

BLUEPRINT SERVICE IMPACTS

(Interim Report – Public Input)

**FY 2010 Statewide Service
Suspensions, Reductions, Elimination**

**Commonwealth Transportation Board Meeting
April 15, 2009
David S. Ekern, P.E.
Commissioner**

PUBLIC INPUT SNAPSHOT

- 11 public listening sessions
 - March 10—Salem
 - March 11—Lynchburg
 - March 12—Staunton
 - March 16—Hampton Roads
(general)
 - March 17—Hampton Roads
(ferries)
 - March 19—Culpeper
 - March 25—Bristol
 - March 26—Richmond
 - March 30—Fredericksburg
(general)
 - March 31—Fredericksburg
(ferries)
 - April 1—Northern Virginia
- 1,270+ attendees
- 280+ speakers
- 5,000+ written comments
- 26 hours of testimony
- 25 General Assembly members
- 200+ local officials

MAINTENANCE AND OPERATIONS SERVICES

1. Emergency and Safety Response Services

1. Incident Response/Clearance
 - Crashes and Accidents
 - Hurricane and Severe Weather Events
 - Hazardous Materials Spills
 - Terrorist Events
2. Snow and Ice Control
3. Traffic Operations/SSP

2. Roadway Services

1. Road Surface Repair
2. Bridges
3. Tunnels

3. Traffic Control Services

1. Signals, Signs, and Pavement Marking Management
2. Lights and Guardrail Management

4. Roadside Services

1. Drainage
2. Vegetation Control
3. Mowing Services
4. Obstruction/Debris
5. Sound Barriers
6. Fence Management

5. Facility Services

1. Safety Rest Area and Waysides
2. Park & Ride Lot
3. Sidewalks/Trails

FERRY SERVICES

Levels of Service Snow and Ice Control

2004 Best Practices Manual - Appendix 14.2.1-Table A

Accumulation (inches)	Priority 1 Treated/Plowed/Cleared	Priority 2 Chemical Treatment & Plowing During the Storm	Priority 3 Sanded/Plowed	Priority 4
0-2	100% Bare Pavement within 12 hours after end of storm	Completion within 12 hours after end of storm	Sanding as needed; Plowing when feasible	Sanding as needed; Plowing when feasible All other roads not in Priority 1, 2, or 3
2-4	100% Bare Pavement within 12 hours after end of storm	Completion within 18 hours after end of storm	Sanding as needed; Plowing when feasible; Roadways passable	
4-8	100% Bare Pavement within 24 hours after end of storm	Completion within 36 hours after end of storm	Sanding as needed; Plowing when feasible; Roadways passable	
8-12	100% Bare Pavement within 24 hours after end of storm	Completion within 48 hours after end of storm	Sanding as needed; Plowing when feasible; Roadways passable	
12-18	100% Bare Pavement within 36 hours after end of storm	Completion within 48 hours after end of storm	Sanding as needed; Plowing when feasible; Roadways passable	
18+	100% Bare Pavement within 48 hours after end of storm	Completion within 72 hours after end of storm	Sanding as needed; Plowing when feasible; Roadways passable	
Ice or Freezing Rain	100% Bare Pavement within 12 hours after end of storm	Completion within 12 hours after end of storm	Sanding as needed; Roadways passable	

Current Best Practices Manual

Priority 1 Routes

- should be kept free of ice and snow so that traffic can proceed in safety without severe delays, except during periods of heavy falling or drifting snow and ice storms. Priority 1 highways includes all National Highway System Routes, all Interstate Routes, selected primary routes, secondary routes of more than 10,000 vehicles per day, and access roads to special facilities such as rescue squads, hospitals, police, prisons, and high profile government centers.

Priority 2 Routes

- should be kept free of ice and snow or covered with abrasives so that traffic can proceed safely without severe delays as soon as possible. Priority 2 highways include all other non-Priority 1, medium-service primary and secondary routes having a functional classification of Principal Arterial, Minor Arterial, Major Collector, or Minor Collector.

Priority 3 Routes

- should be plowed or have the intersections and curves covered with abrasives as soon as possible. Priority 3 roads include low service primary and secondary routes and subdivision streets not designated as Priority 1 or Priority 2 Routes.

Priority 4 Routes

- should be made passable by appropriately equipped vehicle as soon as possible after treatment of Priority 1-3 Routes to minimize severe delays. Priority 4 Routes include all other routes within the state rights of way.
- During extended periods when Routes in Priorities 3 and 4 are covered with packed snow or ice and Routes in Priorities 1 and 2 are basically clear, abrasives should be applied to hills, curves and other locations to facilitate safe travel.

Notes:

- Treated abrasives should be applied on bridges, overpasses, ramps, and other critical locations at the beginning of a storm.
- Passable condition indicates that the routes have been plowed and/or sanded.
- An exception may exist for a route(s) that has significance within the county. These exceptions will be identified and listed accordingly
- Snow & Ice Control activities may be performed concurrently based upon district needs.

INTERSTATE MAINTENANCE SERVICES

WHAT WE TOLD THEM

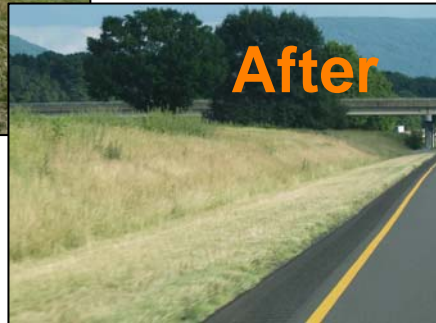
- Annual cost \$78 million
- 13 contracts (TAMS)
- Focus on routine maintenance and emergency response
- Match revised maintenance service levels
 - Mowing
 - Litter
 - Ditching
- **PROPOSAL:** Reduce contracts \$10 million to \$15 million

WHAT WE HEARD

- No public comment

ROADSIDE SERVICES

WHAT WE TOLD THEM



- Total mowing costs \$42 million
- **PROPOSAL: Reduce Contract spending by \$20 million**

WHAT WE HEARD

- Citizens understand that we can create savings here
- Contract mowing can be reduced
- Safety still a concerns in sight distance circumstances
- Some aesthetic concerns

ROADSIDE SERVICES

POINTS FOR CONSIDERATION/ CLARIFICATION

- **Sight distances will be maintained**
- **A portion of all right of way will be moved in its entirety every year on rotating schedule—At least once every four years**

SAFETY SERVICE PATROL

WHAT WE TOLD THEM

- Annual cost \$10 million
- 479 miles served
- 21 patrol zones selected for:
 - Traffic volumes
 - Congestion
 - Crash rates and hot spots
 - Peak traffic patterns
 - Movement of freight/truck traffic
- Hours vary according to region
- **PROPOSAL:**
 - Reconfigure service delivery model
 - Change service hours and/or coverage
 - Reduce \$2 million to \$5 million

WHAT WE HEARD

- Little public comment
- Some discussion on outsourcing

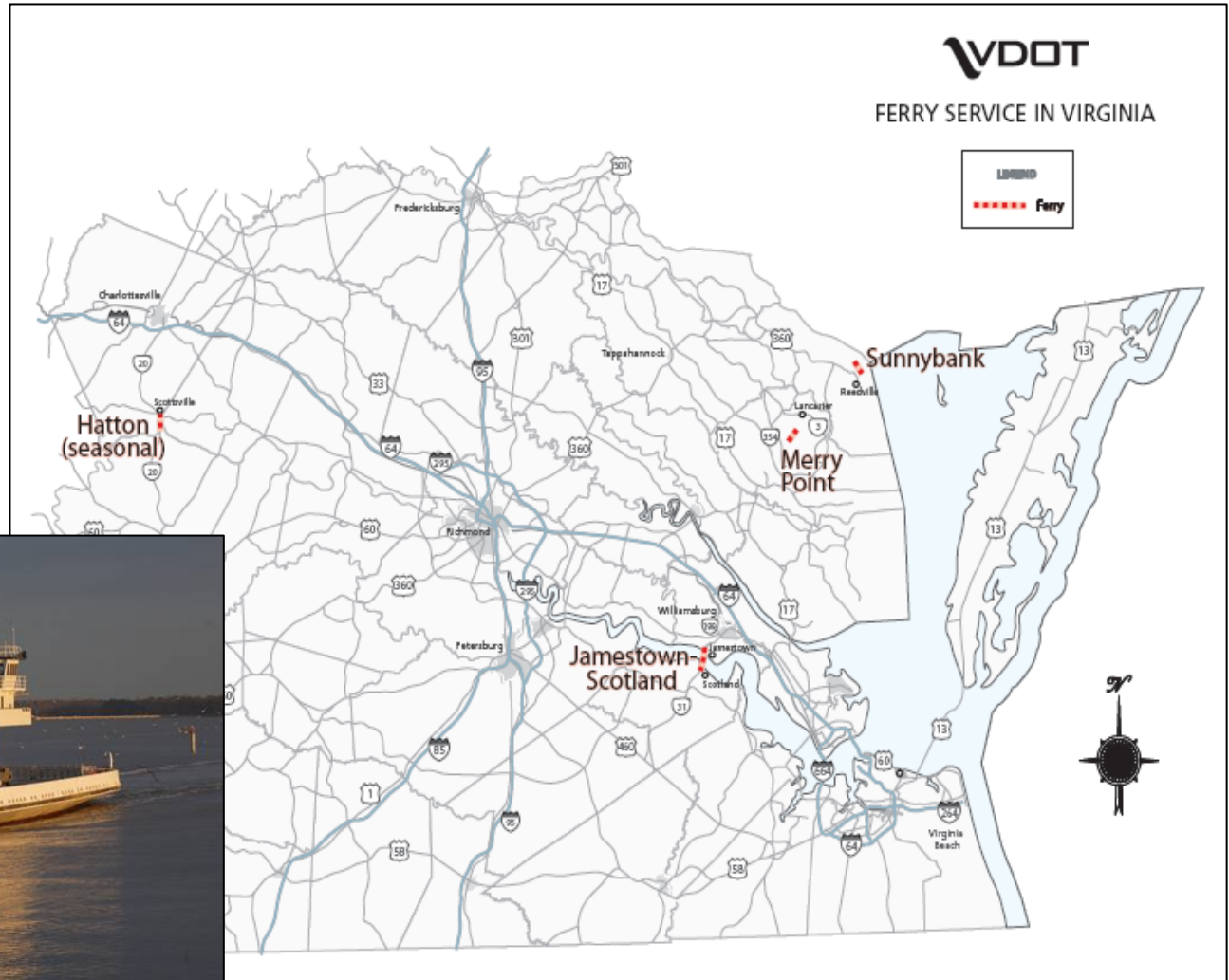
VDOT Safety Service Patrol Program At A Glance

Region	District	SSP Routes	Centerline miles of coverage	SSP Staff VDOT / Contract	Hours of Operation	Number of Assist by Region	Communications Equipment	Dispatched by TOC / VSP	SSP Fleet VDOT / Contract
Eastern Region	Hampton Roads	I-64 I-664 I-564 I-264	113	68 Contract	24/7	53,323	VDOT Radio Nextel	TOC	44 VDOT 16 Contract
Northern Region	NOVA	I-95 I-395 I-495 I-66 Dulles Toll Rd	112	23 VDOT 25 Contract	24/7	45,863	STARS VDOT Radio Nextel	VSP Fairfax	48 VDOT
	Fredericksburg	I-95	50	4 VDOT 8 Contract	4 AM to 8:30 PM 7 days a week	14,503	STARS VDOT Radio Nextel	VSP Culpeper Richmond	10 VDOT
Central Region	Richmond	I-64 I-295 I-95	54	9 Contract	5 AM to 9 PM Monday - Friday	1,168	Nextel	TOC	9 Contract
Northwest Region	Staunton	I-81 I-64	56	9 Contract for region	I-64 mm 107 to mm 124 - 6a.m.-7p.m. weekdays * 10am-7pm Sat/Sun I-64 mm 87 to mm 107 - 10a.m. - 8p.m. 7days a week I-81mm 213 to mm 235 - 10a.m. - 8p.m. 7days a week I-81mm 298 to mm 323 - 9a.m. - 7p.m. 7days a week	Total of 7,179 for region	Nextel	TOC	9 Contract for region
	Culpeper	I-64	28				Nextel	TOC	
Southwest Region	Bristol	I-81 I-77	46	1 VDOT 9 Contract	Normal hours of operation Roanoke Area 0700-2000 and 1100 to 2000 on I- 77/tunnels/Overlap Area	Total for the Region 4173	STARS VDOT Radio Nextel	VSP Wytheville	18 VDOT for region
	Salem	I-81 I-581	48				STARS VDOT Radio Nextel	VSP Salem	
	Lynchburg	I-81 I-77	None	0			N/A	N/A	

FERRY SERVICES

-What We Told Them-

- 4 Ferry Services
- Annual cost \$12 Million
- **Proposal:**
reduce schedules and
cut service reduce
spending by \$2.0 million



FERRY SERVICES OPTIONS

Alternatives	System	Annual Savings	Description
Alternative Reduction of Services	Jamestown Scotland Ferry	\$1,929,817	Reduce hours of service to 16 hours/day vs. 24 and implement 2 boat only service
	Hatton Ferry	\$6,700	Cut service by 1/3 and run only two days vs. three during summer months
	Merry Point Ferry	\$75,000	Cut service by ½ and run on Fri/Sat/Sun vs. Mon thru Sat
	Sunnybank Ferry	\$75,000	Cut service by ½ and run on Fri/Sat/Sun vs. Mon thru Sat
	Total		\$2,086,517

Proposal: Reduce schedules to save \$2 million

FERRY SERVICES

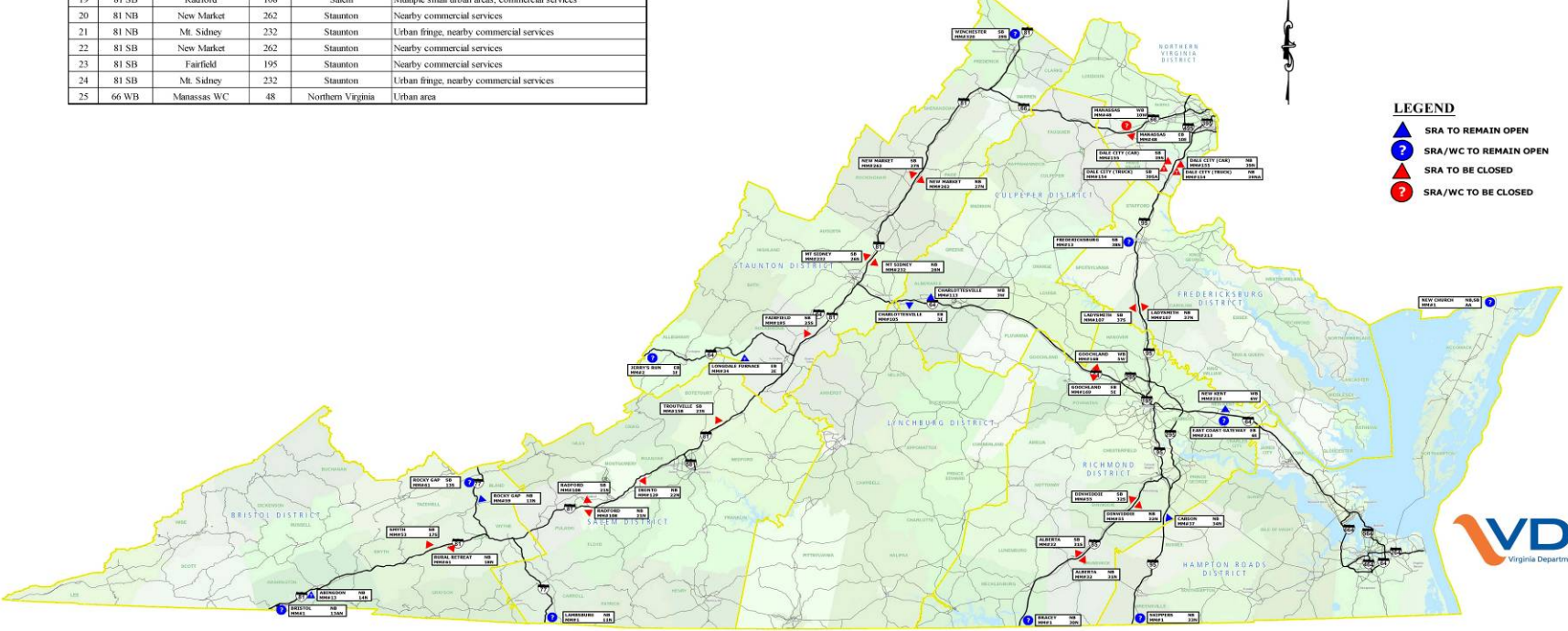
WHAT WE HEARD

- **Jamestown-Scotland Ferry:**
 - Public reported that they were guaranteed 24-hour ferry service in place of a bridge
 - Ferry is only access to jobs/hospitals/commercial options for residents south of James River
 - Security onerous—better opportunity for savings
 - Strong Desire for a New Ferry
- **Hatton Ferry:**
 - No comments
- **Sunnybank and Merry Point Ferries**
 - Possible changes in proposed schedule
 - Run on schedule as opposed to on-demand service

REST AREAS AND WELCOME CENTERS

Safety Rest Areas to be CLOSED					
#	Interstate	Site Name	Mile Marker	VDOT District	Primary Reason for CLOSURE
1	81 NB	Rural Retreat	61	Bristol	Urban fringe, nearby commercial services
2	81 SB	Smyth	53	Bristol	Urban fringe, nearby commercial services
3	95 NB	Ladysmith	107	Fredericksburg	Nearby commercial services
4	95 SB	Ladysmith	107	Fredericksburg	Nearby commercial services
5	66 EB	Manassas	48	Northern Virginia	Urban area
6	95 NB	Dale City	155	Northern Virginia	Urban area
7	95 NB	Dale City (Trucks)	154	Northern Virginia	Urban area, limited capacity for truck parking
8	95 SB	Dale City	155	Northern Virginia	Urban area
9	95 SB	Dale City (Trucks)	154	Northern Virginia	Urban area, limited capacity for truck parking
10	64 EB	Goochland	169	Richmond	Urban fringe
11	64 WB	Goochland	168	Richmond	Urban fringe
12	85 NB	Dinwiddie	55	Richmond	Urban fringe, small gap
13	85 NB	Alberta	32	Richmond	Urban fringe
14	85 SB	Dinwiddie	55	Richmond	Urban fringe
15	85 SB	Alberta	32	Richmond	Urban fringe
16	81 NB	Radford	108	Salem	Multiple small urban areas, commercial services
17	81 NB	Ironto	129	Salem	Urban fringe, nearby commercial services
18	81 SB	Troutville	158	Salem	Nearby commercial services
19	81 SB	Radford	108	Salem	Multiple small urban areas, commercial services
20	81 NB	New Market	262	Staunton	Nearby commercial services
21	81 NB	Mt. Sidney	232	Staunton	Urban fringe, nearby commercial services
22	81 SB	New Market	262	Staunton	Nearby commercial services
23	81 SB	Fairfield	195	Staunton	Nearby commercial services
24	81 SB	Mt. Sidney	232	Staunton	Urban fringe, nearby commercial services
25	66 WB	Manassas WC	48	Northern Virginia	Urban area

Safety Rest Areas to remain OPEN					
#	Interstate	Site Name	Mile Marker	VDOT District	Primary Reason for remaining OPEN
1	77 NB	Rocky Gap	59	Bristol	Rural corridor, limited nearby commercial services, critical refuge for incidents/accidents in tunnel
2	81 NB	Abingdon (Trucks)	13	Bristol	High truck demand, strategic truck safety location
3	64 EB	Charlottesville	105	Culpeper	Critical incident/weather refuge on Afton Mountain, limited nearby commercial services
4	64 WB	Charlottesville	113	Culpeper	Critical incident/weather refuge on Afton Mountain, limited nearby commercial services
5	77 SB	Rocky Gap WC	61	Bristol	Economic benefit to Commonwealth
6	81 NB	Bristol WC	1	Bristol	Economic benefit to Commonwealth
7	95 SB	Fredericksburg WC	131	Fredericksburg	Economic benefit to Commonwealth
8	95 NB	Skippers WC	1	Hampton Roads	Economic benefit to Commonwealth
9	US 13 SB	New Church WC	1	Hampton Roads	Economic benefit to Commonwealth
10	64 EB	East Coast Gateway WC	213	Richmond	Economic benefit to Commonwealth
11	64 WB	New Kent	213	Richmond	Freight corridor, limited nearby commercial services; critical evacuation refuge
12	85 NB	Bracey WC	0.5	Richmond	Economic benefit to Commonwealth
13	95 NB	Carson	37	Richmond	Economic benefit to Commonwealth, operate 8am - 5pm only, Petersburg Visitor Center
14	77 NB	Lamburg WC	1	Salem	Economic benefit to Commonwealth
15	64 EB	Jerry's Run WC	2	Staunton	Economic benefit to Commonwealth
16	81 SB	Winchester	320	Staunton	Economic benefit to Commonwealth, strategic truck safety location
17	64 EB	Longdale Furn. (Trucks)	34	Staunton	Low cost, limited commercial services in rural corridor, strategic truck safety location



- LEGEND**
- ▲ SRA TO REMAIN OPEN
 - SRA/WC TO REMAIN OPEN
 - ▲ SRA TO BE CLOSED
 - ? SRA/WC TO BE CLOSED

REST AREAS AND WELCOME CENTERS

WHAT WE HEARD

WHAT WE TOLD THEM

- **41 rest areas**
 - **Total annual cost \$21 million**
 - **Criteria to be considered:**
 - Proximity to other facilities
 - Age of facility
 - Condition
 - Visitor counts
 - Services provided
 - Tourism Relationship
 - Local Contributions
 - **PROPOSAL: Close 25 rest areas to save \$12 million**
- **Three main customers**
 - Motorists
 - Truckers
 - Tourism Community
 - **Highly valued service**
 - **Rest Areas provide a safe respite for handicapped persons and bus passengers**
 - **Public believes there will be significant increase in crashes and fatalities with rest area closures**
 - **Need to have regular spacing to provide adequate rest breaks for drivers**
 - **Public believes that 50% of truck parking will be lost**
 - **Provide unique access for handicapped citizens**
 - **Provide advertising opportunities for tourism—tourism expressed interest to fund operations**
 - **Strong desire for commercialization/privatization**

REST AREAS AND WELCOME CENTERS

POINTS FOR CONSIDERATION/CLARIFICATION

- **Current spacing average is 50 miles**
- **Commercializing rest areas requires federal law change**
- **Rest areas generate \$1.1 million in vending revenues for VDOT (and \$1.1 million for Dept. of Blind and Visually Impaired)**
- **VDOT gives \$1.2 million to tourism each year (required by Appropriations Act)**
- **NCHRP 324 (1989) est. 200 fatal crashes, 3200 non-fatal crashes, and 4500 property damage crashes prevented NATIONALLY.**
- **Proposal eliminates 358 truck parking spaces from an estimated total available of 5,984 or approximately 7% of total available.**

RESIDENCY CONSOLIDATION

WHAT WE TOLD THEM

- **189 AHQs maintained**
- **44 residencies reduced to 29**
 - **Refocused to primarily maintenance and emergency response**
 - **Land development/coordination consolidated to district offices**

WHAT WE HEARD

- **Citizens praised their local representatives and want to keep local offices open**
- **Concerns about proximity to services**
- **Thoughts about the proper mix of facilities to close**

NEXT STEPS

- **Complete review of meeting feedback and written comments**
- **Review business decisions for any further data**
- **Propose modifications based on input**
- **Analyze budget impacts of plan changes**
- **Finalize recommendations for CTB review in May**

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(Interim Report – Public Input)

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Suspensions, Reductions, Elimination**

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