART SCALE

Laura Schewel, Deputy Secretary of Transportation

3/17/26 – Commonwealth Transportation Board



VIRGINIA DEPARTMENT  
of Aviation



# Agenda

1. Origins and goals of SMART SCALE
2. What does the law say?
3. Strengths and concerns
4. What impacts what gets funded?
5. Scoring – Deeper Dive

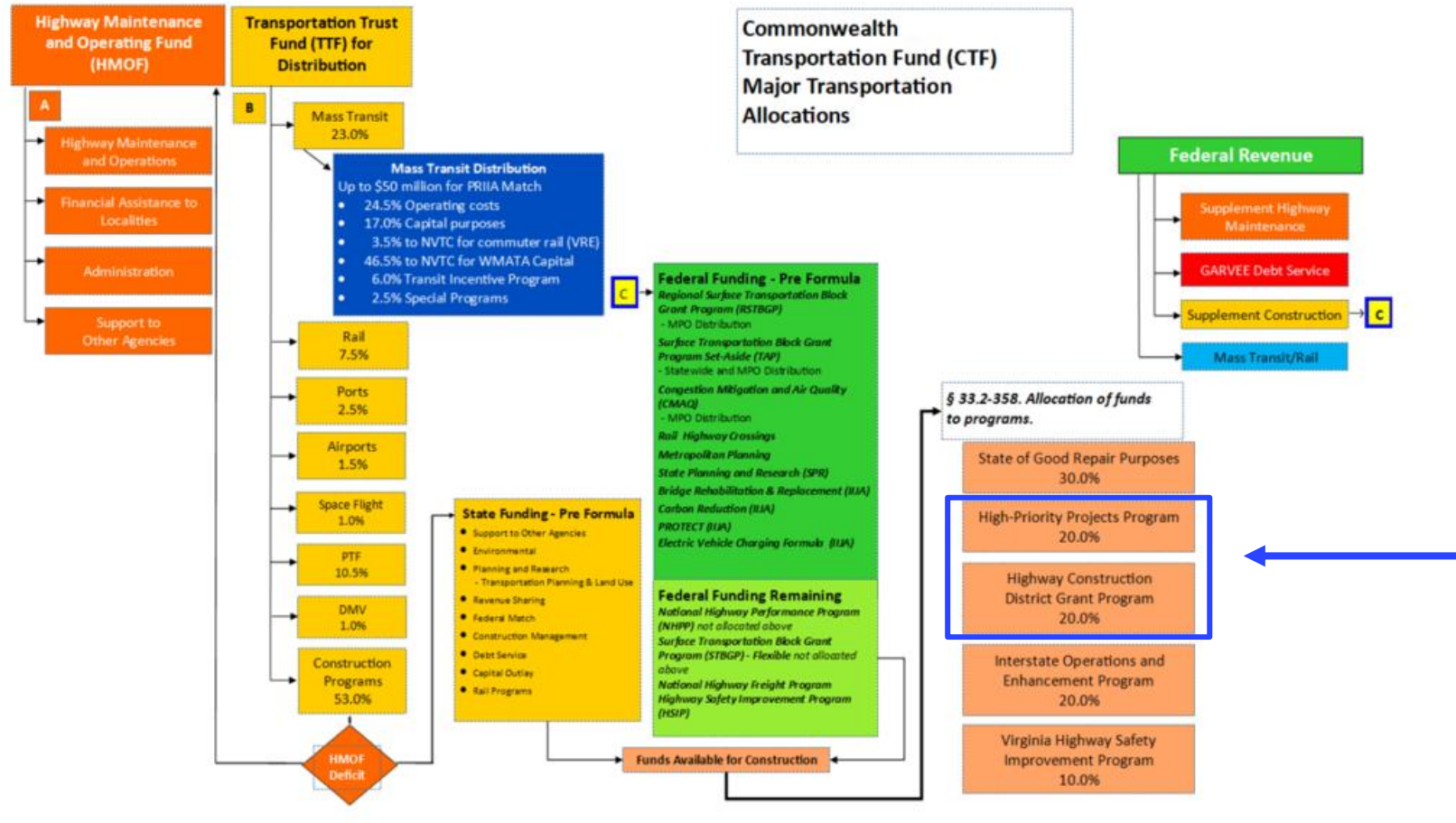
Q&A – Throughout!



# SMART SCALE: How it is designed to work.

- SMART SCALE is designed to get the maximum ROI out of limited state dollars.
- The legislature laid out a broad definition of how we measure “return” consistently across all projects (congestion, safety, accessibility, economic development, land use, environment).
- CTB gets to guide the details and nuances of measuring “return” via policy. CTB also gets to apply their judgement at the end of each process to determine what is ultimately funded.
- The agencies’ staff execute the policy (the SMART SCALE Base Case). They do not influence outcomes or determine results.
- The scoring has complexities. But it is also transparent. This administration will strive to ensure that the complexity doesn’t mask the transparency.

# SMART SCALE Covers Two Components within the TTF

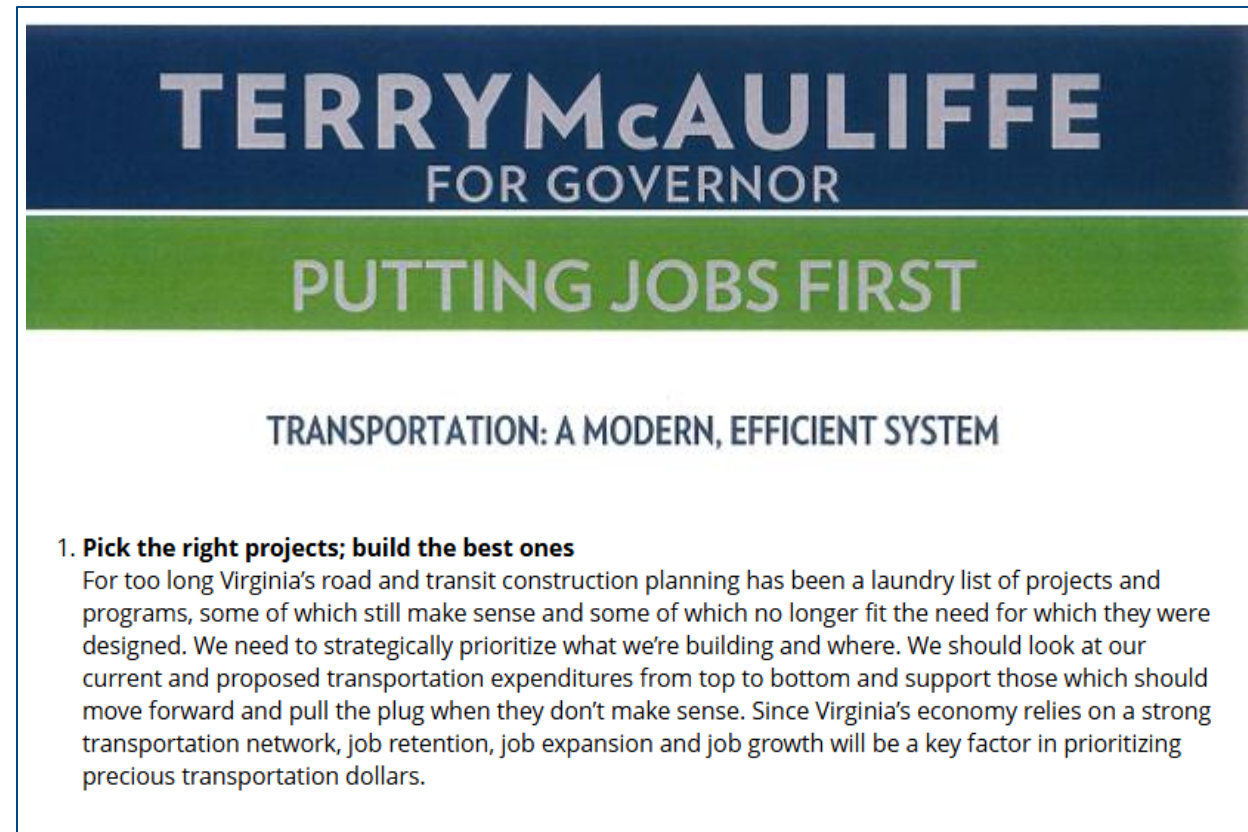


**SMART SCALE allocates these boxes**

# Origins of SMART SCALE (Context)

- **Context:** The Legislature enacted significant transportation revenue package in 2013.
- Subsequent decision-making process was **opaque** and there was a sense that it was **driven by politics**.
- Projects were getting **partially funded and not delivered, wasting resources**.
- Lawmakers and stakeholders were concerned that state was not advancing projects that addressed the **most urgent needs**.

Governor McAuliffe had campaigned on reforming transportation to “pick the right projects, build the best ones.”



**TERRY McAULIFFE**  
FOR GOVERNOR

**PUTTING JOBS FIRST**

**TRANSPORTATION: A MODERN, EFFICIENT SYSTEM**

**1. Pick the right projects; build the best ones**  
For too long Virginia's road and transit construction planning has been a laundry list of projects and programs, some of which still make sense and some of which no longer fit the need for which they were designed. We need to strategically prioritize what we're building and where. We should look at our current and proposed transportation expenditures from top to bottom and support those which should move forward and pull the plug when they don't make sense. Since Virginia's economy relies on a strong transportation network, job retention, job expansion and job growth will be a key factor in prioritizing precious transportation dollars.

*From Wayback Machine – Terry McAuliffe campaign website on Transportation October 2013.*

# Origins of SMART SCALE (Process)

- Legislation was championed by Democratic Governor and the Republican Speaker of the House – Unanimously passed House and Senate
- It requires Commonwealth Transportation Board to use **objective and quantifiable process for the allocation of construction funds**
- The policy was developed over a 14-month period and adopted by Commonwealth Transportation Board in June 2015

## **House Speaker William J. Howell:**

“Today’s announcement is the culmination of a series of major, bipartisan steps to invest in and improve transportation in Virginia...With SMART SCALE, we are promoting greater accountability, safeguarding against waste and ending the politicization that has been rampant in our transportation process for so long.”

*Comments after CTB completed first round of SMART SCALE, 2016*

# What does the law say? Virginia Code § 33.2-214.1 [LINK](#)

We are using the law as it stands today.

## Text

“ ...shall consider, at a minimum, highway, transit, rail, roadway, technology operational improvements, and transportation demand management strategies....

1. The prioritization process shall be based on an objective and quantifiable analysis that considers, at a minimum, the following factors **relative to the cost of the project or strategy**: congestion mitigation, economic development, accessibility, safety, and environmental quality [and land use]\*

2. Prior to the analysis in subdivision 1, candidate projects and strategies shall be screened by the Commonwealth Transportation Board to determine whether they are consistent with the assessment of capacity needs for all for corridors of statewide significance, regional networks, and improvements to promote urban development areas established pursuant to § 15.2-2223.1, undertaken in the Statewide Transportation Plan in accordance with § 33.2-353.”

## What SMART SCALE Must Be

→ **Multimodal**

→ **Must be quantifiable, must consider ratio of benefit to cost, must consider these five factors.**

→ **Land use for areas over 200k added to list in 6<sup>th</sup> enactment**

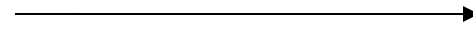
→ **Must be aligned with VTrans**

# What does the law say? High Priority Projects (HPP)

## Text

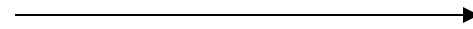
§ 33.2-370. High-priority projects program.

A. As used in this section, "high-priority projects" means those projects of regional or statewide significance, such as projects that reduce congestion or increase safety, accessibility, environmental quality, or economic development.



**High Priority Projects –  
what it includes**

B. The Board shall establish a high-priority projects program and shall use funds allocated in § [33.2-358](#) to the program for projects and strategies that address a transportation need identified for a corridor of statewide significance or a regional network in the Statewide Transportation Plan pursuant to § [33.2-353](#).



**High Priority Projects must  
address a need on a  
Corridor of Statewide  
Significance or a Regional  
Network in VTrans**

# What does the law say? Base Scenario and CTB Board Consensus § 33.2-214.2

B. No later than 150 days prior to a vote to include projects or strategies evaluated pursuant to § 33.2-214.1 in the Six-Year Improvement Program, the Office of Intermodal Planning and Investment shall make public, in an accessible format,

- (i) **a recommended list of projects and strategies for inclusion in the Six-Year Improvement Program based on the results of such evaluation;**
- (ii) the results of the screening of candidate projects and strategies, including whether such projects are located on a primary evacuation route;
- (iii) whether a project has been designed to be or the project sponsor has committed that the design will be resilient; and
- (iv) (iv) the results of the evaluation of candidate projects and strategies, including the weighting of factors and the criteria used to determine the value of each factor.

...

**D. The Board may modify the recommended list of projects in subsection B or C through formal action.**

**The “Base Scenario” is the direct output of the SMART SCALE process**

**The CTB may modify the list through formal action (a vote) any time through May (the adoption of the consensus scenario).**

# Strengths of the SMART SCALE Approach

Strengths
Not based on politics, behind-the-scenes negotiations, connections
ROI Focused
Balances spending across the state
Acknowledges that different regions have different priorities and needs
Mode neutral
Scores focus on the impact the intervention will have on a statewide need
Rewards districts that collaborate around submissions and project design (district, MPOs, and localities)
Aligns with VTrans
Transparent! (but complex)
CTB can make changes each year – to improve and adjust to changing context

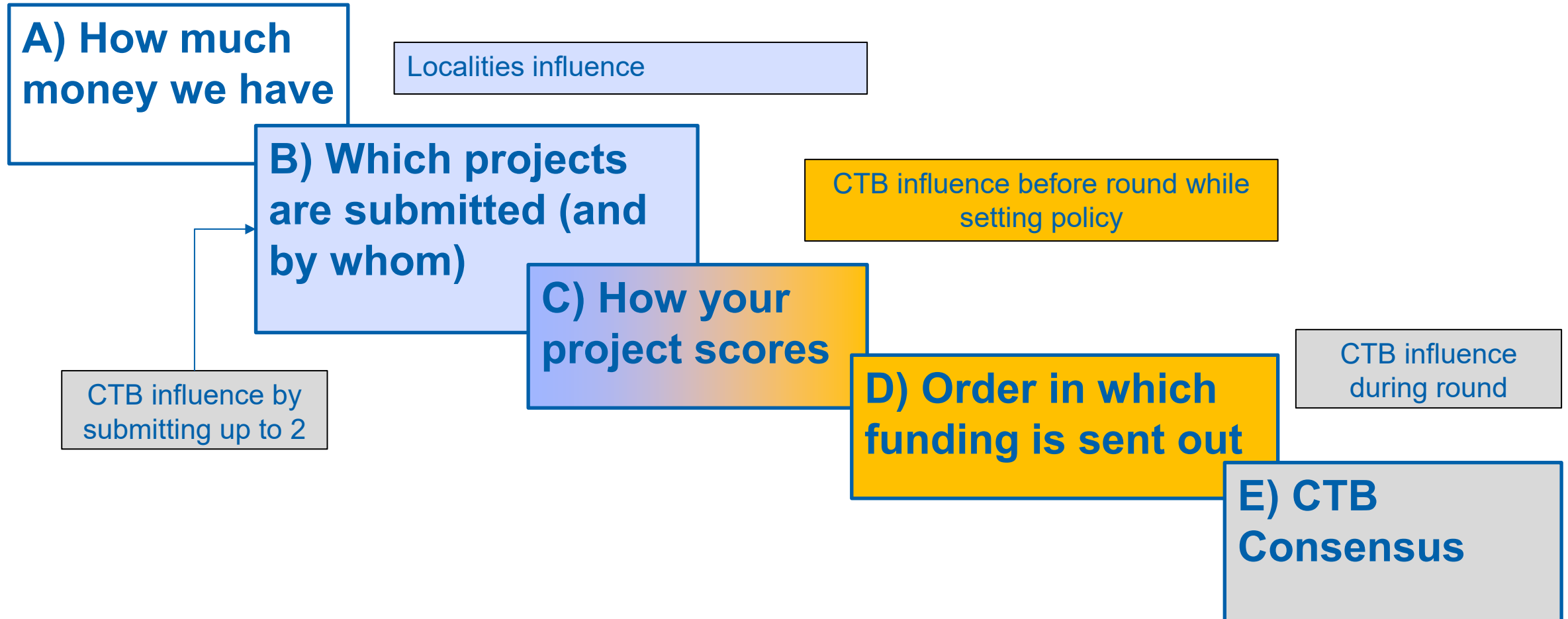
# Concerns (Some arise from the Strengths)

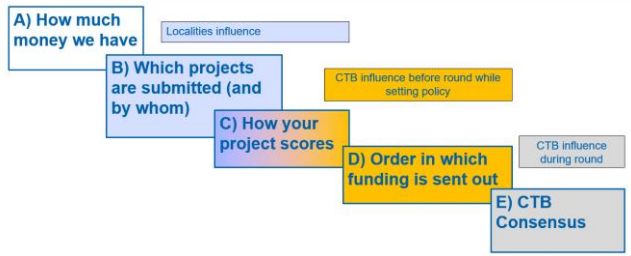
Strengths	Concerns that have been raised
ROI focused	Rewards smaller projects (<\$25M) with big impacts, rewards regions who leverage their own financing to bring down the ask to SMART SCALE.
Balances spending across the state	Balancing funding across 9 districts makes it harder to invest in very large(\$100M+) projects
...different regions should prioritize different things.	More complex scoring
Scores focus on <i>impact</i> the intervention will have	More complex scoring
Transparent! (but complex)	Can take a while to master, feels opaque, takes time to execute the process
CTB can make changes	Changes require relearning, may add complexity

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# **TRANSPARENCY IN ACTION – HOW SCORING WORKS**

# What impacts what gets funded (in descending importance)





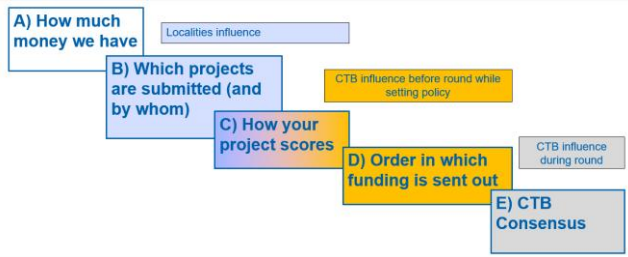
# A) How Much Money Is Available

District	DGP Available	Previous DGP Cost Increases	HPP Available
Bristol	\$37.0		
Culpeper	\$68.0	-\$6.6	
Fredericksburg	\$76.2		
Hampton Roads	\$121.6		
Lynchburg	\$85.9		
Northern Virginia	\$97.4		
Richmond	\$104.9		
Salem	\$64.3		
Staunton	\$39.4	-\$6.0	
Statewide HPP			\$384.7
<b>Total</b>	<b>\$694.6</b>		<b>\$384.7</b>

**SMART SCALE requests were nearly 8x available funds.**

**4 districts individually requested more than was available for the whole state.**

	R6 - Consensus Funded	R6 - Requested
Bristol	\$33.8	\$290.9
Culpeper	\$93.5	\$792.9
Fredericksburg	\$90.3	\$1,004.6
Hampton Roads	\$140.6	\$647.1
Lynchburg	\$82.4	\$294.6
Northern Virginia	\$87.4	\$1,329.2
Richmond	\$389.0	\$2,191.5
Salem	\$53.9	\$1,241.8
Staunton	\$75.3	\$376.8
<b>SUM</b>	<b>\$1,046.2</b>	<b>\$8,169.6</b>



## B) What Projects Are Submitted (and By Whom)

### Impact 1 – Normalization

The best project for “safety” gets 100. All the rest in the state are scaled from there.

### Impact 2 – Ranking

The top projects in each district are funded first (for DGP), then the top-ranked state projects (for HPP)

### Impact 3 – District Collaboration

Districts that coordinate submissions, share best practices, and optimize for eligibility and ranking do well

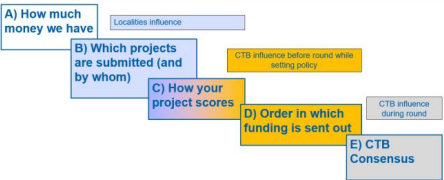
#### Examples of Regions Collaborating

- **Central Virginia Transportation Authority (CVTA) - Regional Project Selection and Allocation Framework Page 9/PDF Page 11**
- **Staunton-Augusta-Waynesboro Metropolitan Planning Organization (SAWMPO) - Chapter 6: Performance-Based Programming and Project Evaluation**

*In Round 6, Staunton and Richmond District captured 11 of 14 HPP Projects.*

# C) The Project Score

If two projects have the same Project Benefit Score in the numerator, and Project A is 1/2 the cost of Project B, then Project A will have 2x the SMART SCALE Score



Project Benefit Score

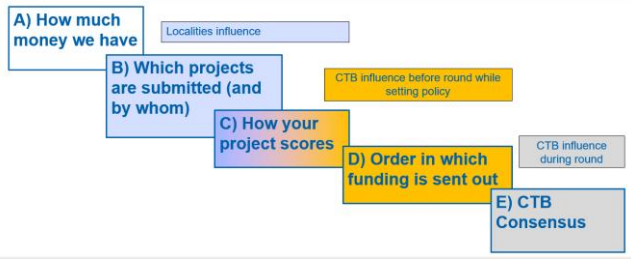


**\$ Requested from SMART SCALE**

**=**

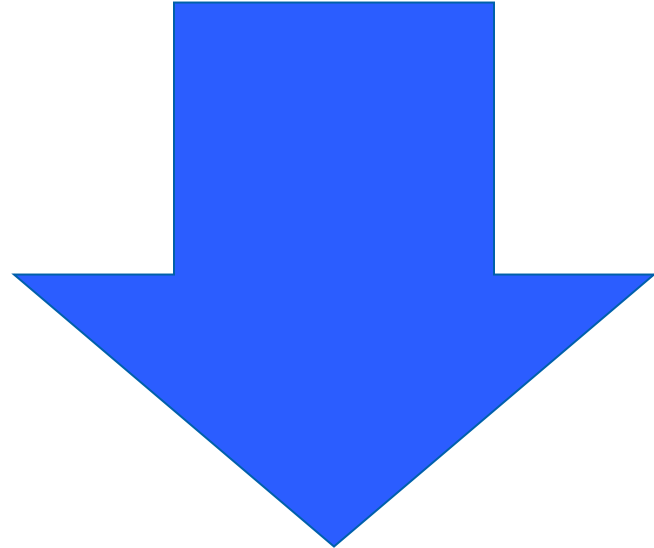
**SMART SCALE Score**

*More on scores later in the presentation. Detail on each Score calculation available via links page.*



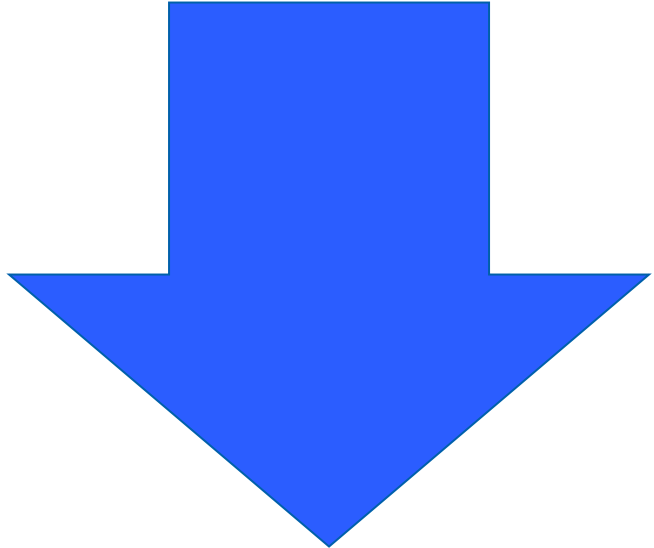
# D) The Order in Which We Fund

## 1. DGP Funds



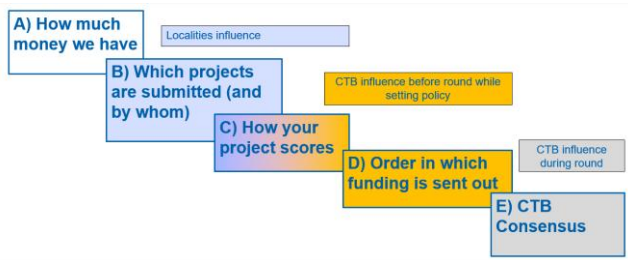
Distributed till the next ranked project in each district exceeds remaining funds

## 2. HPP Funds



Distributed to remaining HPP eligible till the next ranked project statewide exceeds remaining funds.

More on impacts of flipping the order later in the "Scenario" section of the deck



## E) CTB Input

### Before Scoring:

CTB may collectively submit additional projects for scoring at the start of the round).

### During the Consensus process, the CTB may:

- 1) Modify the DGP and/or HPP list through formal action (a vote). We recommend for Round 7 this is completed by May for transparency purposes.
- 2) Designate spending of dollars that were “left over” from the Base Case output
- 3) The adoption vote comes in June.

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# SCORING – DEEPER DIVE

**This is NOT a detailed technical presentation on score mechanics. Links to these available on links page.**

# Characteristics of Projects that Scored Well in Past Round

## 3 Key Components

### 1. Priority 1 or Priority 2 VTrans

(not b/c they get preferential treatment! But because it measures where significant problems that SMART SCALE is designed to address exist, thus point to opportunity to drive big benefits)

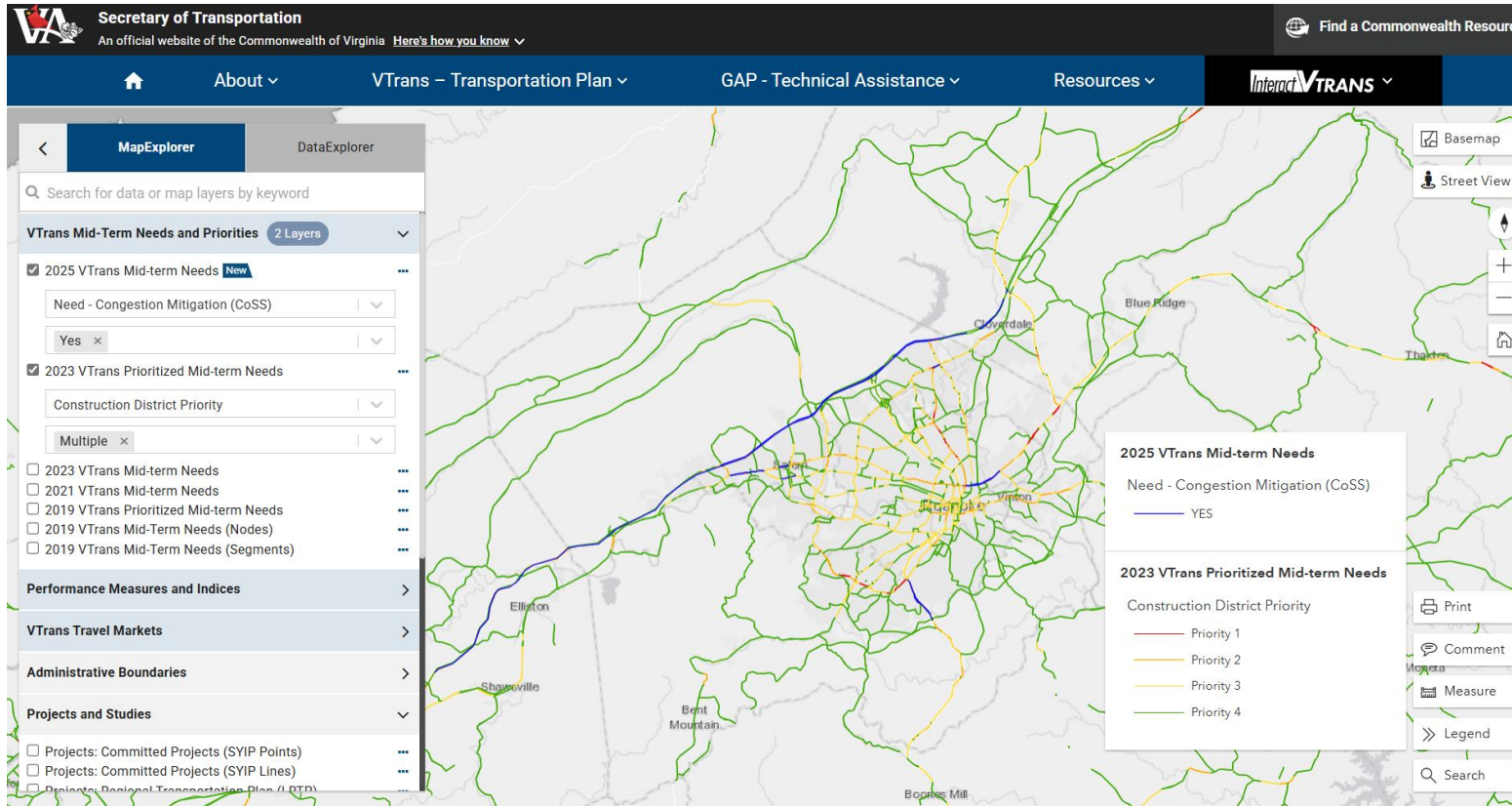
### 2. Known, significant safety improvements for the features

### 3. Value engineering (Lower \$ ask for same or slightly lower benefits)

VTrans Priority	Average of Benefit Score for all Submitted R6 Projects
1	11.2
2	7.7
3	5.4
4	4.3
6 (N/A)	3.0

ANY Mid-Term Need is acceptable for SMART SCALE . Locations with the greatest needs are VTrans Prioritized Needs . Priority 1 and 2 locations become eligible for study funding under the Project Pipeline program. Priority Needs are ranked 1 - worst 1%, 2 – worst 5%, 3 – worst 15%.

# Reminder: Where to find VTrans Priority 1 and 2 Needs



- VTrans priority areas are publicly available at <https://vtrans.virginia.gov/>.
- Priority Areas refers to mid-term priorities. These are approved by CTB. Methodology for determining is available at [VTrans\\_Policy\\_Guide\\_v3.pdf](#)

Map of VTrans priority layers made available online to the public.

# R6 – Odds of R6 Funding by VTrans Priority and \$ Request

Chart: Percent of R6 Projects Submitted that Were Recommended for Funding in Base Scenario

	How much \$ asked from SMART SCALE?					
VTrans Priority	Under \$10M	\$10-25M	\$25-50M	\$50-75M	\$75M+	# Submitted
1	50%	41%	32%	25%	0%	70
2	30%	24%	15%	0%	0%	93
3	13%	0%	0%	0%	0%	36
4	14%	23%	0%	0%	0%	58
6 (NA)	0%	25%	0%	0%	0%	12
<b>For all priority types</b>	<b>23%</b>	<b>26%</b>	<b>16%</b>	<b>6%</b>	<b>0%</b>	
# Submitted	57	113	64	18	18	270



Projects in VTrans 1 areas, or VTrans 2 under \$50M, are significantly more likely to be funded. VTrans 3, 4, and 6 did get funded, but must be very low cost and high benefit.

# R6 – Odds of Funding by Vtrans Priority and SMART SCALE Request (HPP Only)

Chart: Percent of R6 Projects HPP Eligible Submitted that Recommended for Funding in Base Scenario

	How much \$ asked from SMART SCALE?					
VTrans Priority	Under \$10M	\$10-25M	\$25-50M	\$50-75M	\$75M+	# Submitted
1	0%	31%	33%	0%	0%	35
2	0%	18%	33%	0%	0%	33
3	0%	0%	0%	0%	0%	11
4	0%	0%	0%	0%	0%	11
6 (NA)	0%	0%	0%	0%	0%	2
<b>For all priority types</b>	<b>0%</b>	<b>22%</b>	<b>24%</b>	<b>0%</b>	<b>0%</b>	
# Submitted	1	27	33	15	16	92



Projects in VTrans 1 or VTrans 2 under \$50M are the only types of projects that got funded for HPP. ~1/3 submitted projects in those boxes got funded.

# Scenarios – Rerun Round 6 Submissions with Different Rules

Scenario	Description
HPP First	All scores the same, HPP funded before DGP
Innovative Intersections Included	Innovative intersections that were on a CoSS or RN are eligible for HPP
HPP and Innovative Intersections	Both of the above are true

- Based on board request, we reran Round 6 as if changes discussed in last board meeting had been true at the time.
- Note – the results are not fully indicative of what "would" happen in terms of funding in future rounds with these changes. Each round has different projects, and localities may change their submissions in response to rule changes.

# Scenarios – Rerun Round 6 Pool with Different Rules

Note – this is **not** indicative of what will happen in future rounds as a) projects change and b) rules guide submissions

	Total Funding (\$M)				# Projects Funded			
	R6 Base Case	HPP First	Inn. Int as HPP Eligible	HPP First + Inn. Int.	R6	HPP First	Inn. Int as HPP Eligible	HPP First + Inn. Int.
Bristol	\$27.2	\$27.2	\$27.2	\$27.2	3	3	3	3
Culpeper	\$93.5	\$93.5	\$108.6	\$90.6	4	4	5	5
Fredericksburg	\$90.3	\$146.9	\$90.3	\$73.5	4	9	4	3
Hampton Roads	\$139.2	\$146.0	\$111.9	\$146.0	11	12	10	12
Lynchburg	\$82.4	\$82.4	\$82.4	\$82.4	4	4	4	4
Northern Virginia	\$88.7	\$103.2	\$88.7	\$103.2	4	5	4	5
Richmond	\$338.5	\$230.3	\$348.5	\$318.7	14	14	19	20
Salem	\$53.9	\$53.9	\$53.9	\$53.9	3	3	3	3
Staunton	\$69.9	\$65.6	\$63.0	\$70.2	6	7	6	7
<b>Pool at end for Consensus**</b>	<b>\$95.7</b>	<b>\$130.2</b>	<b>\$104.8</b>	<b>\$113.5</b>				

- This shows outputs of the R6 base case. The consensus scenario changed actual funding results.

\*\* The process “stops” when the next highest scoring project exceeds the remaining pool. The CTB determines how to allocate the pool in the consensus process

# Scenarios – Rerun Round 6 Pool with Different Rules

Note – this is **not** indicative of what will happen in future rounds as a) projects change and b) rules guide submissions

	Average Project Size (\$M)				Average SS Score			
	R6 Base Case*	HPP First	Inn. Int as HPP Eligible	HPP First + Inn. Int.	R6	HPP First	Inn. Int as HPP Eligible	HPP First + Inn. Int.
Bristol	\$9.1	\$9.1	\$9.1	\$9.1	7.9	7.9	7.9	7.9
Culpeper	\$23.4	\$23.4	\$21.7	\$18.1	6.6	6.6	6.3	5.9
Fredericksburg	\$22.6	\$16.3	\$22.6	\$24.5	12.5	7.6	12.5	14.5
Hampton Roads	\$12.7	\$12.2	\$11.2	\$12.2	10.5	9.9	10.5	9.9
Lynchburg	\$20.6	\$20.6	\$20.6	\$20.6	6.2	6.2	6.2	6.2
Northern Virginia	\$22.2	\$20.6	\$22.2	\$20.6	8.8	7.8	8.8	7.8
Richmond	\$24.2	\$17.7	\$18.3	\$15.9	10.2	11.4	9.9	10.0
Salem	\$18.0	\$18.0	\$18.0	\$18.0	3.1	3.1	3.1	3.1
Staunton	\$11.7	\$9.4	\$10.5	\$10.0	8.4	8.0	8.0	7.2
<b>ALL</b>	<b>\$18.5</b>	<b>\$15.8</b>	<b>\$16.8</b>	<b>\$15.5</b>	<b>9.0</b>	<b>8.3</b>	<b>8.7</b>	<b>8.3</b>



**Implications: HPP First would have had more significant impact than Innovative Intersections. All scenarios slightly reduce average project size and average score. HPP First increases balance across districts. ~95% of R6 projects get to the same funding status in all four scenarios.**

# Scenario – If HPP Had Been Funded Before DGP?

ADDED							
VTrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
1 B	Fredericksburg	Route 1 and Foreston Woods Dr / Coal Lan	Highway	4.81	\$18.9	2.5	
3 B	Fredericksburg	Route 639 STARS Study Improvements	Highway	4.58	\$15.7	2.9	
3 D	Fredericksburg	Rte. 17 and Belroi Road Intersection	Highway	2.12	\$6.4	3.3	
3 D	Fredericksburg	Rte. 3 and Rte. 198 Intersection and Roa	Highway	1.15	\$2.9	3.9	
2 D	Fredericksburg	Rte 207 Sidewalk improvements at Rte 1 a	Bike/Pedestrian	6.95	\$12.7	5.5	
2 D	Hampton Roads	Cheriton RCUT	Highway	2.29	\$6.8	3.4	
2 B	Richmond	Springfield Road Improvements	Highway	11.48	\$14.8	7.7	
2 B	Richmond	I Cowardin Avenue at Semmes Avenue Prote	Bike/Pedestrian	6.59	\$7.9	8.3	
2 B	Richmond	J Hull Street / Clopton Street / Midloth	Highway	22.85	\$25.8	8.9	
1 C	Staunton	Reservoir Street Median	Highway	1.19	\$2.6	4.5	
2 D	Staunton	US340/US522,I-66,Exit6,Ramp Intersection	Highway	6.45	\$12.5	5.2	

DROPPED							
VTrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
1 B	Richmond	Route 360/I-64 Interchange Improvements	Highway	10.95	\$27.0	4.1	
1 B	Richmond	I-95 and Route 54 Interchange	Highway	20.47	\$41.1	5.0	
2 C	Richmond	I-85/95 Interchange Improvements	Highway	23.28	\$46.0	5.1	
1 C	Richmond	Winston Churchill Drive Corridor Improvements	Highway	22.03	\$42.7	5.2	
1 B	Richmond	Route 360/I-64 Interchange Improvements	Highway	10.95	\$27.0	4.1	

Row Labels	Added	Dropped	Remain Funded
Bristol			3
Culpeper			4
Fredericksburg	5		4
Hampton Roads	1		11
Lynchburg			4
Northern Virginia	1		4
Richmond	3	4	10
Salem			3
Staunton	2	1	5
Grand Total	12	5	48

# Scenario – If Innovative Intersections Had Been HPP Eligible

ADDED							
Vtrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
4 D	Culpeper		Dumfries Rd (Rt 605) & Greenwich Rd (Rt	Highway	7.7	\$15.1	5.1
1 B	Richmond		W Broad St and Parham Rd Intersection Im	Highway	6.0	\$9.0	6.6
4 D	Richmond		US 58 at Freemans Cross Rd/Reedy Crk Rd	Highway	8.1	\$11.7	6.9
2 D	Richmond		U.S. Route 60 at State Route 13/603 RCUT	Highway	2.7	\$3.6	7.3
2 B	Richmond		Salem Church Road/Kingsland Road Roundab	Highway	7.5	\$10.2	7.3
4 B	Richmond		New Dorset Road & Route 60 RCUT	Highway	2.7	\$3.6	7.4
1 C	Richmond		VA-36 (Winston Churchhill Drive) Corrido	Bike/Pedestrian	11.4	\$14.9	7.6
1 B	Richmond		G US Route 360 Mechanicsville Tpk Rounda	Highway	34.7	\$45.2	7.7
2 B	Richmond		J Hull Street / Clopton Street / Midloth	Highway	22.8	\$25.8	8.9
2 D	Staunton		US340/US522,I-66,Exit6,Ramp Intersection	Highway	6.5	\$12.5	5.2

DROPPED							
Vtrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
2 A	Hampton Roads		Isle of Wight County	Highway	10.8	\$27.3	4.0
1 B	Richmond		PlanRVA Richmond Regional Planning District Commission	Highway	11.0	\$27.0	4.1
1 B	Richmond		Ashland Town	Highway	20.5	\$41.1	5.0
2 C	Richmond		Tri-Cities Area Metropolitan Planning Organization	Highway	23.3	\$46.0	5.1
2 C	Staunton		Augusta County	Highway	8.2	\$19.4	4.2

Row Labels	Added	Dropped	Remain Funded
Bristol			3
Culpeper	1		5
Fredericksburg			4
Hampton Roads		1	10
Lynchburg			4
Northern Virginia			4
Richmond	8	3	19
Salem			3
Staunton	1	1	5
<b>Grand Total</b>	10	5	48

# Scenario – Both of the Prior Changes Together

ADDED							
Vtrans	Area	District	Name	Primary Type	Benefit Score	SS Request	SS Score
1 D	Culpeper		US Business 17 Corridor Improvement/Flet	Highway	8.9	\$18.5	4.8
4 D	Culpeper		Dumfries Rd (Rt 605) & Greenwich Rd (Rt	Highway	7.7	\$15.1	5.1
2 D	Hampton Roads		Cheriton RCUT	Highway	2.3	\$6.8	3.4
4 A	N Virginia		Route 15 at Braddock Road Roundabout	Highway	5.7	\$14.5	3.9
1 B	Richmond		W Broad St and Parham Rd Intersection Im	Highway	6.0	\$9.0	6.6
4 D	Richmond		US 58 at Freemans Cross Rd/Reedy Crk Rd	Highway	8.1	\$11.7	6.9
3 C	Richmond		Rt 1 and I-85 Exit 63B Widening	Highway	3.5	\$4.9	7.2
2 D	Richmond		U.S. Route 60 at State Route 13/603 RCUT	Highway	2.7	\$3.6	7.3
2 B	Richmond		Salem Church Road/Kingsland Road Roundab	Highway	7.5	\$10.2	7.3
4 B	Richmond		New Dorset Road & Route 60 RCUT	Highway	2.7	\$3.6	7.4
1 C	Richmond		VA-36 (Winston Churchhill Drive) Corrido	Bike/Pedestrian	11.4	\$14.9	7.6
1 B	Richmond		G US Route 360 Mechanicsville Tpk Rounda	Highway	34.7	\$45.2	7.7
2 B	Richmond		Springfield Road Improvements	Highway	11.5	\$14.8	7.7
2 B	Richmond		I Cowardin Avenue at Semmes Avenue Prote	Bike/Pedestrian	6.6	\$7.9	8.3
2 B	Richmond		J Hull Street / Clopton Street / Midloth	Highway	22.8	\$25.8	8.9
4 C	Staunton		Crozet Tunnel Trail	Bike/Pedestrian	6.4	\$15.0	4.3
1 C	Staunton		Reservoir Street Median	Highway	1.2	\$2.6	4.5
2 D	Staunton		US340/US522,I-66,Exit6,Ramp Intersection	Highway	6.5	\$12.5	5.2

DROPPED							
Vtrans	Area	District	Name	Primary Type	Benefit	SS Request	SS Score
1 B	Culpeper		US Business 17 Corridor Improvement/Flet	Highway	24.4	\$36.4	4.0
1 B	Fredericksbur		Dumfries Rd (Rt 605) & Greenwich Rd (Rt	Highway	10.8	\$16.8	0.0
1 B	Richmond		Cheriton RCUT	Highway	11.0	\$27.0	0.0
1 B	Richmond		Route 15 at Braddock Road Roundabout	Highway	20.5	\$41.1	0.0
2 C	Richmond		W Broad St and Parham Rd Intersection Im	Highway	23.3	\$46.0	0.0
1 C	Richmond		US 58 at Freemans Cross Rd/Reedy Crk Rd	Highway	22.0	\$42.7	4.1
1 B	Richmond		Rt 1 and I-85 Exit 63B Widening	Highway	8.8	\$14.8	5.0
2 C	Staunton		U.S. Route 60 at State Route 13/603 RCUT	Highway	8.2	\$19.4	5.1
1 C	Staunton		Salem Church Road/Kingsland Road Roundab	Highway	5.9	\$10.5	4.2

Row Labels	Added	Dropped	Remain Funded
Bristol			3
Culpeper	2	1	3
Fredericksburg		1	3
Hampton Roads	1		11
Lynchburg			4
Northern Virginia	1		4
Richmond	11	5	9
Salem			3
Staunton	3	2	4
<b>Grand Total</b>	<b>18</b>	<b>9</b>	<b>44</b>

# How Can A Project Improve Its Score?

In conversations, this question comes up often. To illustrate how this happens, we pulled two projects that have been resubmitted (and thus, fully re-scored) at least once with changes.

Because scoring methods are tweaked each round, and scores are normalized against the other submissions in that round, the comparisons aren't always exact. But they do illustrate some of the levers that can be adjusted.



# Project Resubmission Example: John Marshall Hwy

Some projects have been submitted and scored multiple times, which is useful to understanding mechanics of funding



App ID	549 (2015) /1433 (2017)	3929 (2019)
Description	Reconstruction, widening, add lanes	Targeted safety improvements (rumble, reflectors, signage, lighting)
Extent	1.82 mi	1.82 mi (same as prior)
Cost	\$25M (rising to \$31M in next round)	\$1.6M
Congestion Score	0 (generally means there is no congestion)	0 (generally means there is no congestion)
Safety Score	12.9 EPDO, 143.6 EPDO/100M VMT	80 EPDO, 620.3 EPDO/100MVMT
W. Safety Score	0.7	3.7
W. Benefit Score	0.8	4.1
SMART SCALE Score	0.3	25.2
Rank in Round	369 of 404	13 of 433

Before 2019, the applicant worked with VDOT via a STARS study to identify more impactful safety benefits at lower cost

# Belt Blvd (City of Richmond)

## Several apps on the same 0.7mi corridor of Belt Blvd



App ID	Apps 6653 (R4), 8933 (R5)	11441 (R6)
Description	New turn lanes, center median and access management improvements, sidewalk + shared use path, minor bus stop improvements. (no state study)	Similar to prior but with additional transit improvements (small bus-only lanes and increase bus frequency from 15-10 min) (no state study)
Extent	0.7mi	0.7mi
Cost	\$21.6 in R4, \$36.9 in R5	\$31.3 (+\$2M leveraged)
Congestion Score	C1 – 29.8 C2 – 0.08	C1 – 38.74 C2 - 0.15
Accessibility Score	A1 – 7.7 A2 – 9.9 A3 – 149.1	A1 – 383.9 A2 – 603.1 A3 – 193.7
W. Benefit Score	7.11	31.46
SMART SCALE Score	1.93	10.03
State Rank in Round	245	17 of 270

# I-95/I-85 Interchange – City of Petersburg



App ID	App 1485 (+ 10 subsequent apps) R2	App 1160 R6
Description	App 1485 was a flyover ramp + interchange improvements on S. Crater road. Subsequent 10 apps all had portions of this (smaller interchange improvements, new connections, PNR lot, etc).	Interchange improvements at S. Crater + interchange improvements at Graham Rd and Winfield Rd, from prior apps. No flyover. No new connection. No PNR.
Cost	\$119M (component studies each cost less, \$10-45M)	\$46M
Congestion Score	~0	554 persons, 158 person hours
Safety Score	5.1 EPDO, 125 EPDO/100M VMT	210 EPDO; 10,455 EPDO/100M VMT
W. Benefit Score	0.7	23.3
SMART SCALE Score	0.1	5.1
State Rank in Round	391 of 404	53 of 270

## Wrap Up (and Q&A)

- SMART SCALE is designed to get the maximum ROI out of limited state dollars.
- The legislature laid out a broad definition of how we measure “return” consistently across all projects (congestion, safety, accessibility, economic development, land use, environment).
- CTB gets to guide the details and nuances of measuring “return” via policy. CTB also gets to apply their judgement at the end of each process to determine what is ultimately funded.
- The agencies’ staff execute the policy (the SMART SCALE Base Case). They do not influence outcomes or determine results.
- SMART SCALE scoring has complexities. But it is also transparent. This administration will strive to ensure that the complexity doesn’t mask the transparency.

# Useful Links

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- **SMART SCALE home:** [SMART SCALE Home | SMART SCALE](#)
- **Technical guide:** [SMART SCALE Technical Guide](#)
- **Detailed data on previous rounds and scoring:** [Previous Rounds | SMART SCALE](#)

# Appendices

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# Breakout Scenarios by Funding Source

R6	DGP	HPP
Bristol	\$27.2	\$0.0
Culpeper	\$57.0	\$36.4
Fredericksburg	\$73.5	\$16.8
Hampton Roads	\$111.9	\$27.3
Lynchburg	\$82.4	\$0.0
Northern Virginia	\$88.7	\$0.0
Richmond	\$82.6	\$255.8
Salem	\$53.9	\$0.0
Staunton	\$25.3	\$44.7

HPP First	DGP	HPP
Bristol	\$27.2	\$0.0
Culpeper	\$57.0	\$36.4
Fredericksburg	\$72.7	\$74.2
Hampton Roads	\$110.7	\$35.3
Lynchburg	\$82.4	\$0.0
Northern Virginia	\$70.9	\$32.3
Richmond	\$94.6	\$135.7
Salem	\$53.9	\$0.0
Staunton	\$30.1	\$35.6

Inn Int as HPP	DGP	HPP
Bristol	\$27.2	\$0.0
Culpeper	\$57.0	\$51.5
Fredericksburg	\$73.5	\$16.8
Hampton Roads	\$111.9	\$0.0
Lynchburg	\$82.4	\$0.0
Northern Virginia	\$88.7	\$0.0
Richmond	\$82.6	\$265.9
Salem	\$53.9	\$0.0
Staunton	\$25.3	\$37.7

Both	DGP	HPP
Bristol	\$27.2	\$0.0
Culpeper	\$46.7	\$43.9
Fredericksburg	\$73.5	\$0.0
Hampton Roads	\$110.7	\$35.3
Lynchburg	\$82.4	\$0.0
Northern Virginia	\$70.9	\$32.3
Richmond	\$100.0	\$218.7
Salem	\$53.9	\$0.0
Staunton	\$32.8	\$37.4



COMMONWEALTH of VIRGINIA  
Office of the  
SECRETARY of TRANSPORTATION

# Safety – Defining the Problem

Stephen Read, P.E. Highway Safety Engineer, VDOT

Brandy Brubaker, Director, Virginia Highway Safety Office, DMV



VIRGINIA DEPARTMENT  
of Aviation



VIRGINIA SPACEPORT  
AUTHORITY



# Goals of Presentation

1. In this administration, we want to push towards a step-change in safety improvements.
2. This presentation sets the stage by defining the problem so that CTB and the public have the right background to engage in future discussions and can get questions answered.
3. 2025 was an improvement and we should be glad. In the coming months we will share more about why 2025 improved. However, we are still not where we need to be.
4. In future months, we will discuss what we plan to do about it, leading up to Strategic Highway Safety Plan update.
5. **Nota Bene** – This board doesn't vote to approve the SHSP. Instead, the board has responsibility to approve spending resulting to the plan. Thus, it's important for the board to understand the underpinning.

## Presentation Agenda

1. Topline annual trends and comparisons to other states/nation
2. Current Strategic Highway Safety Plan – what we've seen 2022-2025
  1. Engineering related factors
  2. Behavioral related factors
  3. Combination of Multiple Factors
3. Next steps for CTB and Safety

# What Leaps Out : Top Problem Areas

- **Intersections**, especially in urban areas
- **Roadway Departures**, especially while speeding, especially in rural areas, especially on VDOT roads
- **Speeding**, especially with roadway departures and at intersections
- **Impairment**, especially in rural areas
- **Aging road users**, especially at intersections and near pedestrians
- **Unbelted drivers**, especially when speeding\*
- **Young drivers**
- **Motorcyclists**
- **Heavy Vehicles**
- **Pedestrians**, especially on arterials at intersections at night\*
- **Bicyclists**, especially at urban intersections\*

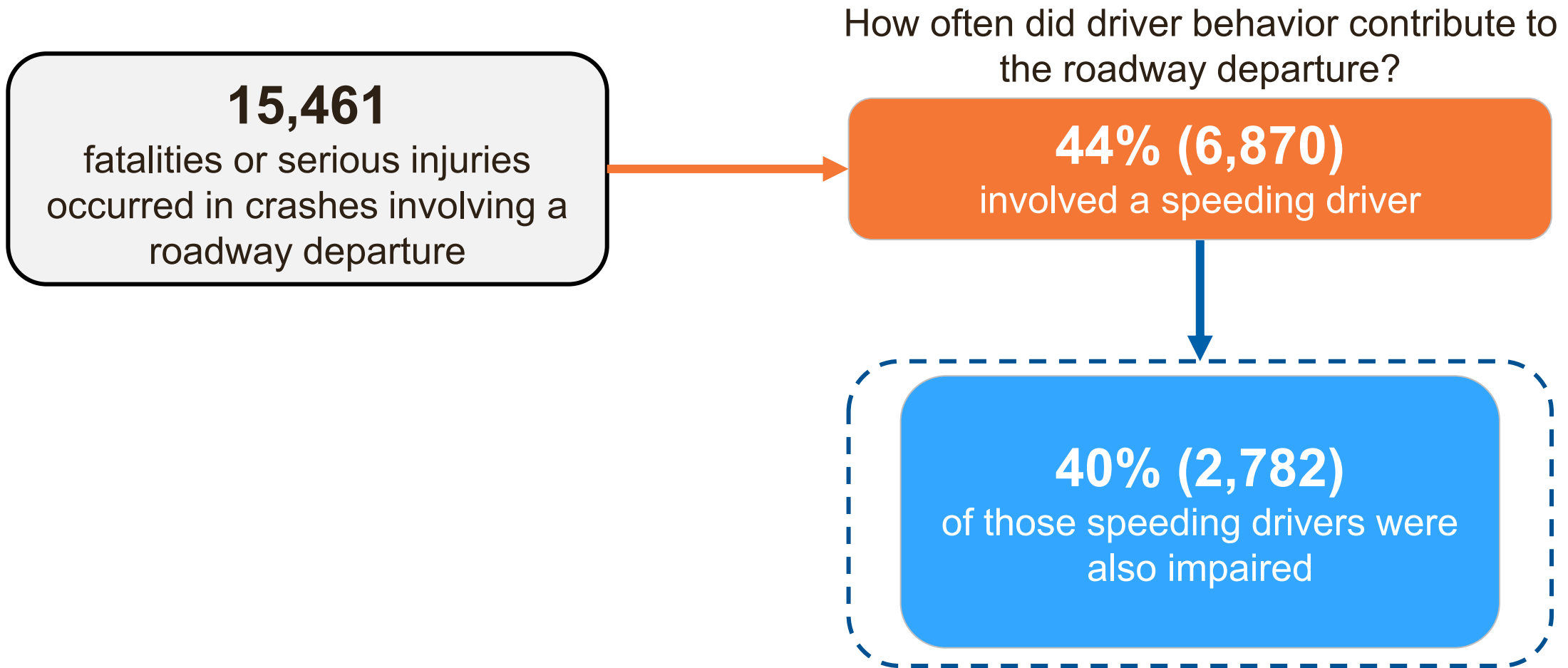
\* Disproportionately important contributor to fatalities, as opposed to fatalities + serious injuries.



**This list has been largely the same for 12+ years. COVID era spikes in certain contributors (e.g., unbelted drivers) and effects (e.g., spike in fatalities) seem to have settled back into the longer-term trend.**

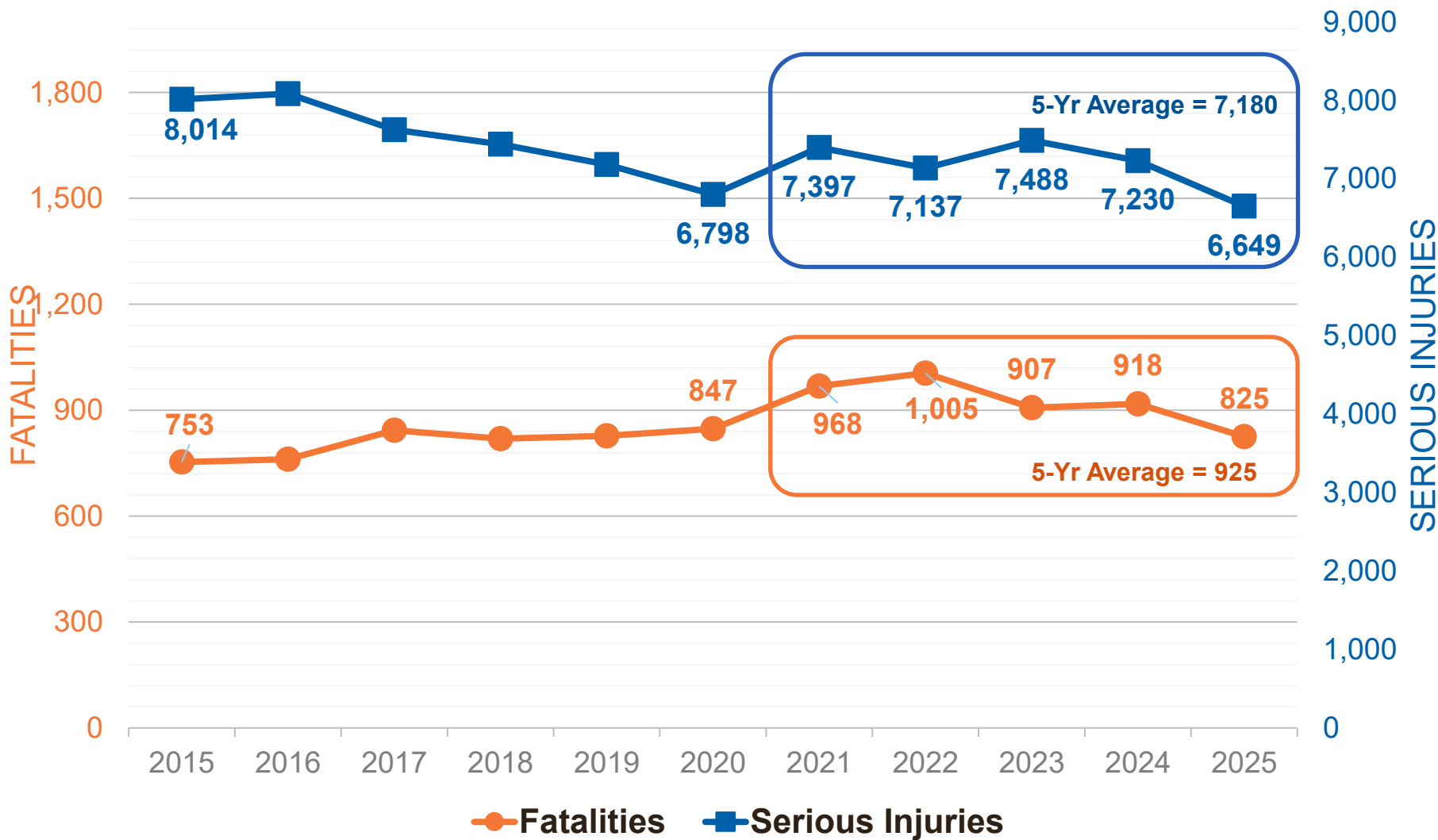
**This presentation reviews these features and how they interact.**

# What Leaps Out : Interaction Between Factors



2020-2024 Crash Data

# What Leaps Out : 2025 Improved, But Not Where we Want to Be.

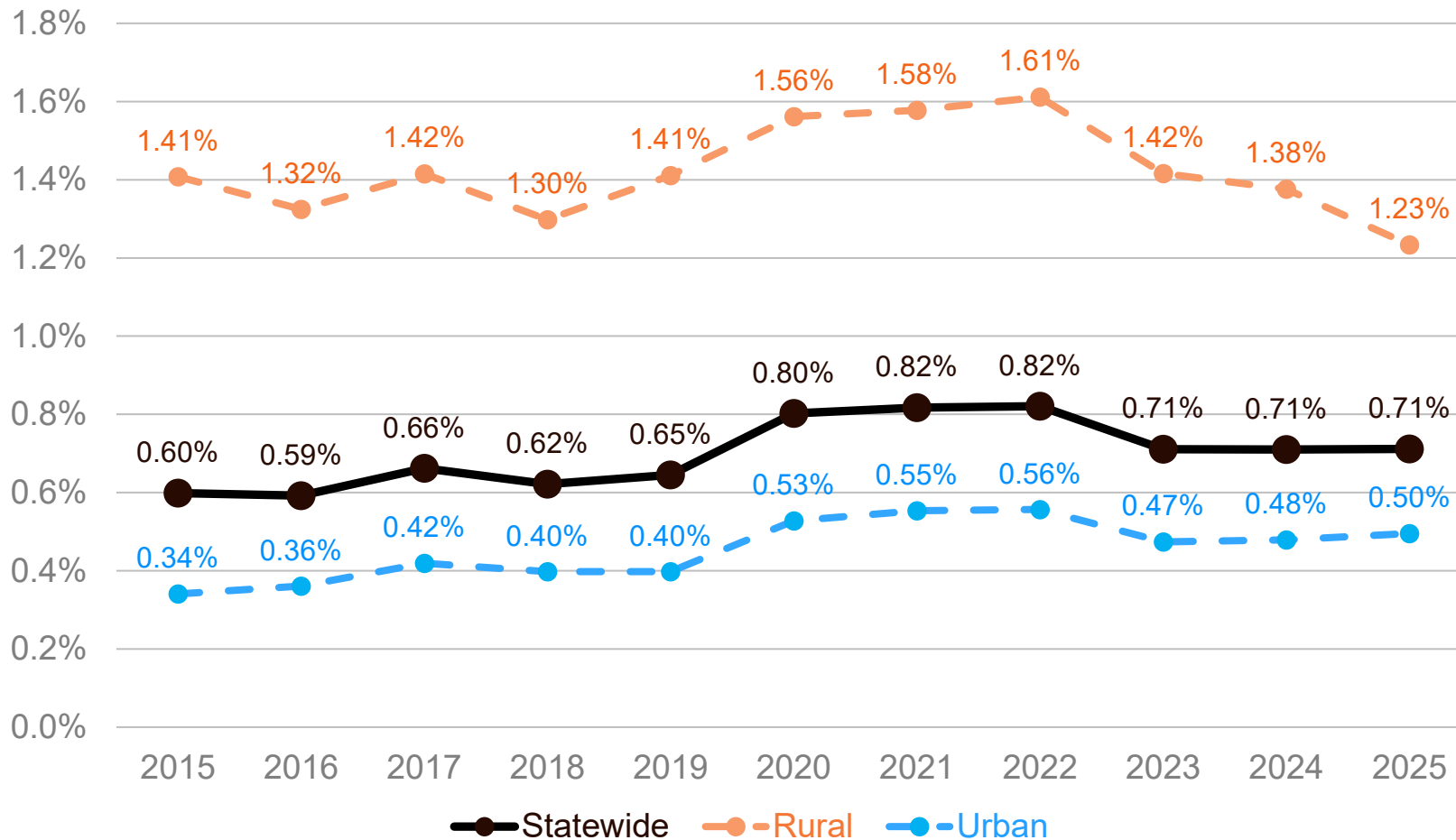


Note: 2025 data is preliminary

- 2014 had the lowest Fatalities at 700. In 2025 we remain higher, despite year over year improvements.
- In 2025 there was a severe crash every 70 minutes.
- The 2025 societal cost of F and SI was \$20.4B.

# Why are Fatalities Up While Ser. Inj. are at an All Time Low?

% of crashes resulting in a fatality

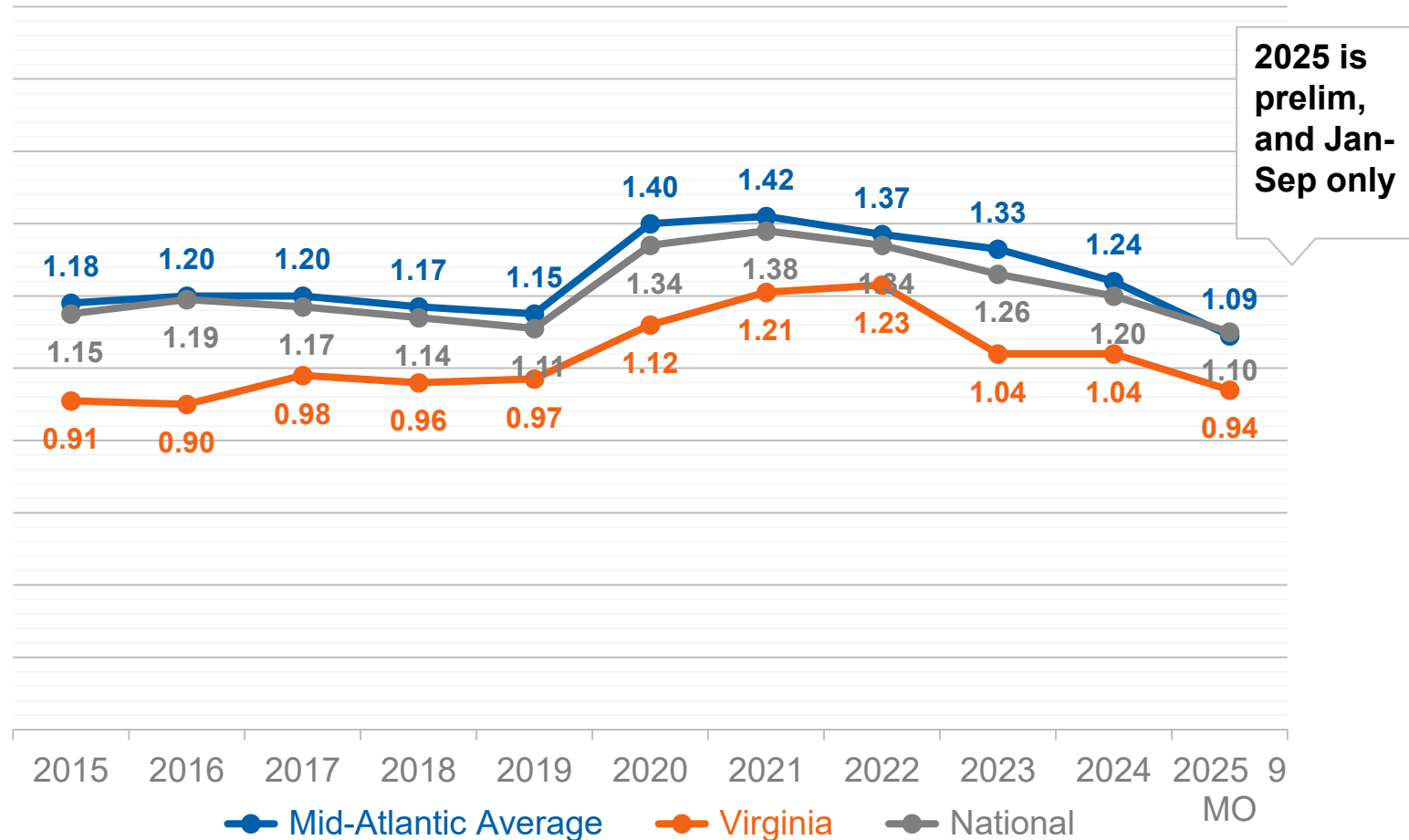


Note: 2025 data is preliminary

- The ratio of deaths increased during the pandemic by 25% (conjecture – higher speeds from less traffic, and a reduction in seatbelt use were key causes)
- The risk is higher in rural areas but that has now declined below pre-pandemic levels
- Urban risk increased 37% and has not returned to the lower levels

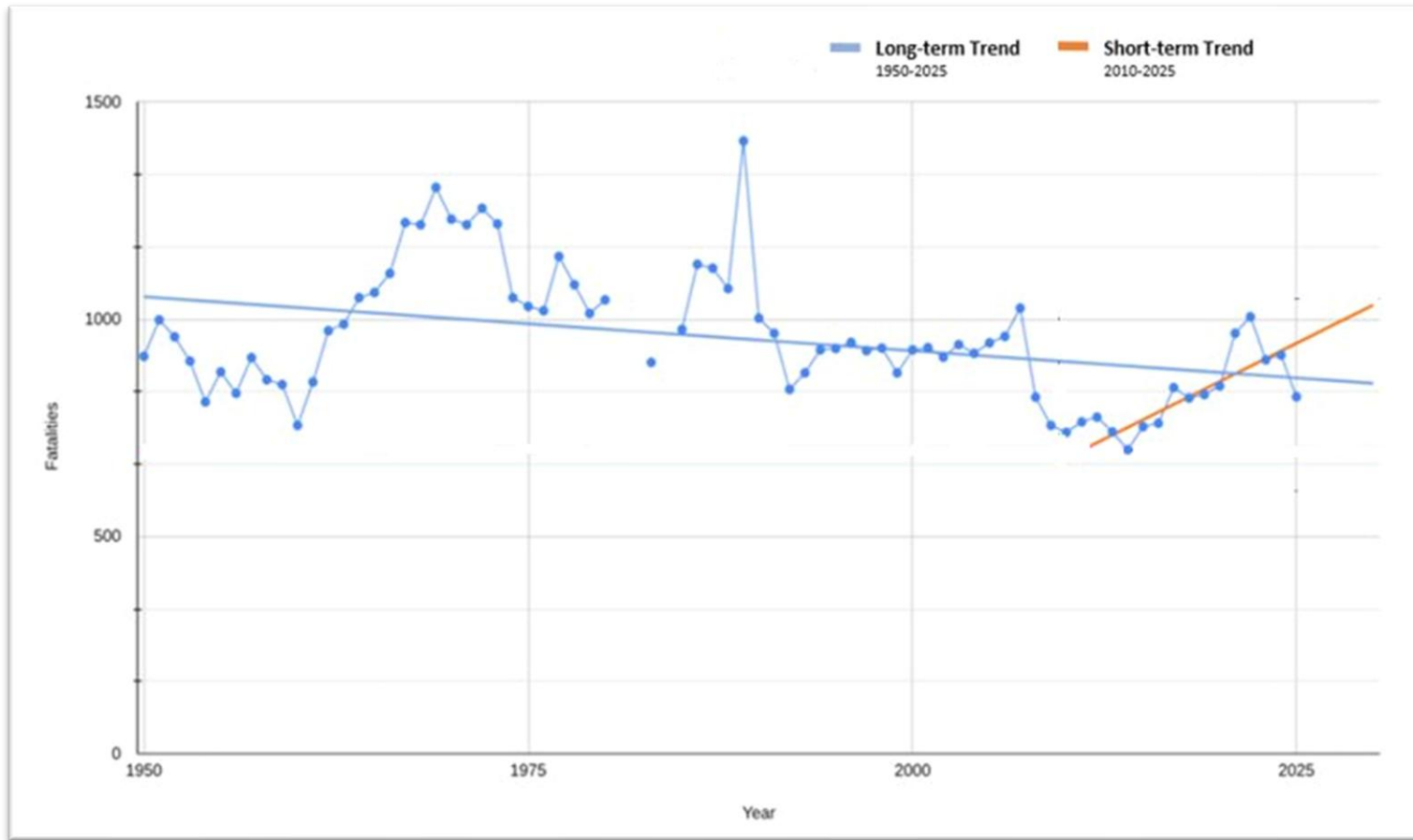
# Virginia in Context – National and Regional Comparison

Fatalities per 100M VMT (2025 is Preliminary for First Nine Months Only)



- In general, Virginia has followed the national trend. **This means factors bigger than our state influencing our rates are.**
- The pandemic brought an increase in speeding and DUI, and unlicensed drivers
- Further, more people were active and pedestrian and cyclist deaths increased
- Urban arterials saw the largest increase in fatalities.

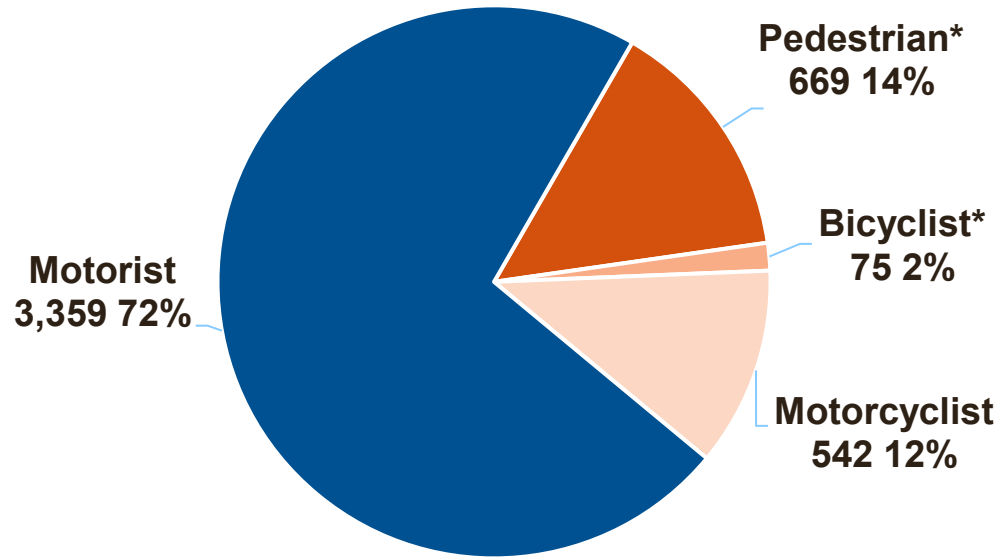
# Longer Term Trends: Fatalities are Constant, Despite Deeply Different Underlying Pressures



- Virginia has consistently oscillated between 700 and 1,000 fatalities per year since 1950.
- While the population and VMT have risen over the long term, which would be expected to create a rise in fatalities, other factors have pushed the rate down leading to a ~consistent absolute number.
- A short-term (2010-2025) trend shows increasing fatalities. The pandemic and recovery from it confuse the picture in recent years, but the rise began in 2010.

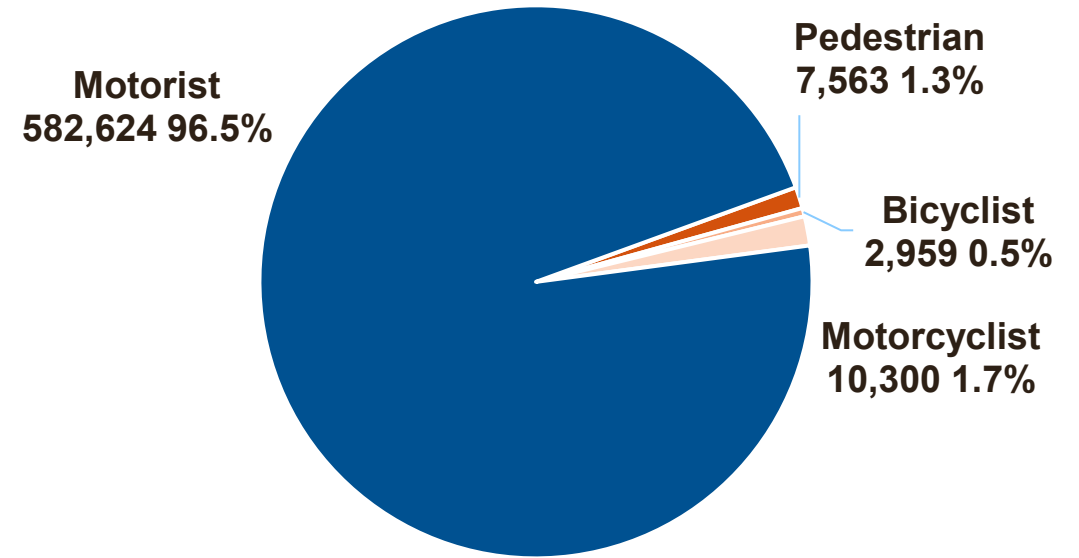
# Road User Risks of Death

## Road Users Who Died



2020-24 Fatal Crashes

## Crashes by Road Users Involved



2020-24 Total Crashes

\* Pedestrian and bicyclists are “Vulnerable Road Users” (VRUs) per FHWA terminology.

# Reminder: Transit – Far Safer Than Driving

Public transit is ~ 10x safer than traveling by automobile when measured by fatalities per mile (AASHTO)

Transit systems have very low fatality rates, typically well under 0.2 fatalities per 100 million miles of service. (NTD)

Virginia operators maintain low crash and injury rates (NTD)

Transit reduces:

- ✓ Vehicle Miles Traveled (VMT)
- ✓ DUI, Drowsy, and Distracted driving
- ✓ Traffic congestion and crash exposure

Safety Metric (NTD)	Virginia Rate	Relative Performance	U.S. average
Major Safety Events per 100k VRM <sup>**</sup> (approx.)	~0.5 - 0.7	Better than national average	~0.8–1.0
Fatalities per 100M VRM (approx.)	~0.4 – 0.6	Better than national average	~0.9
Injury Rates per 100K VRM (approx.)	~0.3	Better than national average	~0.6

- National Transit Database (NTD) is the primary federal source for transit safety statistics
  - Major Safety Event: fatality, injury requiring immediate medical attention, property damage ≥ \$25,000, collisions involving transit vehicles that require towing, evacuations
- <sup>\*\*</sup> per Vehicle Revenue Mile (VRM)

# TRENDS AND UPDATES FROM THE 2022-2026 SHSP



# Strategic Highway Safety Plans – Last Updated 2022-2026

## Strategic Highway Safety Plan (SHSP)

- Comprehensive multi-stakeholder plan to reduce highway deaths and serious injuries
- Establishes and implements Safe System actions to improve the safety of the highway system through engineering, education, enforcement, and emergency response solutions

## Vulnerable Road User Safety Assessment (VRUSA)

- Required supplement to SHSP that includes additional data analysis and strategies to reduce pedestrian and bicyclist severe crashes

**Plans will be combined and updated in 2026**



<https://bit.ly/VASHSP>

# How Emphasis Areas Were Determined in SHSP







Emphasis areas were established to address:

- Crash type outcomes with a disproportionate number of fatalities or serious injuries
- Behavioral issues that contribute to the frequency or severity of crashes
- User types that contribute to the frequency of crashes or that are more vulnerable to serious injuries



Emphasis areas largely align with federal safety initiatives and funding programs

# Shared Responsibility for SHSP Emphasis Areas

## SAFE ROAD USERS

-  Pedestrians
-  Bicyclists
-  Motorcyclists
-  Impaired Driving
-  Occupant Protection
-  Aging Road Users
-  Young Drivers

## SAFE ROADS

-  Intersections
-  Roadway Departures

## SAFE VEHICLES

-  CAV
-  Heavy Vehicles

## SAFE SPEEDS

-  Speeding




## POST-CRASH CARE

-  Emergency Response and Medical Services

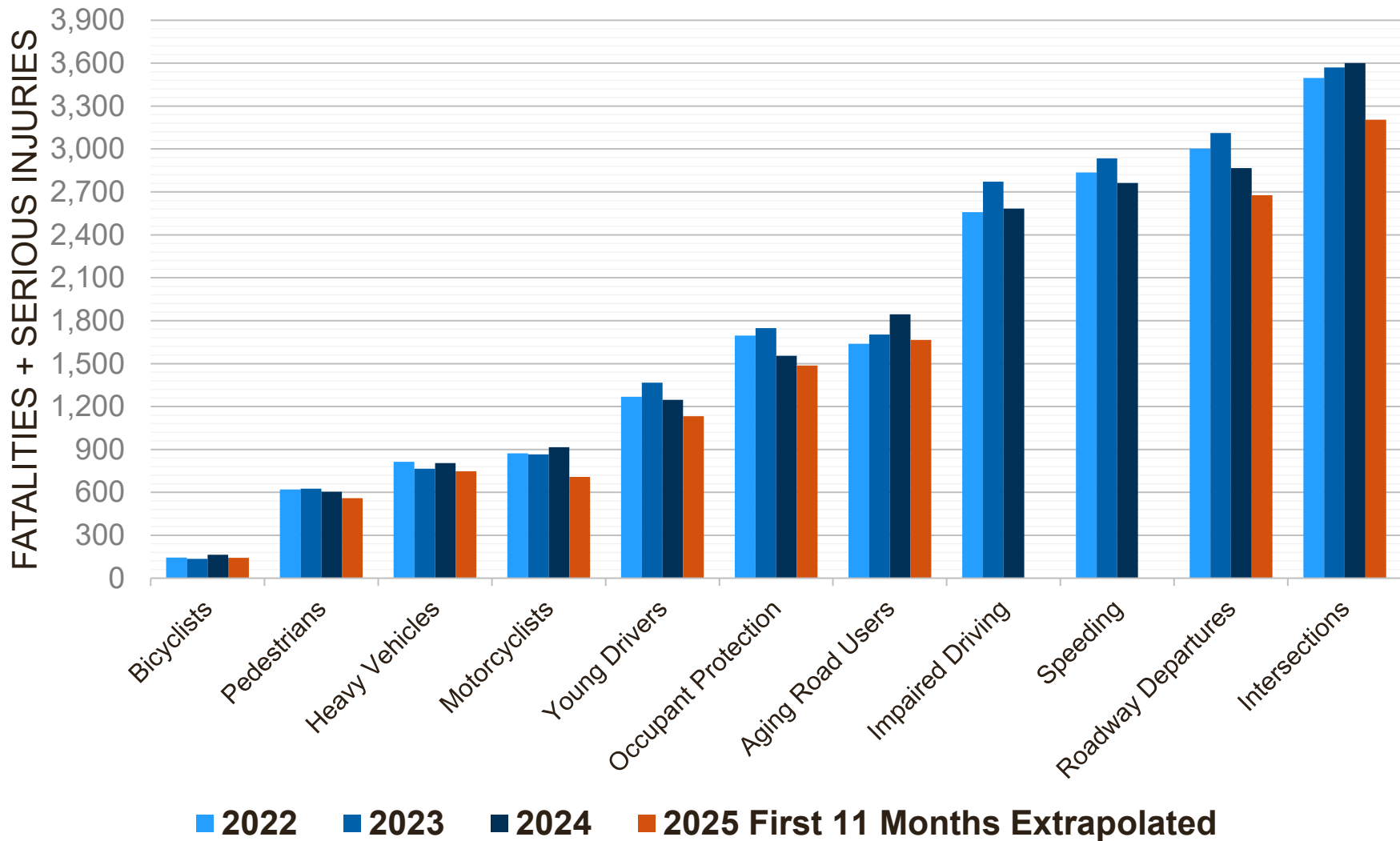
## SUPPORTING

-  Data & Analytics

### Primary Responsibility

-  Engineering (VDOT)
-  Education (DMV, DOE, VDH & Others)
-  Enforcement & EMS\* (VSP, VDH & Others)

# Annual Fatalities + Serious Injuries per SHSP Emphasis



- Through 2024, we had not seen any big movement on these top categories.
- 2025 had an overall reduction in SI + F.
- **PRELIMINARY** results indicate that this improvement shows up in every category.
- The biggest improvements were:
  - Motorcyclists (-12%)
  - Intersections (-11%)
  - Bicyclists (-12.8%)
- This trend is not the same for fatalities alone – Pedestrian fatalities increased.
- 2025 Speeding, Impaired Driver statistics are not available until later.

# ENGINEERING PRIMARILY RESPONSIBLE

# Engineering Infrastructure Focused Emphasis Areas

- **Roadway Departures**
- **Intersection related**
- **Pedestrians\***
- **Bicyclists\***

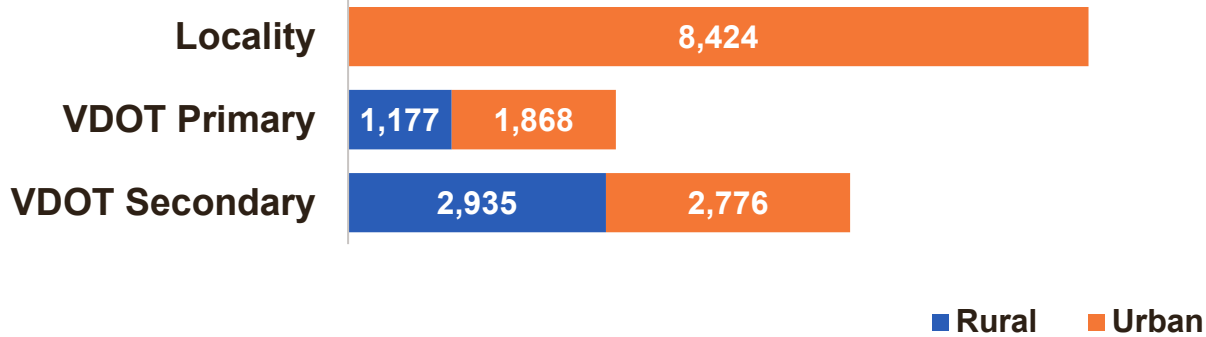
**(all the above with Speed considerations)**

\* These will be covered in depth in April. Slides about them are in the appendix and can be brought in during Q&A

# Intersection Fatalities & Serious Injuries

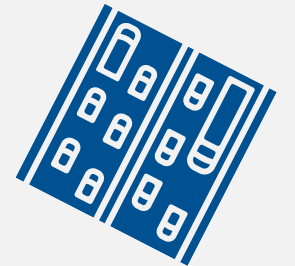
Annual Averages: **310** Fatalities; **3,126** Serious Injuries

## System and Area Type

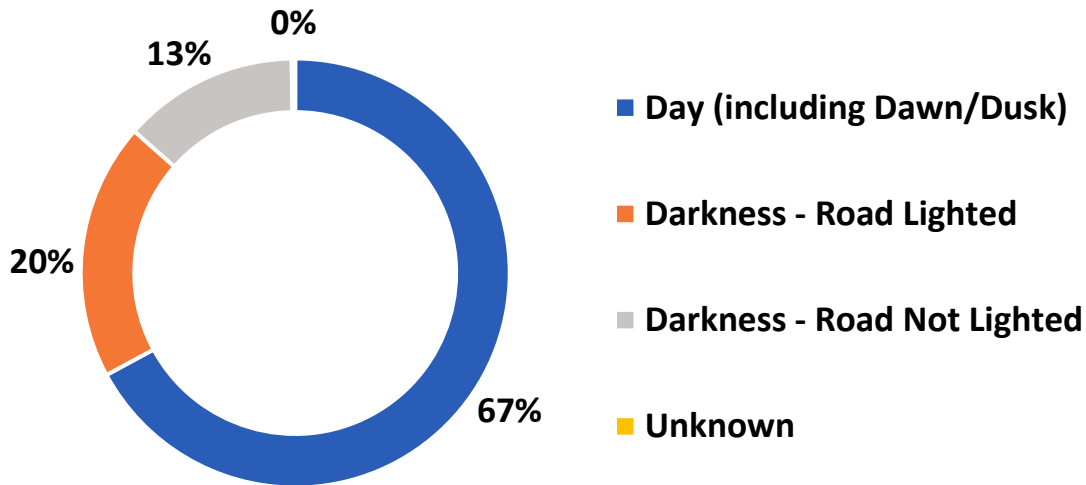


**24%** occurred in Rural areas

**76%** occurred in Urban areas



## Time of Day



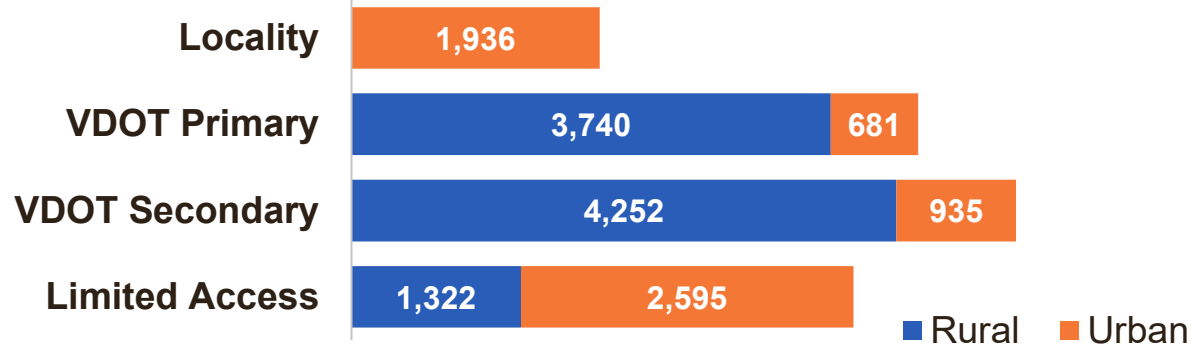
Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	1,742	657	168
<=35 mph	1,489	2,835	526
<=45 mph	1,546	2,988	1,265
<=55 mph	1,630	1,403	93
>55 mph	46	463	6

All summaries based on 2020-2024 Crash Data

# Roadway Departure Fatalities & Serious Injuries

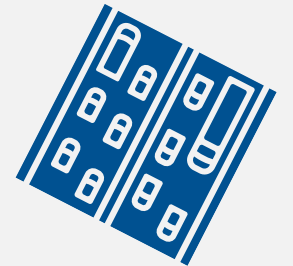
Annual Averages: **454** Fatalities; **2,638** Serious Injuries

## System and Area Type

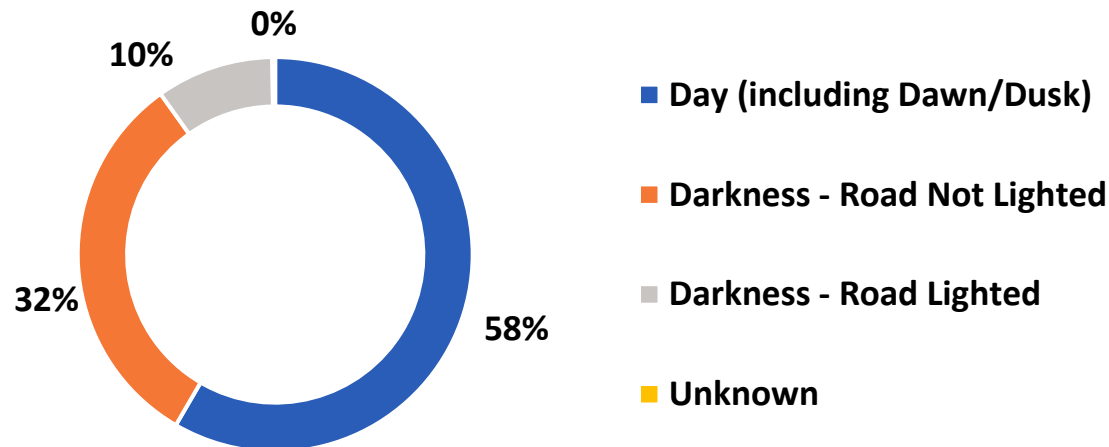


**68%** occurred in **Rural** areas

**32%** occurred in **Urban** areas



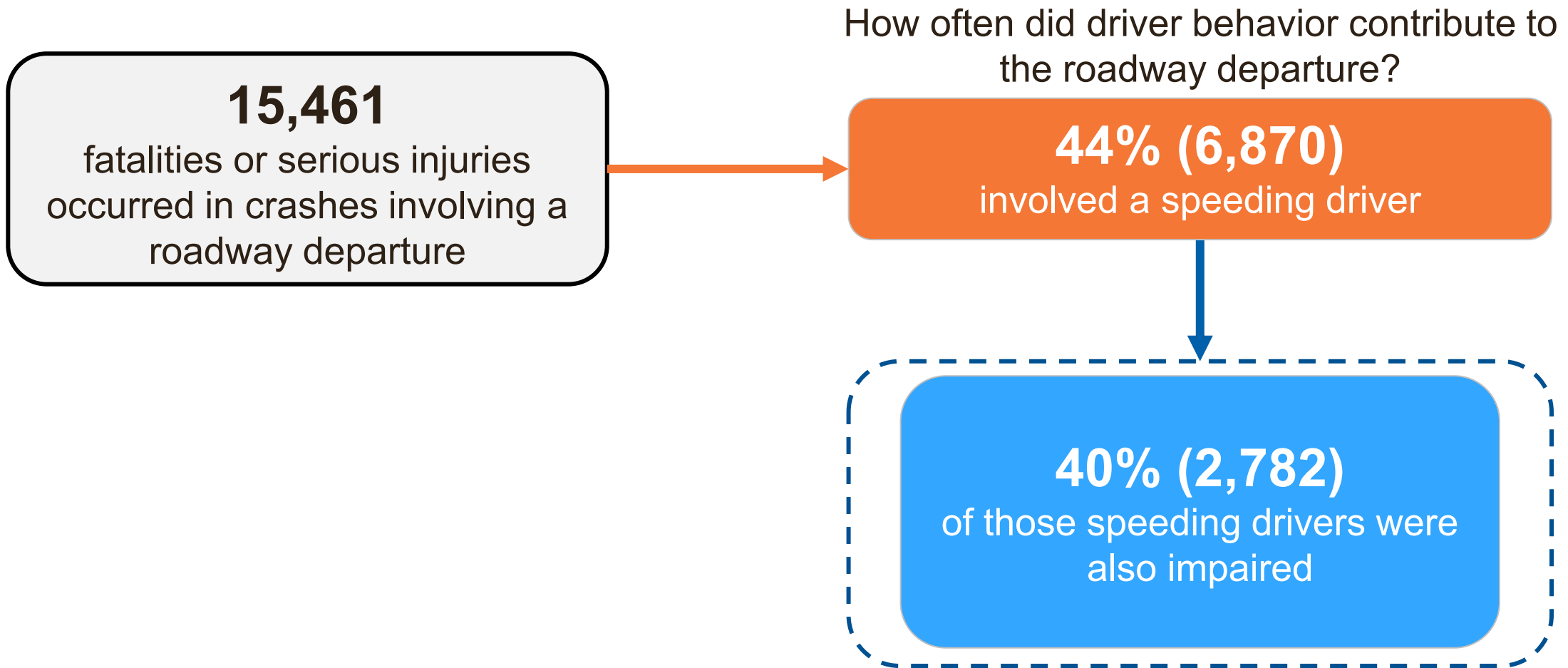
## Time of Day



Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	891	47	11
<=35 mph	1,285	359	47
<=45 mph	2,664	498	126
<=55 mph	4,194	1,294	594
>55 mph	167	2,124	985

All summaries based on 2020-2024 Crash Data

# What Leaps Out : Interaction Between Factors



2020-2024 Crash Data

# EDUCATION PRIMARILY RESPONSIBLE

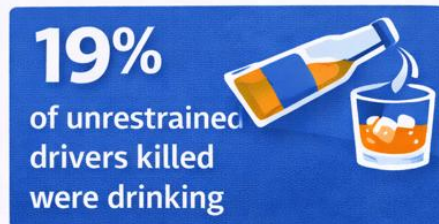
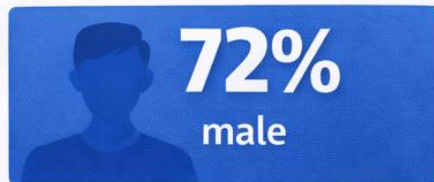
# Behavioral Focused Emphasis Areas

- **Bicyclists and Pedestrians\***
- **Motorcyclists**
- **Impaired driving (drunk, distracted, drowsy, drugged)**
- **Occupant protection**
- **Speeding**
- **Heavy vehicles**
- **Aging and young drivers**

\* These will be covered in depth in April. Slides about them are in the appendix and can be brought in during Q&A

# Occupant Protection: Unrestrained Fatalities

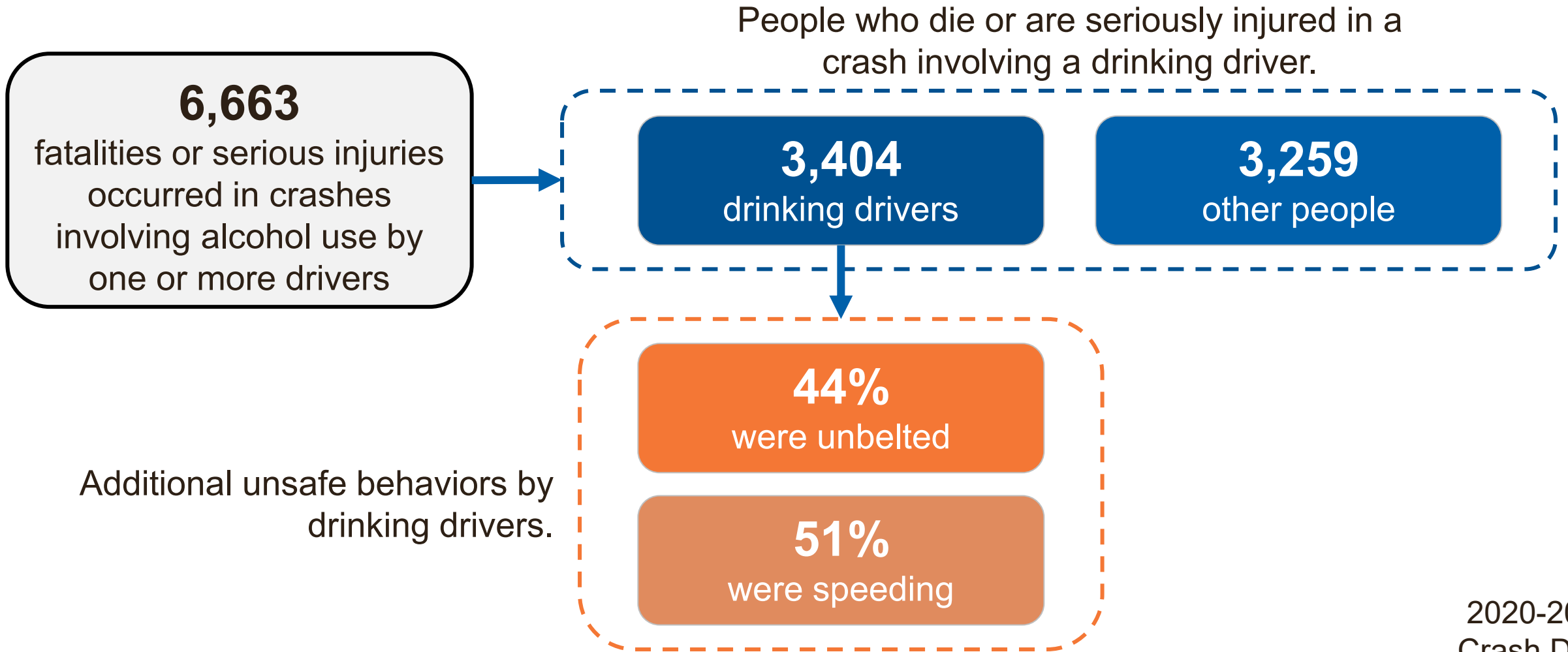
Annual Averages: **342** Fatalities; **1,352** Serious Injuries



All summaries based on 2020-2024 Crash Data

# The Overlap of 2+ Emphasis Areas is Important

Example- Drunk Driving + Unbelted



2020-2024  
Crash Data


# CONCLUSION

Thank you for your attention!

# Numerically, these Top Problem Areas Leap Out

- **Intersections**, especially in urban areas
- **Roadway Departures**, especially while speeding, especially in rural areas, especially on VDOT roads
- **Speeding**, especially with roadway departures and at intersections
- **Impairment**, especially in rural areas
- **Aging road users**, especially at intersections and near pedestrians
- **Unbelted drivers**, especially when speeding\*
- **Young drivers**
- **Motorcyclists\***
- **Heavy Vehicles**
- **Pedestrians**, especially on arterials at intersections at night\*
- **Bicyclists**, especially at urban intersections\*

\* Disproportionately important contributor to fatalities, as opposed to fatalities + serious injuries.



**Each of these problems has a different toolkit of techniques available to ameliorate the outcomes. Each tool has different levels of effectiveness and cost.**

**In the next few CTB meetings, we will dig into the balance of effectiveness and cost as we plan to improve safety in the future.**

# APPENDICES

Appendix A: List of all appendices

# Fatalities & Serious Injuries Overlap Heat Matrix (2020-24)

	Impaired Driving	Speeding	Occupant Protection	Roadway Departure	Intersections	Young Drivers	Bicyclists	Pedestrians	Aging Road Users	Motorcyclists	Heavy Vehicles
<b>Total</b>	<b>13,496</b>	<b>14,054</b>	<b>8,468</b>	<b>15,461</b>	<b>17,180</b>	<b>6,309</b>	<b>716</b>	<b>2,875</b>	<b>8,189</b>	<b>4,257</b>	<b>3,766</b>
<b>Impaired Driving</b>	-	5,509	3,836	6,047	5,220	1,876	172	1,141	1,842	768	1,040
<b>Speeding</b>	5,509	-	4,208	6,870	4,313	2,768	67	366	1,976	1,477	1,241
<b>Occupant Protection</b>	3,836	4,208	-	4,916	2,609	1,343	1	29	1,011	11	763
<b>Roadway Departure</b>	6,047	6,870	4,916	-	0	2,352	32	163	2,026	1,369	1,174
<b>Intersections</b>	5,220	4,313	2,609	0	-	2,859	482	1,675	4,349	1,749	1,169
<b>Young Drivers</b>	1,876	2,768	1,343	2,352	2,859	-	130	225	703	448	337
<b>Bicyclists</b>	177	70	1	34	489	136	-	7	162	4	19
<b>Pedestrians</b>	1,213	418	29	198	1,742	234	3	-	713	18	166
<b>Aging Road Users</b>	1,846	1,980	1,011	2,027	4,354	704	159	690	-	693	902
<b>Motorcyclists</b>	797	1,510	11	1,385	1,795	462	5	23	705	-	117
<b>Heavy Vehicles</b>	1,040	1,241	763	1,174	1,169	337	19	146	899	111	-

## HOW TO INTERPRET CRASH OUTCOME HEAT MATRIX

Each cell is the number of total fatalities and serious injuries associated with the factor in that **COLUMN** where the **CRASH** involved the contributing factor in each **ROW**.

*The sum of cell values in each column will not equal the column total because crashes may have more than two factors.*

## LEGEND

EA Overlap by Column

Minimum

Maximum

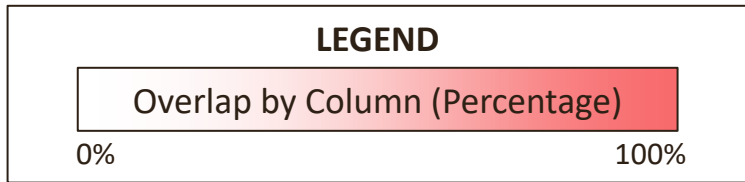
# Heat Matrix for Infrastructure Emphasis Areas

2020-2024 Crash Data

Impairment includes 4Ds:  
 - Drunk  
 - Drugged  
 - Drowsy  
 - Distracted

	Intersections	Roadway Departure	Pedestrians	Bicyclists
<b>Total Fatalities + Serious Injuries</b>	<b>17,180</b>	<b>15,461</b>	<b>2,875</b>	<b>716</b>
Impairment	5,220 (30%)	6,047 (39%)	1,141 (40%)	172 (24%)
Speeding	4,313 (25%)	6,870 (44%)	366 (13%)	67 (9%)
Roadway Departure	0 (0%)	-	163 (6%)	31 (4%)
Intersections	-	0 (0%)	1,675 (58%)	482 (67%)
Young Drivers	2,859 (17%)	2,352 (15%)	225 (8%)	130 (18%)
Aging Road Users	4,354 (25%)	2,027 (13%)	690 (24%)	159 (22%)
Motorcyclists	1,795 (10%)	1,385 (9%)	23 (1%)	5 (1%)
Heavy Vehicles	1,169 (7%)	1,174 (8%)	146 (5%)	19 (3%)

“24% of bicyclist serious injury/fatalities involved impaired driving.”



**HOW TO INTERPRET CRASH OUTCOME HEAT MATRIX**

Each cell represents the number of total fatalities and serious injuries associated with the crash outcome in that **COLUMN** where the **CRASH** involved the contributing factor in each **ROW**.  
 The sum of cell values in each column will not equal the column total because crashes may have more than two factors.

# Heat Matrix for Behavior Emphasis Areas

2020-2024 Crash Data

	Alcohol	Distracted	Drowsy	Drugs	Speeding	Unbelted
<b>Total Fatalities + Serious Injuries</b>	<b>6,663</b>	<b>6,077</b>	<b>1,665</b>	<b>1,251</b>	<b>14,054</b>	<b>8,468</b>
<b>Alcohol</b>	-	1050 (17%)	195 (12%)	590 (47%)	3,200 (23%)	2,279 (27%)
<b>Distracted</b>	1,050 (16%)	-	169 (10%)	236 (19%)	2,089 (15%)	1,397 (16%)
<b>Drowsy</b>	195 (3%)	169 (3%)	-	75 (6%)	602 (4%)	462 (5%)
<b>Drugs</b>	590 (9%)	236 (4%)	75 (5%)	-	644 (5%)	455 (5%)
<b>Speeding</b>	3,200 (48%)	2,089 (34%)	602 (36%)	644 (51%)	-	4,208 (50%)

Number of *all people* who die or are injured in crash

Number of *unbelted people* who die or are injured in crash

## LEGEND

Overlap by Column (Percentage)

0%

100%

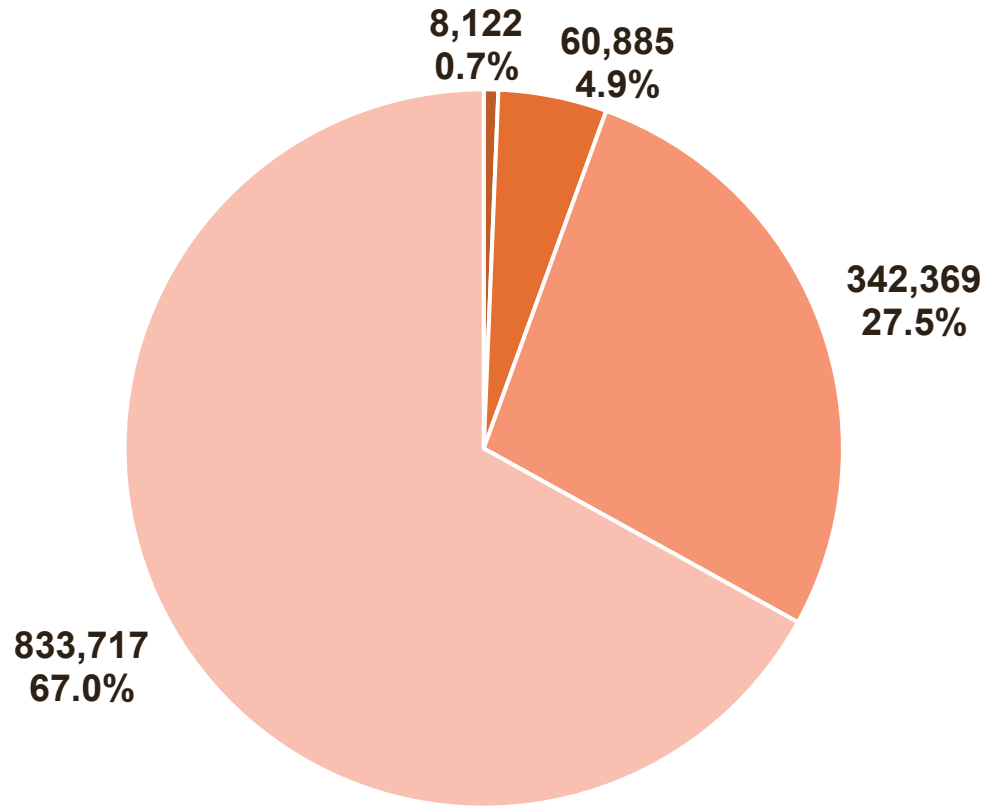
## HOW TO INTERPRET BEHAVIOR HEAT MATRIX

Each cell represents the number of total fatalities and serious injuries associated with the behavior in that **COLUMN** where the **CRASH** also involved the behavior in each **ROW**.

*The sum of cell values in each column will not equal the column total because crashes may have only one behavior or more than two behaviors present.*

# Statewide Crashes by Severity

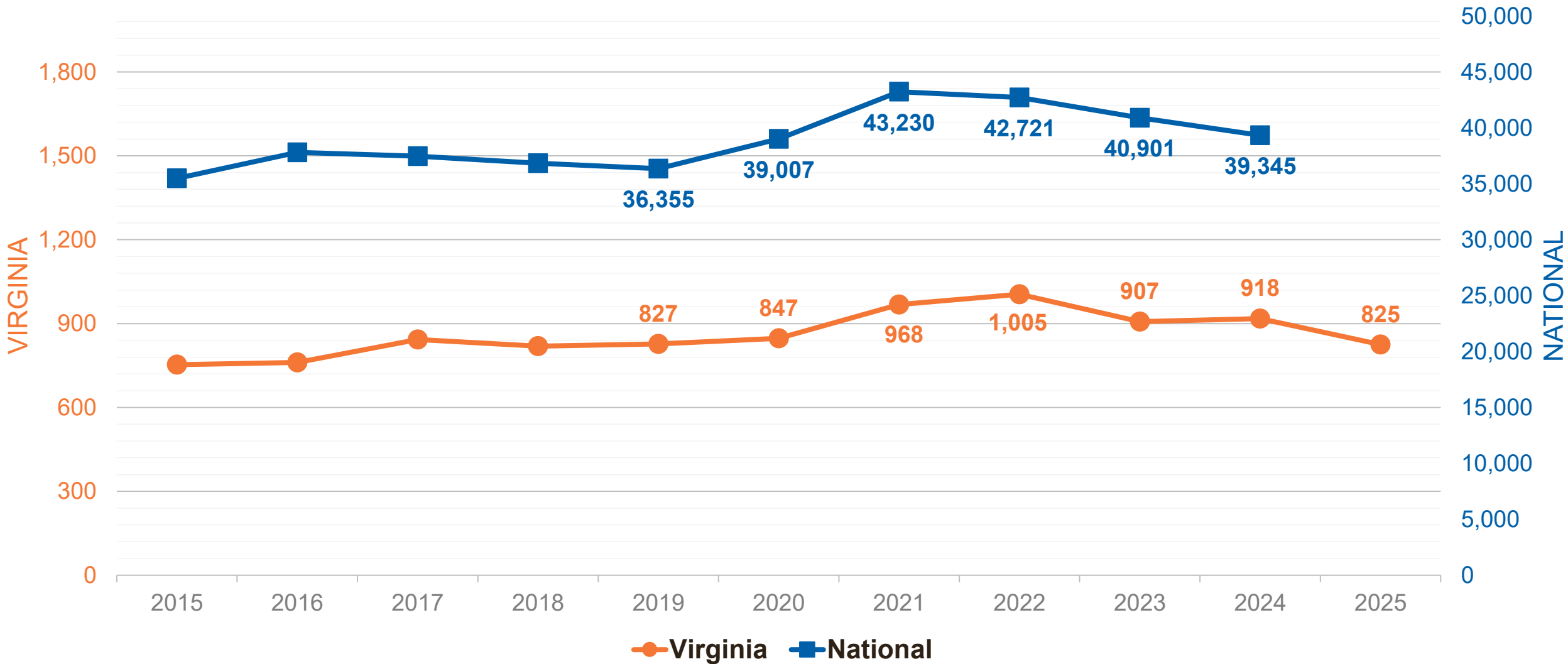
## 2015-2024 Crash Totals by Severity



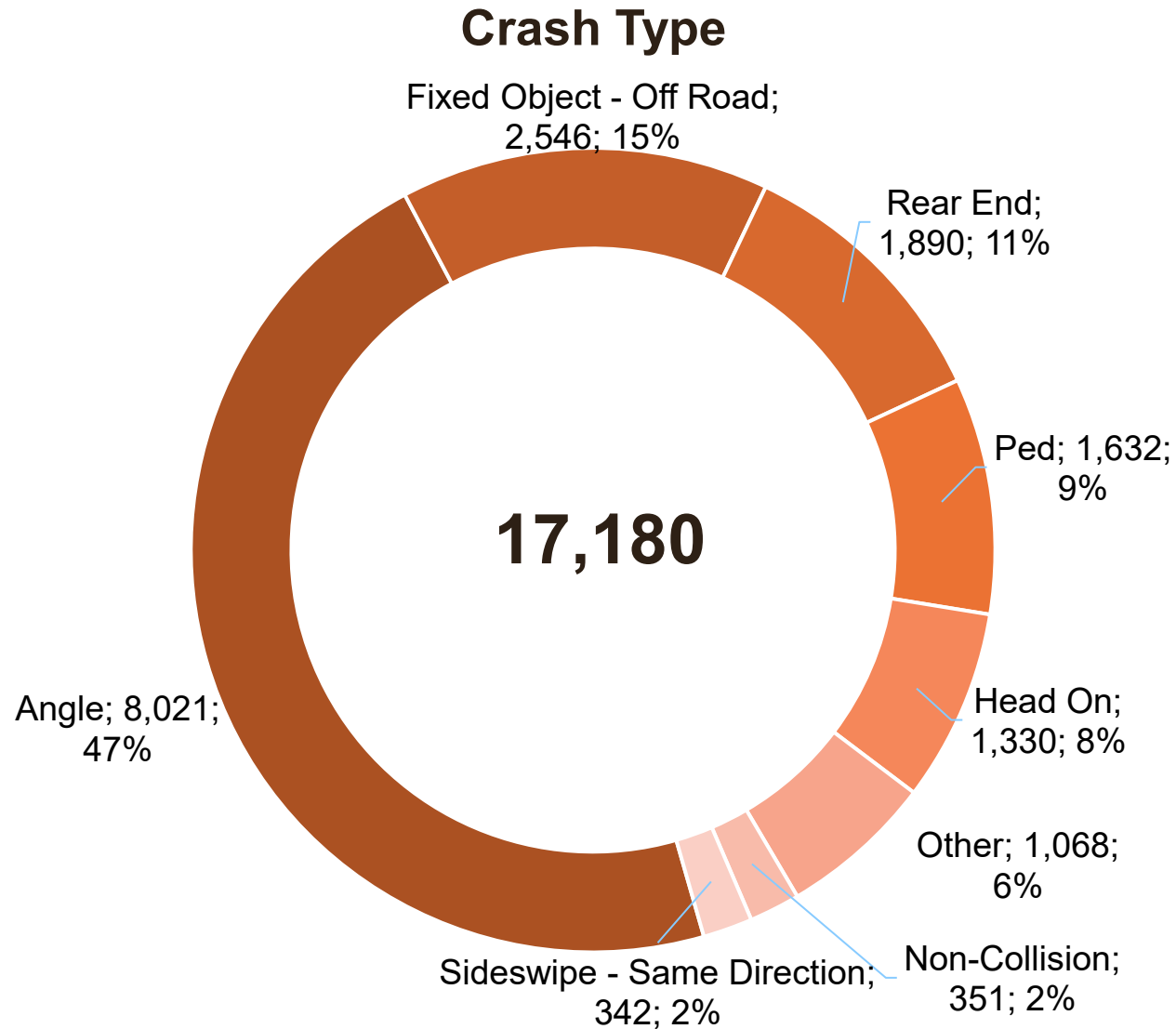
- Fatal Crashes
- Serious Injury Crashes
- Other Injury Crashes
- Property Damage Only Crashes

Crash Severity	Minimum Annual Percentage	Maximum Annual Percentage
Fatal	0.6%	0.8%
Serious Injury	4.5%	5.2%
Other Injury	25.9%	29.2%
Property Damage Only	65.1%	68.6%

# Crash Fatality Trend: Virginia vs. National



# Intersection Fatalities & Serious Injuries



2020-2024 Crash Data

# Roadway / Lane Departure Fatalities & Serious Injuries

## Crash Type

2020-2024 Crash Data

## Fixed Object Type Struck

15,461

9,927

Head On; 2,220; 14%

Other; 805; 5%

Angle; 793; 5%

Non-Collision; 772; 5%

Rear End; 430; 3%

Sideswipe - Opposite Direction; 266; 2%

Fixed Object in Road; 247; 2%

Overturn; 617; 6%

Parked Vehicle <1%

Fence, Post, or Mailbox; 397; 4%

Signal, Sign, or Utility Pole; 607; 6%

Other; 1,585; 16%

Traffic Barrier; 1,711; 17%

Tree; 3,126; 32%

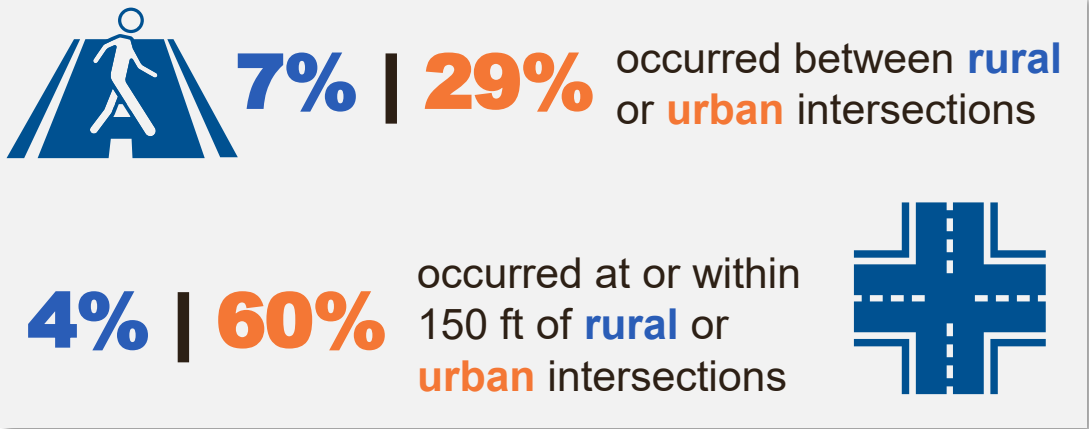
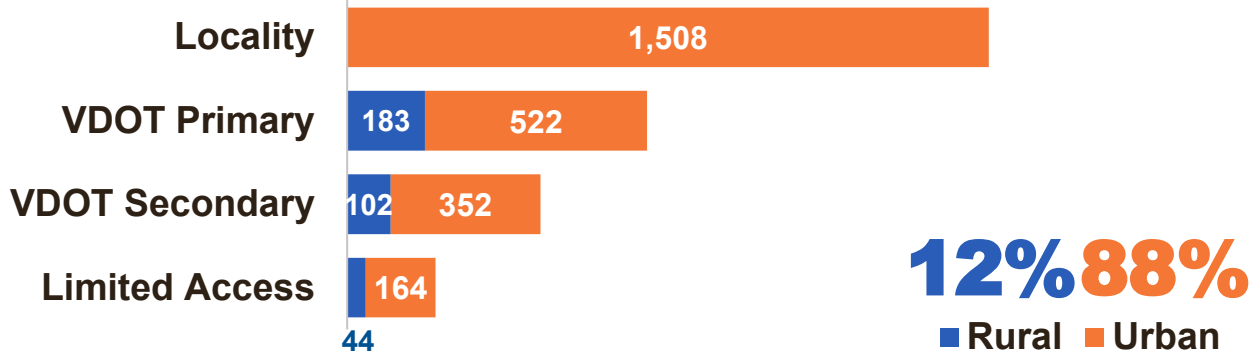
Ditch, Bank, or Ledge; 1,861; 19%

Fixed Object - Off Road; 9,927; 64%

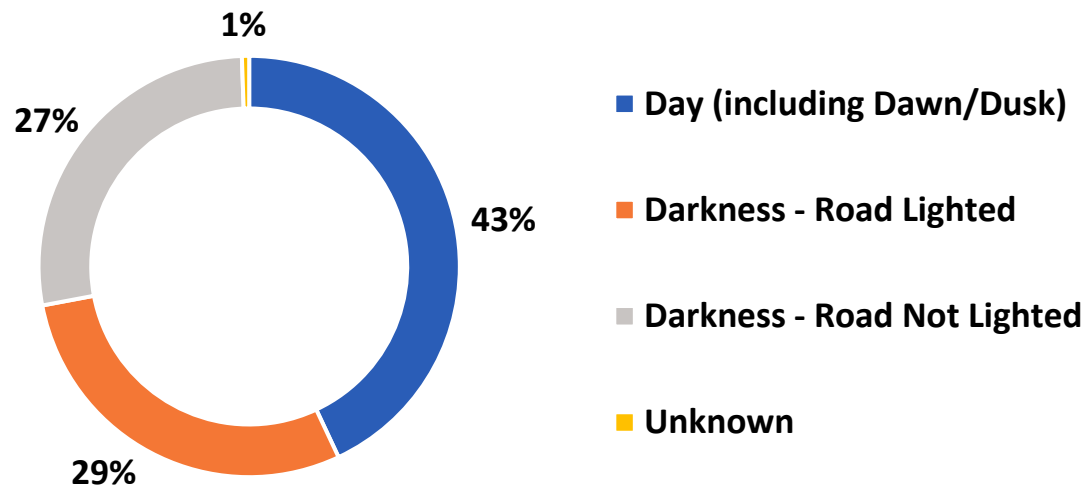
# Pedestrian Fatalities & Serious Injuries

Annual Averages: **133.8** Fatalities; **441.2** Serious Injuries

## System and Area Type



## Time of Day



Excludes crashes on limited access facilities or in work zones

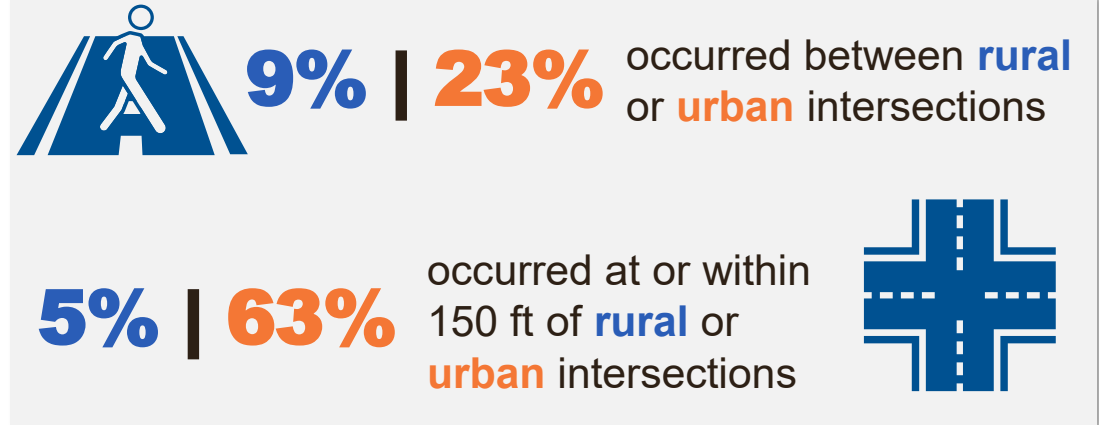
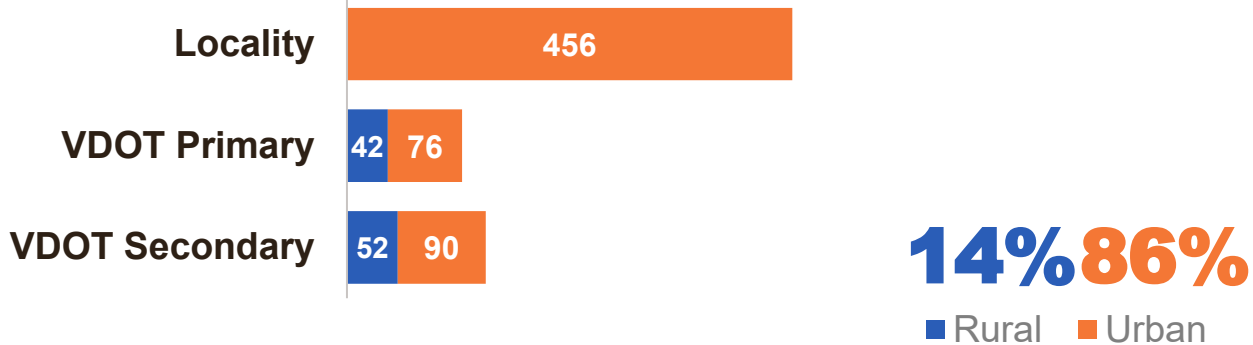
Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	569	181	49
<=35 mph	217	465	125
<=45 mph	162	347	266
<=55 mph	106	98	60
>55 mph	9	77	58

All summaries based on 2020-2024 Crash Data

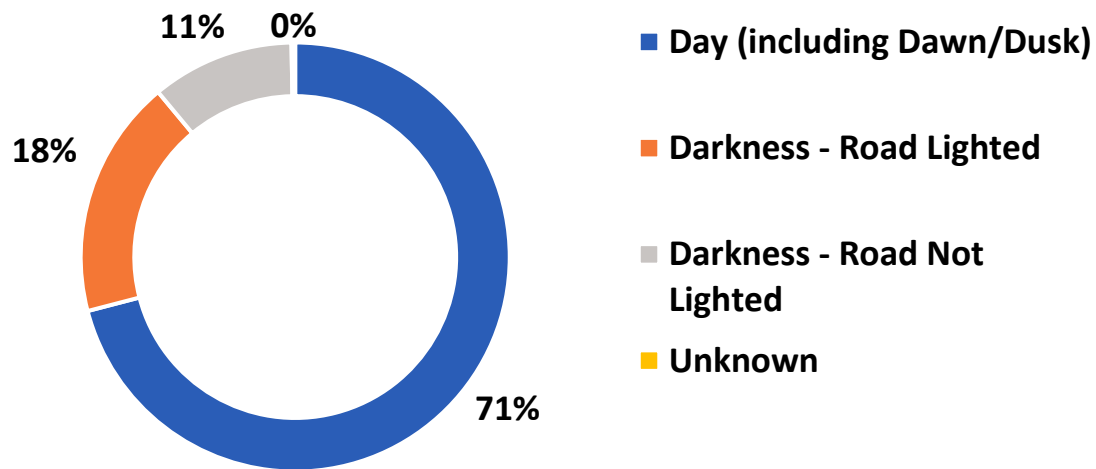
# Bicyclist Fatalities & Serious Injuries

Annual Averages: **15.0** Fatalities; **128.2** Serious Injuries

## System and Area Type



## Time of Day



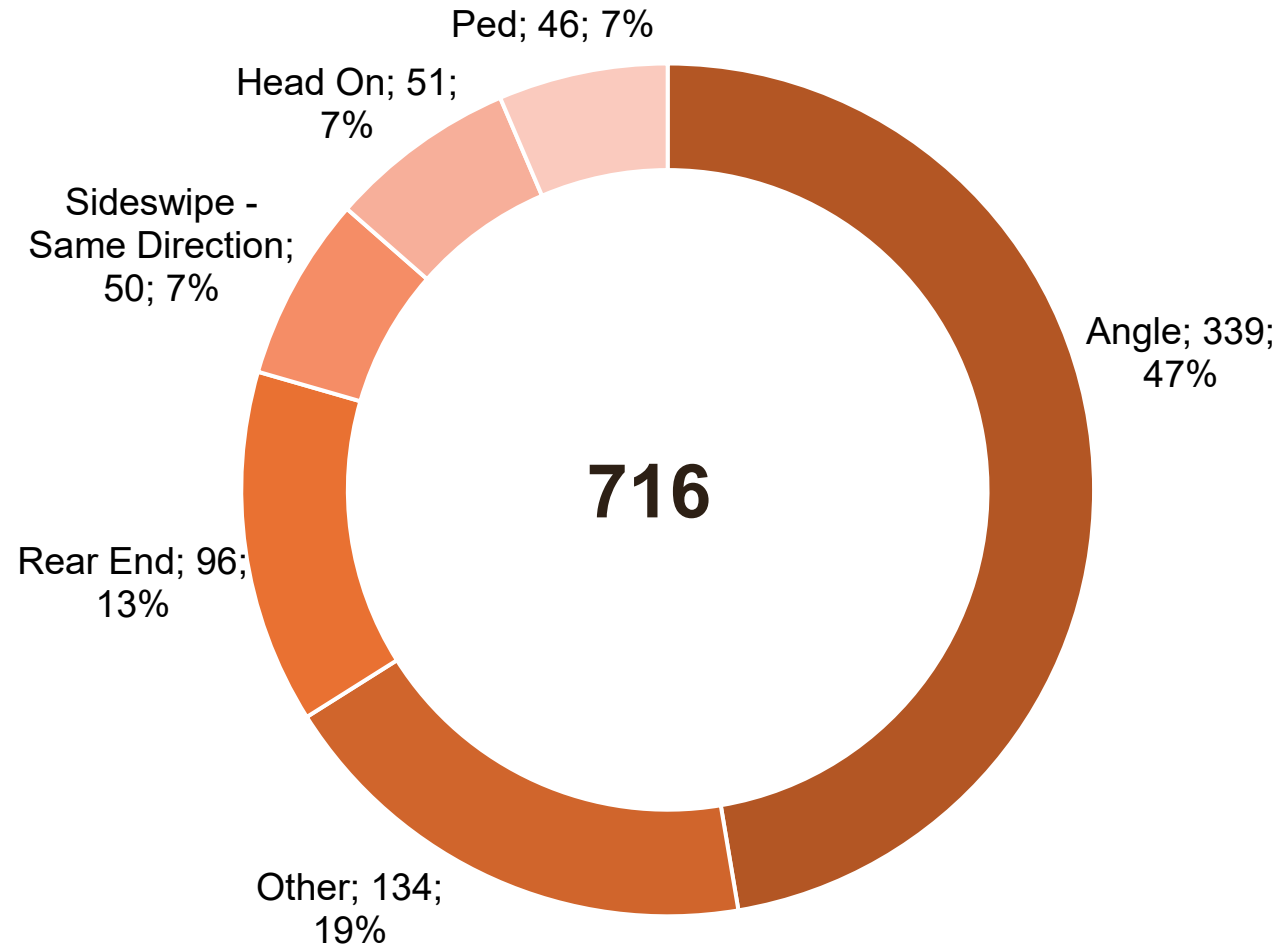
Excludes crashes on limited access facilities or in work zones

Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	189	54	13
<=35 mph	76	97	14
<=45 mph	44	88	43
<=55 mph	51	23	1
>55 mph		2	1

All summaries based on 2020-2024 Crash Data

# Bicyclist Fatalities & Serious Injuries

## Crash Type



2020-2024 Crash Data

# What Factors Contribute To Crash Frequency Vs Severity?

	Factor*	Contributor to Crash Frequency	Contributor to Crash Severity
Engineering	Roadway design elements	✓	
	Collision type		✓ (road users, impact angle)
	Speed	✓	✓
Behavioral	Aging road users	✓ (decreased reaction times)	✓ (vulnerability to injuries)
	Young drivers	✓	
	Impaired driving	✓	
	Seat belt use		✓
Outside Purview	Weather conditions	✓	
	Vehicle age	✓ (advanced safety features)	✓ (crashworthiness)
	Vehicle size and weight		✓



It's important consider Serious Injuries + Fatalities (not Fatalities alone) when analyzing safety trends and developing solution, especially for roadway design.

\*Non-exhaustive list of contributing factors

## DRPT Agency Update – April 2026

### **FY27 5303 Applications**

The MPO 5303 Application is open and closes on **May 1**. DRPT will provide FTA 5303 apportionment information once it becomes available from FTA. MPOs are encouraged to use last year's dollar amounts when drafting UPWPs for DRPT review.

### **FFY27-30 S/TIP Development**

MPOs are encouraged to reach out to DRPT with any questions about developing their draft TIPs. MPOs should have their new TIPs approved by April, ahead of the blackout period, while we submit the STIP with VDOT to FHWA and FTA for review.

### **2026 Coordinated Human Services Mobility (CHSM) Plan Update**

DRPT has released the 2026 Coordinated Human Services Mobility (CHSM) Plan Update, which identified goals for 2026-2030, DRPT implementation actions, and findings. You can find the plan and profiles for geographic areas on the DRPT [website](#).

### **Statewide Rail Plan Kickoff**

DRPT has begun collecting data for the update in coordination with Amtrak, VPRA, and VRE. Public and stakeholder engagement has begun and MPOs should start hearing from our rail team with surveys being distributed throughout the month. Reach out to your assigned planner with any questions, comments, or concerns. DRPT plans to have a draft available for the Commonwealth Transportation Board in October.

### **Virginia Breeze Lauches Tidewater Current**

DRPT will launch it's 5<sup>th</sup> Virginia Breeze line dubbed the Tidewater Current on April 20th. The route will connect Harrisonburg to Virginia Beach via the I-64 corridor with intermediate stops. To learn more and purchase tickets, visit

<https://virginiabreeze.drpt.virginia.gov/>