



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

# Transportation in Virginia: Renewed \* Reformed \* Refocused

Aubrey Layne  
Secretary of Transportation  
January 20, 2016



# 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) |
| Salem    | Roanoke Valley-Alleghany 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              | \$74.3M         | 5.0                  |
| 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 | 30              | \$576.6         | 3.3                  |
| Richmond          | 24              | \$171.5M        | 4.1                  |
| 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: Growth of a Regional Express Lanes Network



# Transform66: Outside the Beltway

- **\$2.1 billion in upfront investment**
- **Additional \$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 \$1.18B 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



# Coordinated and Innovative Transportation Program

- **Based on bi-partisan reforms**
- **Addresses major needs in the Commonwealth**
- **Fiscally constrained based on state and federal revenues**
- **Leverages tolls and regional funds to deliver large projects**
- **Based on data-driven HB2 process**
- **Takes advantage of all available procurement tools**
- **Is transparent and accountable**

# VIRGINIA INTERNATIONAL GATEWAY (VIG)



- Working with owners on a long-term lease and investment in Phase II of facility.
- Doubles capacity from 650,000 containers to 1.3 million containers.

# POTENTIAL ECONOMIC IMPACTS OF VIG PHASE II



**166,000**  
port-related  
jobs



**\$636 million**  
state and  
local taxes

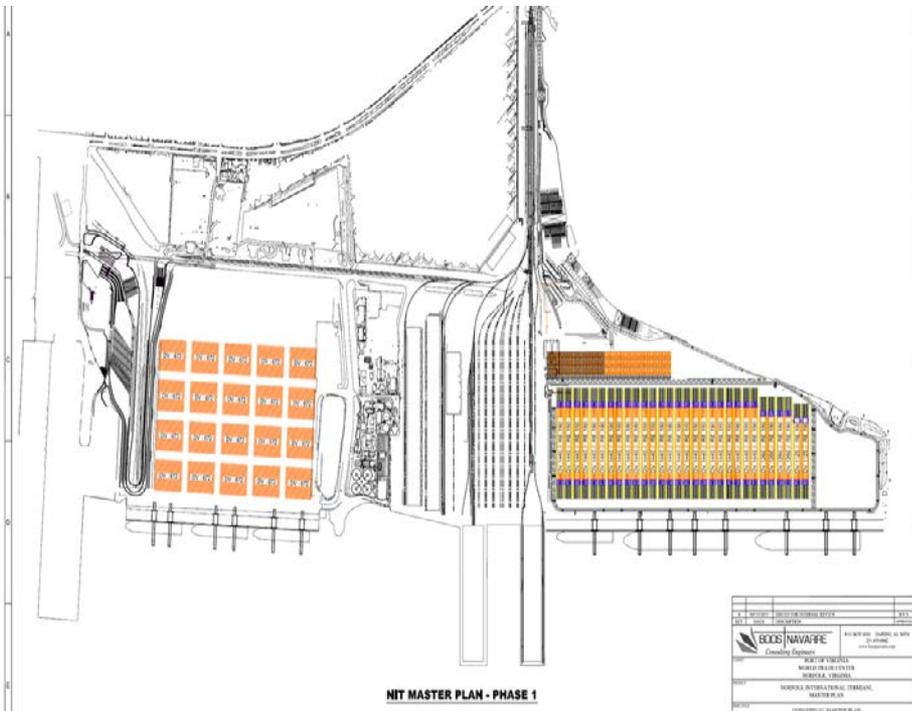


**\$138 million**  
annual  
revenue



**\$22 billion**  
Virginia  
spending

# NORFOLK INTERNATIONAL TERMINALS (NIT)

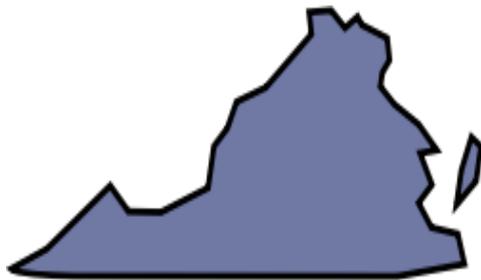


- Optimize to a Rail Mounted Gantry (RMG) Crane operation.
- Increases capacity from 820,000 containers to 1.2 million containers.
- Proposed \$350M state bond issuance

# POTENTIAL ECONOMIC IMPACTS OF NIT OPTIMIZATION



**120,000  
port-related  
jobs**



**\$462 million  
state and  
local taxes**



**\$100 million  
annual  
revenue**



**\$16 billion  
Virginia  
spending**

# 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