



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

Transportation in Virginia: Renewed * Reformed * Refocused

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Transportation in Virginia: Pre-2013

- **Subjective decisions**
- **Engineering-based solutions**
- **Politically-driven process**
- **Led by intuition**
- **Partial funding of projects and uncertainty**
- **Opaque decision-making**
- **VDOT/administration controlled**
- **Locality-driven**

Three years of Change – HB2313, HB2, HB1886 and HB1887

- ***Renewed*** Virginia's transportation program by providing new resources for all modes of transportation
- ***Reformed*** Virginia's transportation program by requiring use of an outcome-based prioritization process, increasing accountability and transparency, and increasing the independence of the CTB
- ***Refocused*** Virginia's transportation program by replacing a decades-old allocation formula with a new formula that aligns funding with needs

Transportation in Virginia – Today

- **Objective decisions**
- **Outcome-based solutions**
- **Data-driven process**
- **Led by analytics**
- **Full funding of projects and certainty for sponsors**
- **Transparent decision-making**
- **Independent Commonwealth Transportation Board**
- **Regionally-driven**

Six-Year Improvement Program

Today

- **Projects released in January**
- **4-5 months of public review and comment**
- **Project information and scores easily accessible on-line, and documents are user-friendly**

Pre-2013

- **Projects released in April “after” GA session**
- **30-60 days of public review and comment**
- **Project information subject to interpretation and often difficult to obtain**

Updated Revenues for HB2 Programs

- **Initially anticipated ~\$1.1 billion**
 - \$550M for High Priority Projects
 - \$550M for District Grant Programs
- **Due to FAST Act and state revenue forecast improving now have \$1.7 billion available**
 - \$833M for High Priority Projects
 - \$883M for District Grant Programs

Updated Revenues for HB2 Programs

High Priority Projects		\$833M
District Grant Programs		\$883M
Bristol	7.0%	\$62.2M
Culpeper	6.2%	\$54.9M
Fredericksburg	6.9%	\$60.5M
Hampton Roads	20.2%	\$178.0M
Lynchburg	7.1%	\$63.1M
Northern Virginia	20.7%	\$183.1M
Richmond	14.4%	\$127.4M
Salem	9.6%	\$84.9M
Staunton	7.8%	\$68.9M

House Bill 2 – Statewide Prioritization Process

- **Delivered an outcome-based prioritization process in 18 months**
- **First in the nation to use outcome-base prioritization process**
- **27 public hearings**
- **Stakeholder meetings in each districts**
- **Meetings with every MPO**

House Bill 2 – Statewide Prioritization Process

- **Projects were solicited from local governments, MPOs, PDCs and transit agencies from August to October**
- **Office of Intermodal Planning and Investment screened and evaluated projects from October to December**
 - **Congestion mitigation**
 - **Economic development**
 - **Accessibility**
 - **Safety**
 - **Environmental quality**
 - **Land use**

HB2 Factors and Evaluation Measures

Congestion Mitigation		Safety		Accessibility			Economic Development			Environment		Land Use
15% of score		20% of score		25% of score			20% of score			10% of score		10% of score
50%	50%	50%	50%	60%	20%	20%	60%	20%	20%	50%	50%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Economic Development Support (Sq. ft.)	Freight Access Improvements (Tons Benefit Value)	Travel Time Reliability	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Support for Transportation Efficient Land Use

Scoring Results

Top Projects for Congestion Mitigation

District	Organization Name	Project Title
NOVA	NVTA	Transform66 Outside the Beltway
Hampton Roads	HRTPO	I-64 Peninsula Widening
NOVA	Loudoun County	Northstar Boulevard (U.S. 50 to Shreveport Dr)
NOVA	Prince William County	Telegraph Road/Summit School Road Widening and Extension
Hampton Roads	HRTPO	High-Rise Bridge and I-64 Widening

Top Projects for Safety

District	Organization Name	Project Title
Lynchburg	County of Prince Edward	US 460 at VA 307
Bristol	Washington County	Interstate 81 - Exit 19 Modifications
Staunton	County of Rockingham	US 33 West- Rawley Pike
Culpeper	County of Fluvanna	Rt. 53 Rt. 618 Roundabout
Lynchburg	County of Halifax	Route 601, Buckshoal Road Safety Improvements

Scoring Results

Top Projects for Environment

District	Organization Name	Project Title
NOVA	NVTA	Transform66 Outside the Beltway
Bristol	Lee County	Route 58 Truck Climbing Lane
Lynchburg	Central Virginia MPO	Waterlick Congestion and Safety Improvements
Bristol	County of Scott	Route 58 Climbing Lane (Complete)
Salem	City of Galax	Cranberry Road Improvements

Top Projects for Accessibility

District	Organization Name	Project Title
NOVA	NVTA	Transform66 Outside the Beltway
NOVA	NVTC	VRE Gainesville-Haymarket Extension
Fredericksburg	GW Regional Commission	Expansion of Commuter Parking Lot of Exit 140 on I-95
Richmond	City of Petersburg	Petersburg Station Park and Ride Structured Lot
NOVA	Fairfax County	Route 1 Widening (Mt Vernon Hwy to Napper Rd)

Scoring Results

Top Projects for Land Use

District	Organization Name	Project Title
NOVA	County of Arlington	Ballston-MU Metrorail Station West Entrance
NOVA	County of Arlington	ART Service Restructuring and Expansion
NOVA	City of Falls Church	Downtown Planning Opportunity Area
Hampton Roads	HRTPO	I-64/I-264 Interchange Improvements
NOVA	Town of Herndon	East Spring Street Widening Project (UPC 105521)

Top Projects for Economic Development

District	Organization Name	Project Title
Staunton	SAWMPO	I-81 Exit 220 and 221 Accel/Decl Lanes
Richmond	Richmond Regional TPO	I-64 Widening (I-295 to Exit 205 Bottoms Bridge)
	Roanoke Valley-Alleghany	
Salem	Regional Commission	I-81 MM 166.7-169.4 Improvements
Salem	Botetourt County	I-81 Safety Improvements from MM 166.5-168.5
Salem	Roanoke Valley TPO	I-81 Widening from Exit 140 to 143

Recommended Scenario

- 1. Fund top eligible projects based on benefits / cost in each district using District Grant Program**
- 2. Fund top projects using High Priority funds based on benefits / cost in each district that would have been funded with District funding if they had been eligible**
- 3. Use un-allocated District funds combined with High Priority funds to fund top unfunded project based on benefits / cost**
- 4. Use remaining High Priority funds on projects with benefits / cost over 1 and highest overall benefits**

Recommended Scenario

District	Funded Projects	Overall Funding	Benefit Score / Cost
Bristol	10	\$70.0M	4.6
Culpeper	11	\$96.7M	2.7
Fredericksburg	19	\$204.6M	2.0
Hampton Roads	22	\$335.6M	2.0
Lynchburg	26	\$70.6M	10.6
Northern Virginia	19	\$499.3	3.7
Richmond	23	\$154.5M	4.4
Salem	20	\$109.3M	4.5
Staunton	18	\$121.1M	3.6

Moving Forward

- **February CTB meeting – Review of recommended projects**
- **March to April – Board to develop potential revisions to recommended scenario**
- **April-May – Public hearings on recommended scenario and any potential revisions**
- **May CTB meeting – Revised funding scenario developed**
- **June CTB meeting – Adoption of Six-Year Program**

Responsibility as Executive Branch Official

- **Deliver programs and projects**
- **Live within available resources**
- **Develop projects and programs based on existing law**
- **Recognize political realities and impacts on adjacent communities**

Transform66: Outside the Beltway

- **\$2.1 billion in upfront investment**
- **More than \$700M over term of the deal for transit and other corridor improvements**
- **Project will improve 66 corridor to include—**
 - **3 general purpose lanes**
 - **2 express lanes with direct access points**
 - **New and enhanced commuter bus service**
 - **New and expanded park-n-ride lots**

Transform66: Outside the Beltway

- **First project developed through new P3 reforms**
- **Financial plan for \$2.1B as follows:**
 - **At least \$1.5B in toll back bonds/equity**
 - **Maximum of \$600M in public investment**
 - **HOV-3 free; all other tolled as provided for in law**
- **5 bills would prohibit current financial plan**
- **Create \$1.2B financing gap**
 - **Assumes CTB takes all of statewide High Priority Projects funding and all Northern Virginia District Grant Program Funds**
- **How should this gap be filled?**

Transform66: Inside the Beltway

- **First implementable plan since opening of I-66 to significantly improve travel along the corridor**
- **Self-financing project that will**
 - **Eliminate 26,000 person hours of delay a day**
 - **Move 40,000 additional people a day through the corridor**
- **Converts HOV facility to dynamic tolling during rush hour in the peak direction**
- **Re-invests toll revenues in multimodal projects that improve travel on I-66 inside the Beltway**

Transform66: Inside the Beltway

- Analyzed Administration's proposal along with project to simply widen I-66 eastbound using HB599 (LeMunyon) Congestion Rating process

Project	HB599 Rating
Transform66: Inside	31.5
Widen I-66 Inside	9.0

Transform66: Inside the Beltway

- **6 bills in the House would prohibit current financing plan**
- **Creates a financing gap of**
 - **\$122M up-front for widening of eastbound I-66**
 - **\$10-15M annually for multimodal improvements benefitting I-66 inside the Beltway**
- **How should this gap be filled?**

Context for I-66 Inside the Beltway



**Adding lanes
through here
will cost
billions**

**Where should
this funding
come from?**

Context for I-66 Inside the Beltway

Benefits of spending billions is limited due to stoplight at the end of I-66 eastbound in the District



Improving the Competitiveness of Dulles Airport

- **Governor's budget provides \$50M over two years to reduce the cost per enplanement at Dulles Airport**
 - Preserve 85,000+ direct jobs
 - Retain only airline hub in the Commonwealth
 - Reverse the trend of rising costs and declining air service
- **Dulles domestic pass-thru (hub) traffic has dropped due to**
 - Global recession's impact on air travel demand
 - Airline industry consolidation
 - Congressional changes to the perimeter rule

2007 Transportation Initiative Funds

- Appropriations Act in 2007 set aside \$500M in GF surplus for specific projects
- \$31M is remaining after project completion
- Governor's introduced budget puts the funds to use—
 - ~\$23M to construct road improvements near military bases in Virginia and acquire parcels at Fort Monroe
 - \$8M along with another \$12M to replace the busiest un-renovated rest areas



No reversionary language:
Federal surplus

No reversionary
language:
Federal surplus

Submerged land, no
reversionary language:
Federal surplus

Three separate
deeds:
-1836
-1908
-1936

- Area 1 - Reverts to Virginia 371.770 acres
- Area 2 - Federal Land 31.611 acres
- Area 3 - Federal Land 38.820 acres
- Area 4 - Federal Land 122.318 acres

Total Federal Land - 192.749 acres
Total Fort Monroe - 564.519 acres



Land Reversion to the Commonwealth of Virginia

Map Source:
Metes and Bounds
Survey 2009



Rest Area Initiative

Replace buildings at the following rest areas:

- I-95 NB Caroline County – 1.6M visitors
- I-95 SB Caroline County
– 1.5M visitors
- I-95 NB
NC state line
– 1.3M visitors



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VDOT Staffing History

- In 1991, the VDOT Maximum Employment Level (MEL) was 12,277
- In 2009, the MEL was 8,350 and approximately \$1 billion was advertised
- In 2010, the MEL was 7,500
- Currently, the MEL is 7,485 and approximately \$2 billion will be advertised

Category	Current Maximum Employment Level	Potential Additions	Future Maximum Employment Level
Districts	6,088	240	6,328 (81%)
Impacted Functions Within District Functions (Included in total above)			
Construction Inspectors and DBE Contractor Advocates	207	76	283
Bridge Inspectors	37	5	42
Bridge Designers	86	15	101
Bridge and Specialty Crew	92	18	110
Residency Staff	225	45	270
Land Use Staff	345	13	358
Maintenance Complaint Staff	146	25	171
	0	43	43
Total	1,138	240	1,378
Central Office Functions	1,397	75	1,472 (19%)
Impacted Functions Within Central Office Functions (Included in total above)			
Right of Way Staff	62	50	112
Information Technology Staff	75	25	100
Total	137	75	212
Total	7,485	315	7,800 (100%)