



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Aubrey L. Layne, Jr.
Chairman

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
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COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA

VDOT Central Auditorium
1221 East Broad Street
Richmond, Virginia 23219
February 15, 2017
10:00 a.m.

1. I-95 ReVAMP
Rob Cary, Virginia Department of Transportation
2. Corridor Preservation Protecting Virginia's Arterial Investments
Garrett Moore, Virginia Department of Transportation
3. Virginia Transportation Infrastructure Bank
Pending Application - I-395 Corridor Improvement Project
Nick Donohue, Deputy Secretary of Transportation
4. Smart Scale Discussion
Nick Donohue, Deputy Secretary of Transportation
5. Transportation Alternatives Program FY2018 Application Update
Julie Brown, Virginia Department of Transportation
6. Revenue Sharing Program Update
Julie Brown, Virginia Department of Transportation
7. 2017 Legislative/Budget Update
Nick Donohue, Deputy Secretary of Transportation
8. Commissioner's Items
Charles Kilpatrick, Virginia Department of Transportation
9. Director's Items
Jennifer Mitchell, Virginia Department of Rail & Public Transportation

Agenda
Meeting of the Commonwealth Transportation Board
Workshop Session
February 15, 2017
Page 2

10. Secretary's Items
Aubrey Layne, Secretary of Transportation

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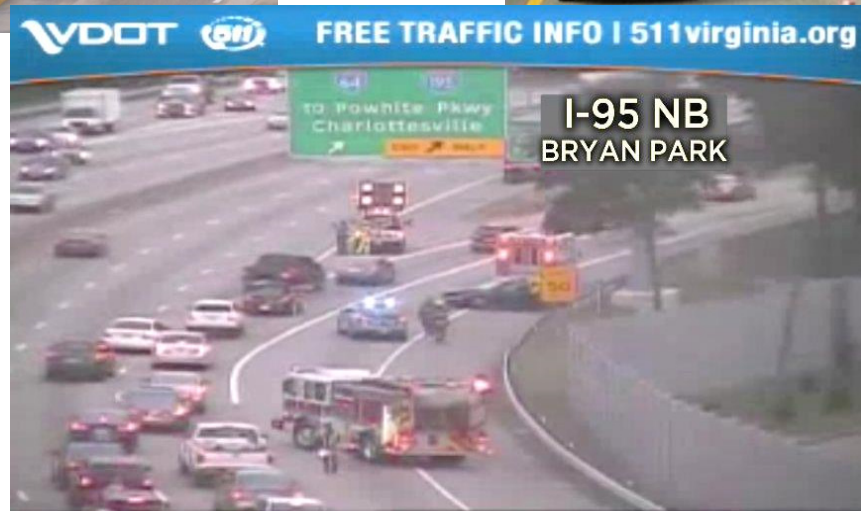


I-95 ReVAmp



Making Your RVA Commute Better

Rob Cary, PE., L.S.
Richmond District Engineer



The significance of the I-95 Corridor

- **High traffic volume, high profile area in metro Richmond; travels through the capital region**
 - **Traffic volume: ~155k vehicles per day**
 - **Percentage of truck traffic: ~7%**
 - **Four interchanges in the I-95/I-64 overlap area**
- **Existing safety needs**
 - **Number of crashes: 554 crashes (past 5 years)**
 - **Safety Service Patrol recently started 24-hour coverage in July 2016**
- **Projects are needed to improve operations and safety**

Investments for RVA commuters

- **SMART SCALE projects**
 - **Seven funded projects in SMART SCALE Round 1**
 - Total of \$32.2 million allocated
- **VDOT and its local partners have identified 14 improvement projects for better operations along the I-95 corridor in the metro Richmond region**
 - **Most are small, low-cost projects that make the most of resources**
- **Total cost of all projects = \$52.2 million**
 - **Approximately \$32.2 million of funding identified through SMART SCALE Round 1**
 - **The remaining \$20 million will be funded through a combination of safety and maintenance contributions**
- **Completion dates range from spring 2017-summer 2022**

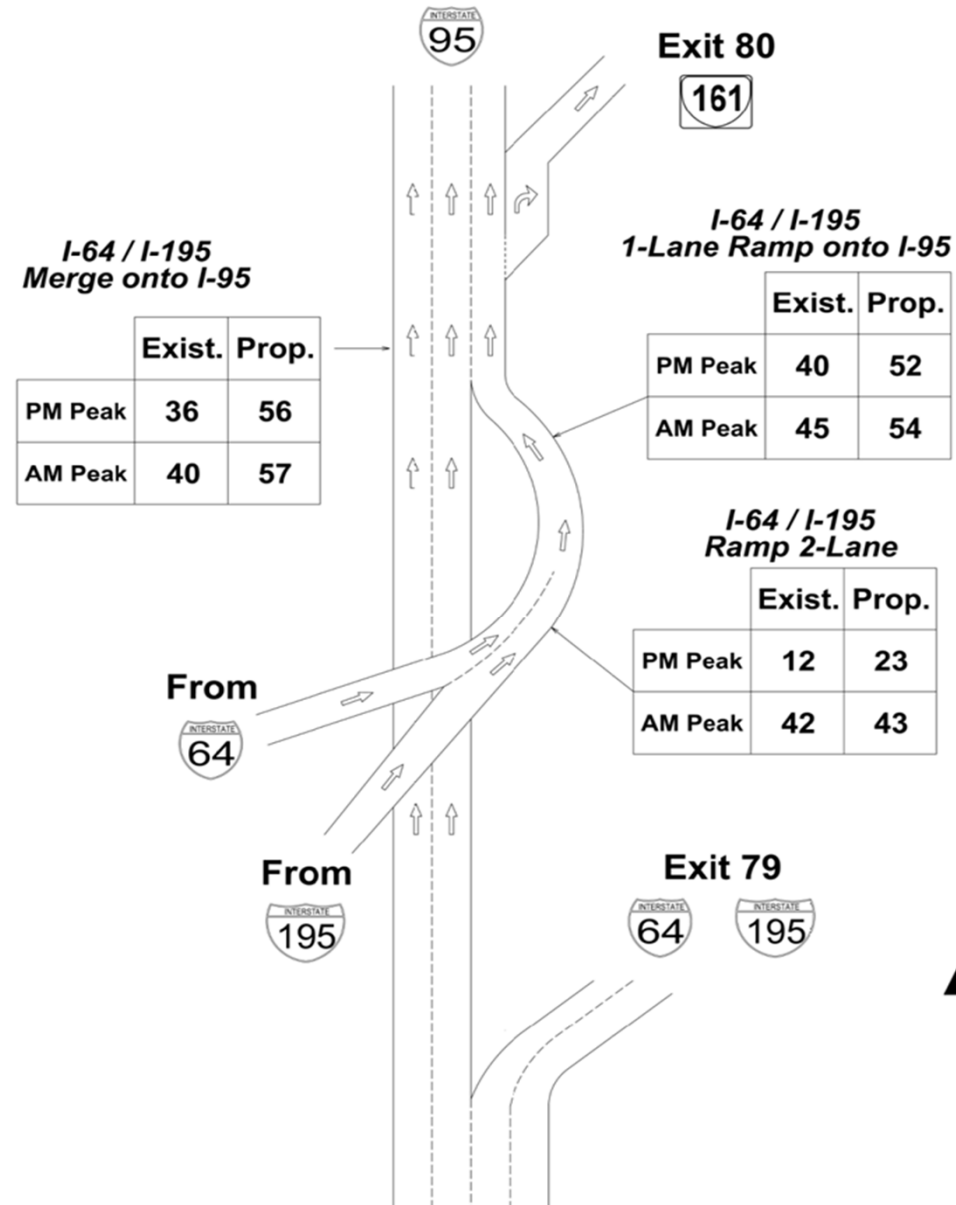
Project Highlight: Bryan Park Interchange Improvements

- **I-95 north lane reassignment (between Exits 78-80)**
 - Allocates lanes according to traffic demand
 - Low cost improvement - \$80k
 - Improves speed by up to 56% during peak travel times = reduced congestion
 - All work will be completed within the existing pavement footprint by spring 2017

Project Highlight: Bryan Park Interchange Improvements:

I-95 north lane reassignment (between Exits 78-80)

I-64 EB/I-195 NB Ramps 2026 PM/AM Peak Speeds



Project Highlight: Bryan Park Interchange Improvements:

I-95 north lane
reassignment
(between Exits 78-80)

20% Expected crash reduction
(~13 crashes over five years)

I-64 EB/I-195 NB ramps Crash and Safety Data

*I-95 NB Between
I-195 Merge to I-95 and Exit 80*

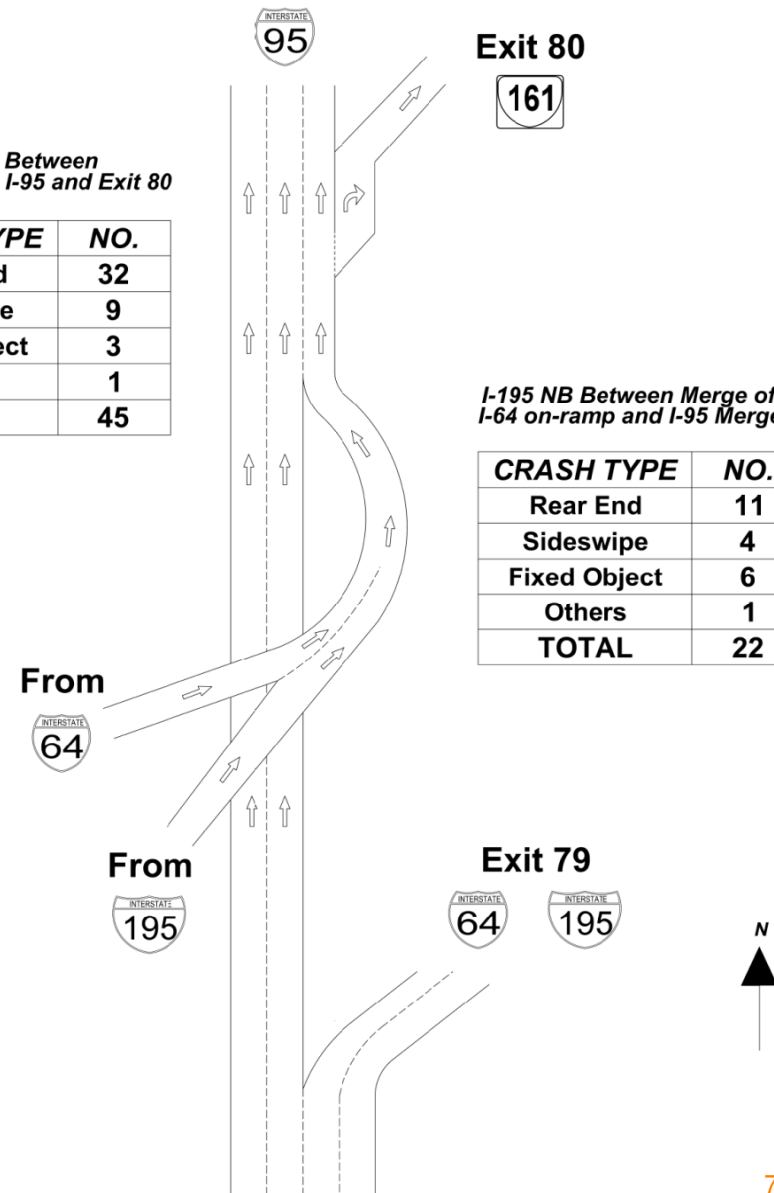
CRASH TYPE	NO.
Rear End	32
Sideswipe	9
Fixed Object	3
Others	1
TOTAL	45

Exit 80



*I-195 NB Between Merge of
I-64 on-ramp and I-95 Merge*

CRASH TYPE	NO.
Rear End	11
Sideswipe	4
Fixed Object	6
Others	1
TOTAL	22



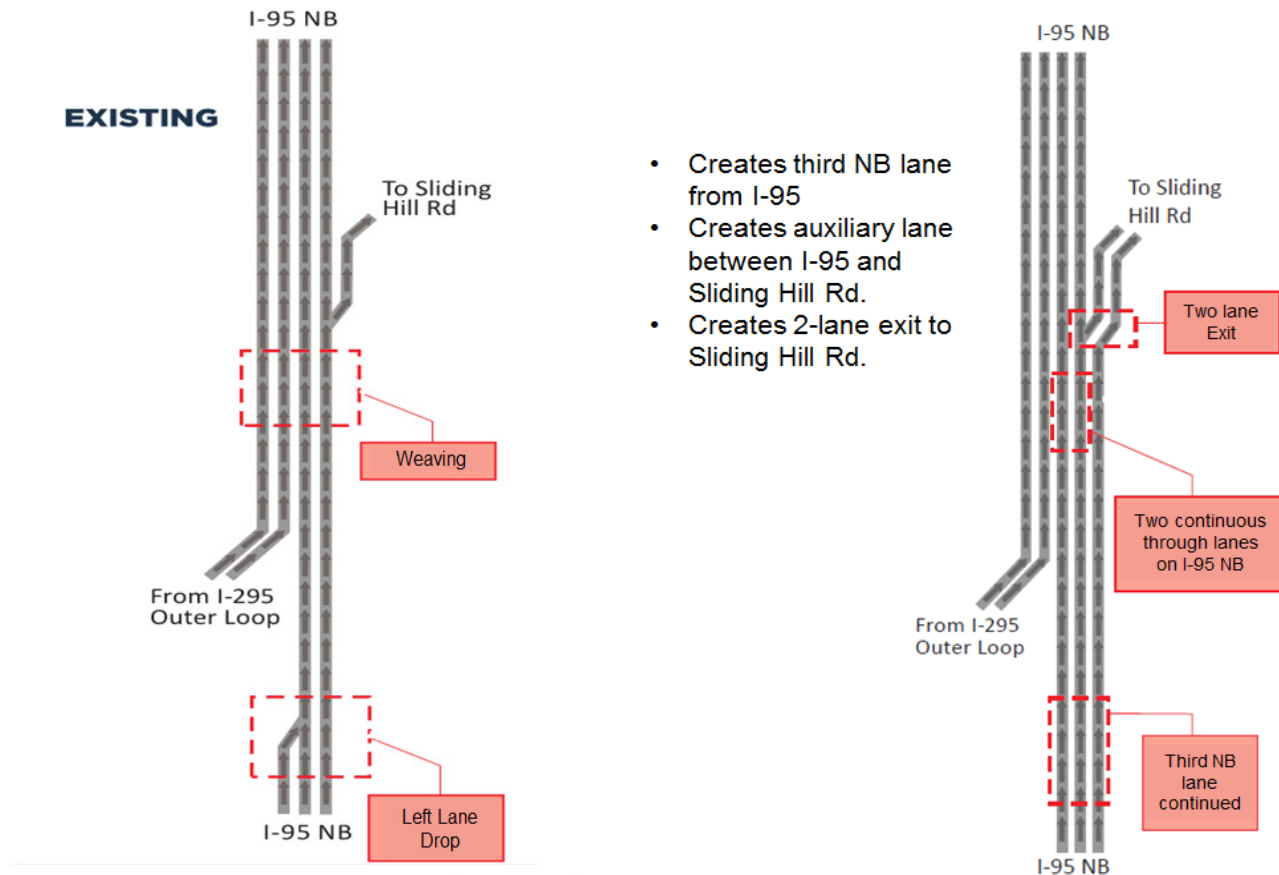
Project Highlight: I-95/I-295 Interchange Improvements north of Richmond

- **I-95 north/south lane-reassignment (between Exits 84-89)**
 - Allocates lanes according to traffic demand
 - Cost of improvements - \$8 million
 - Improves speed during peak travel times = reduced congestion
 - **Northbound – by up to 38%**
 - **Southbound – by up to 50%**
 - All work will be completed by the end of 2017

Project Highlight – I-95/I-295 Interchange Improvements Northbound: I-95 from I-295 to Sliding Hill (Exits 84-86)

- Lane-reassignments to improve traffic flow

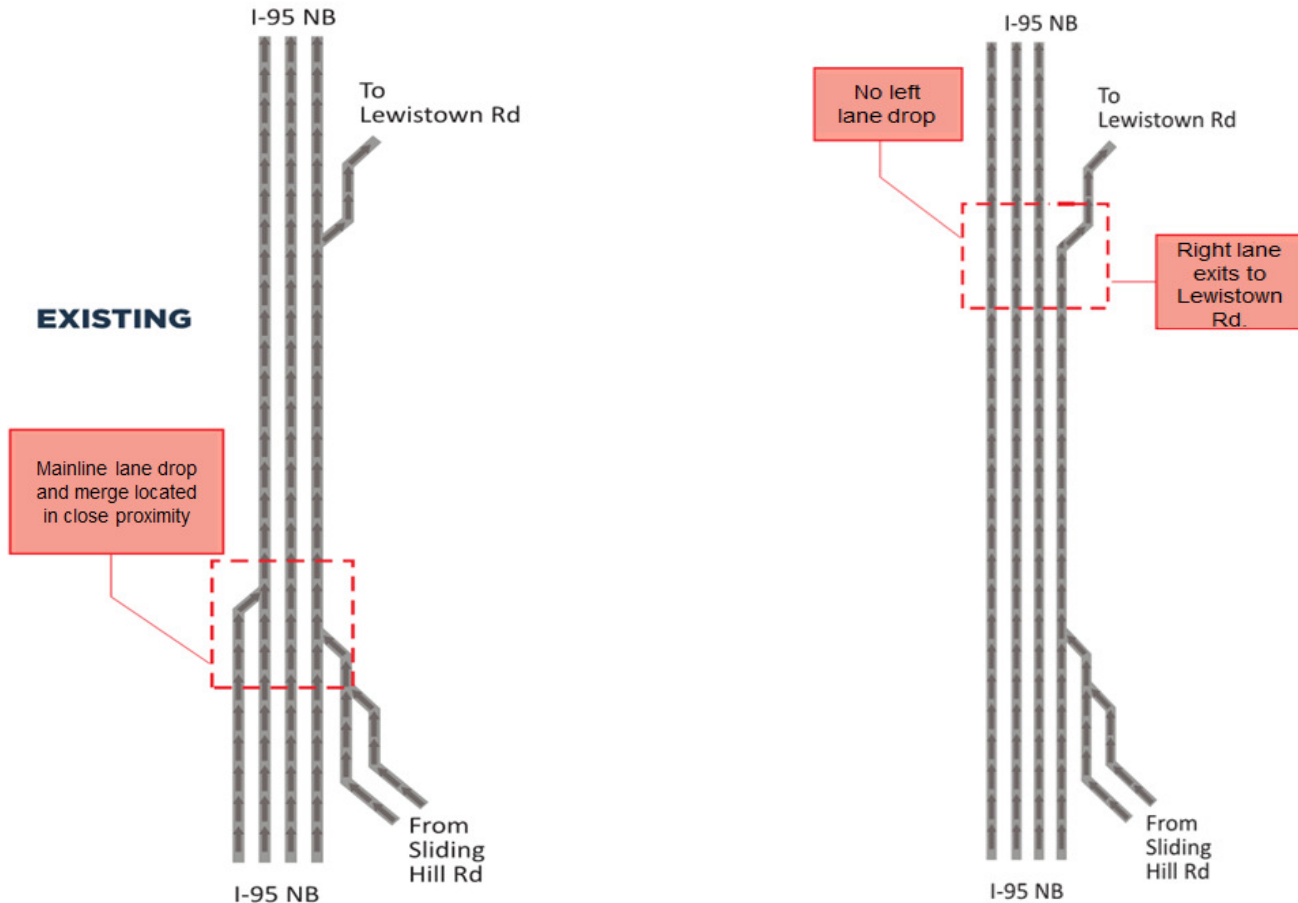
Completed by
summer 2017



Project Highlight – I-95/I-295 Interchange Improvements

Northbound: I-95 from Sliding Hill to Lewistown Road (Exits 86-89)

Completed
by fall 2017

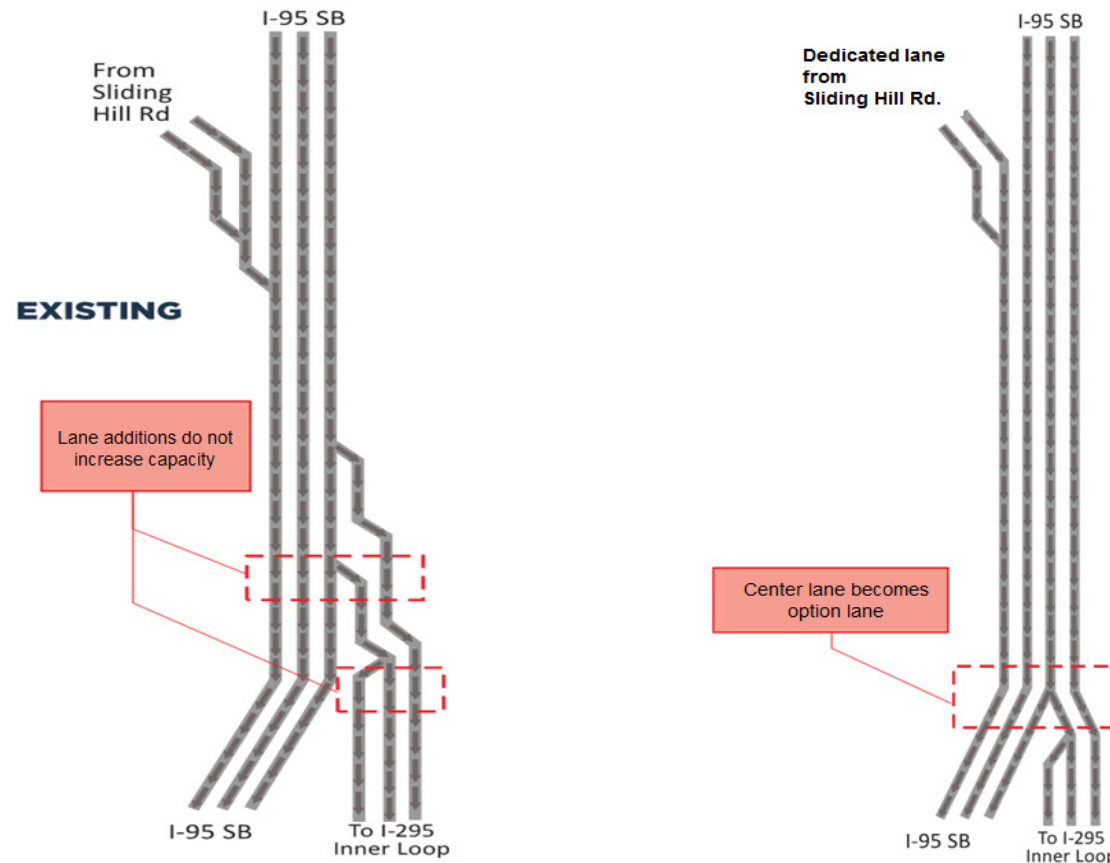


Project Highlight: I-95/I-295 Interchange Improvements

Southbound: I-95 from Sliding Hill to I-295 (Exits 86-84)

- Lane-reassignments to improve traffic flow

Completed
by late 2017

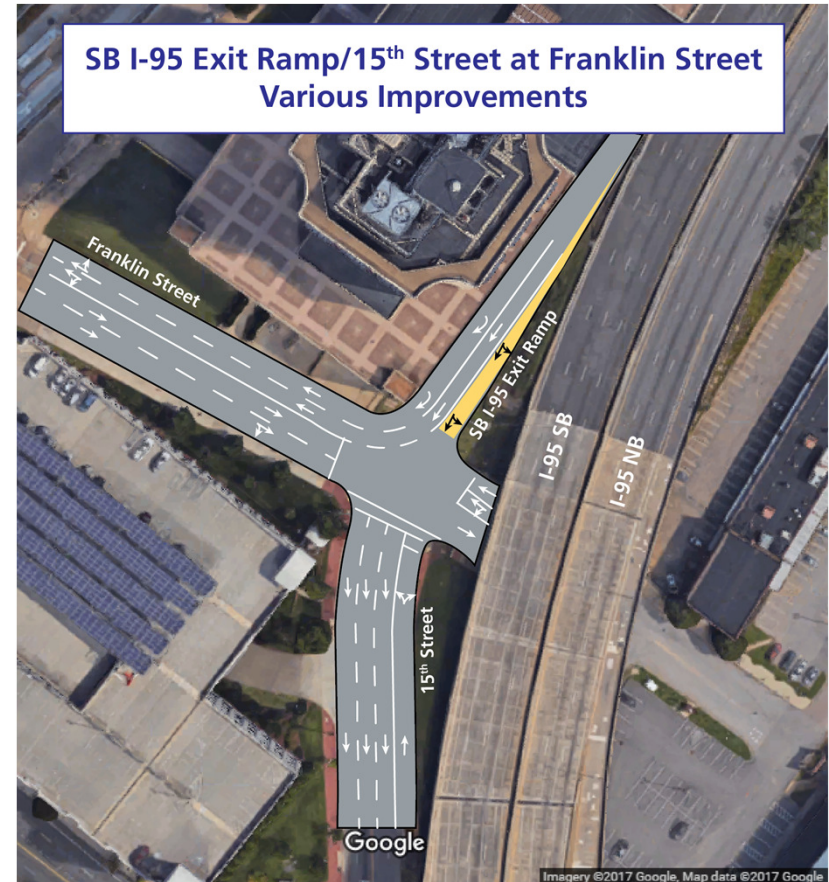


Acceleration/Deceleration Lane Extensions at the I-95/I-64 overlap

Hermitage Road (NB)



Franklin Street



Acceleration/Deceleration Lane Extensions at the I-95/I-64 overlap

Belvidere Street Northbound



Belvidere Street Southbound



Acceleration/Deceleration Lane Extensions at the I-95/I-64 overlap

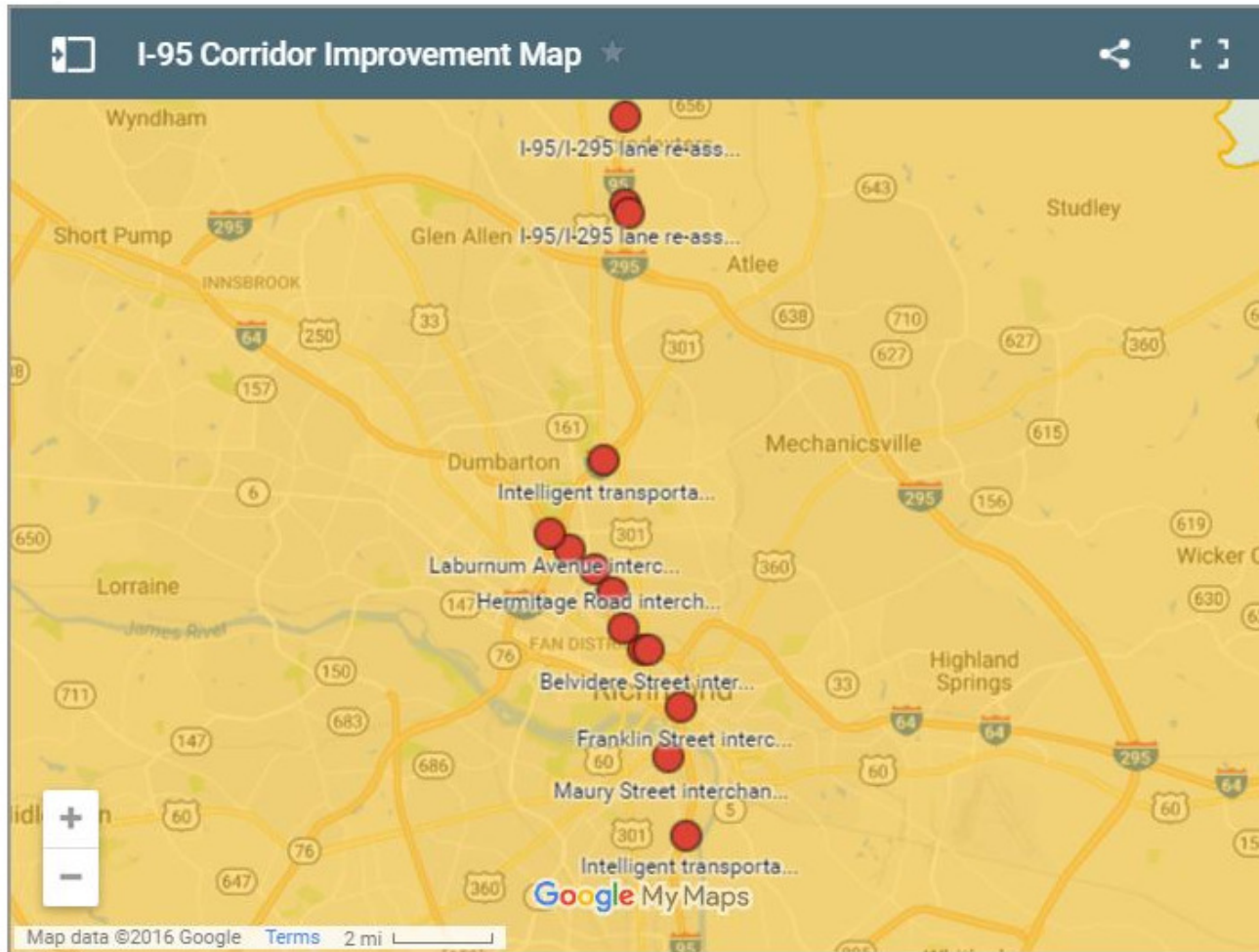
- **Hermitage Road**
 - **\$2.7 million**
 - **Complete by summer 2020**
- **Franklin Street**
 - **\$2.5 million**
 - **Complete by fall 2019**
- **Belvidere Street (NB & SB)**
 - **\$16 million**
 - **Completed by fall 2021**

These projects are currently in public involvement phase

Number of crashes from 2010-2014: 554 total crashes

28% reduction in crashes expected (~156 fewer crashes)

Interactive Map



Moving forward

- **SMART SCALE is delivering**
 - Regional planning
 - Effective projects
 - Real results – A better commute in RVA
- **SMART SCALE Round 2**
 - 2 projects in this section of I-95 under consideration



Corridor Preservation

Protecting Virginia's Arterial Investments

Update

CTB Workshop

February 2017

Corridor Preservation Ongoing Efforts

Formalized Technical Work Group

- District Representatives
 - Area Land Use Engineer
 - Transportation Land Use Director
 - Location & Design (PE Manager)
 - District Planner
 - District Traffic Engineer
- Central Office
 - Transportation and Mobility Planning Division (TMPD)
 - Office of Land Use
 - Location & Design (L&D)
 - Traffic Engineering Division (TED)

Formalized Executive Steering Committee

- Two District Administrators – Lynchburg and Salem
- Division Administrators from TMPD, Office of Land Use, L&D, TED

Corridor Preservation Ongoing Efforts

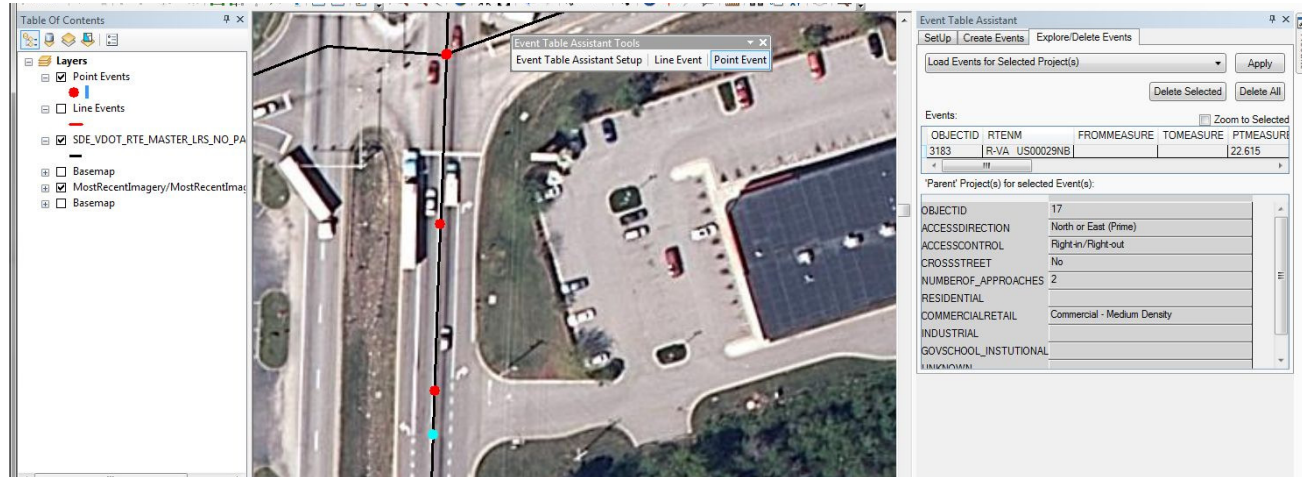
Strengthening Policies and Procedures

- VDOT has initiated a review of current policies and procedures for design and/or permit approval as they relate to traffic signals and access points:
 - *Access Management Regulations - subject to Administrative Process Act (APA) procedures*
 - *Access management/signal spacing exceptions*
 - *VDOT design spacing standards*
 - *Roles and Responsibilities*
 - *Alternative intersection design policy and guidance*
 - *VDOT's role in project development on Urban extension projects*
- Review process is focused on enhancements to current policies to encourage innovative strategies to preserve capacity and safety
- Findings and recommendations from policy review will be summarized for presentation to Board this spring

Corridor Preservation Ongoing Efforts

Inventory access points on “State Arterial Network”

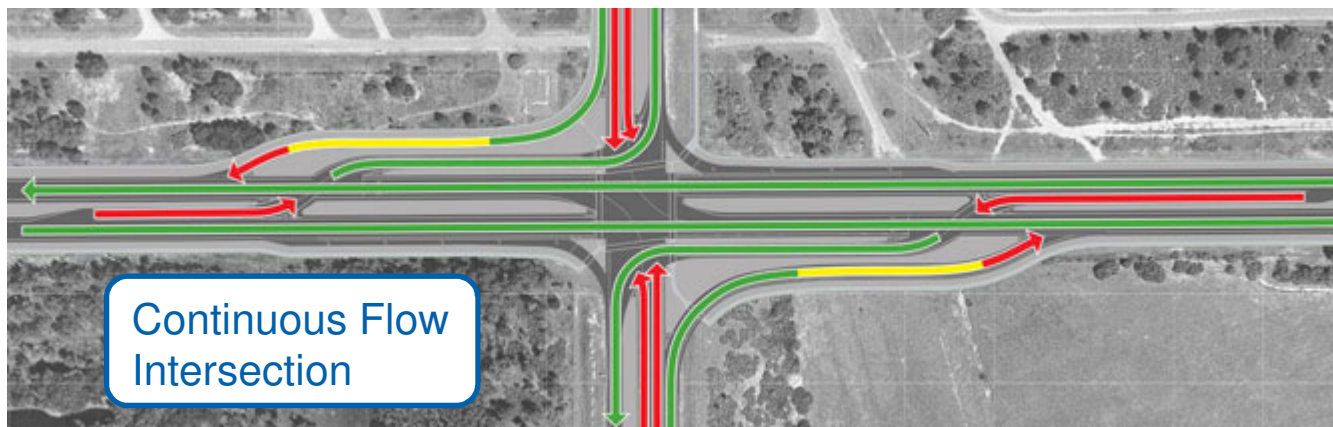
- Working with UVA Center for Risk Management of Engineering Systems on inventorying and categorizing every access point on the CoSS and NHS
- Initially focusing on pilot corridors in Lynchburg and Salem Districts
 - 460, 220, 220 Alt, 29 and 58
- Partnering with Traffic Engineering Division on referencing the new statewide signal inventory
 - Provides catalog of signalized intersections
 - Contains detailed signal information
- Evaluating systems to keep inventory updated



Corridor Preservation Ongoing Efforts

Partnering with Alternative Intersection Advocacy Committee

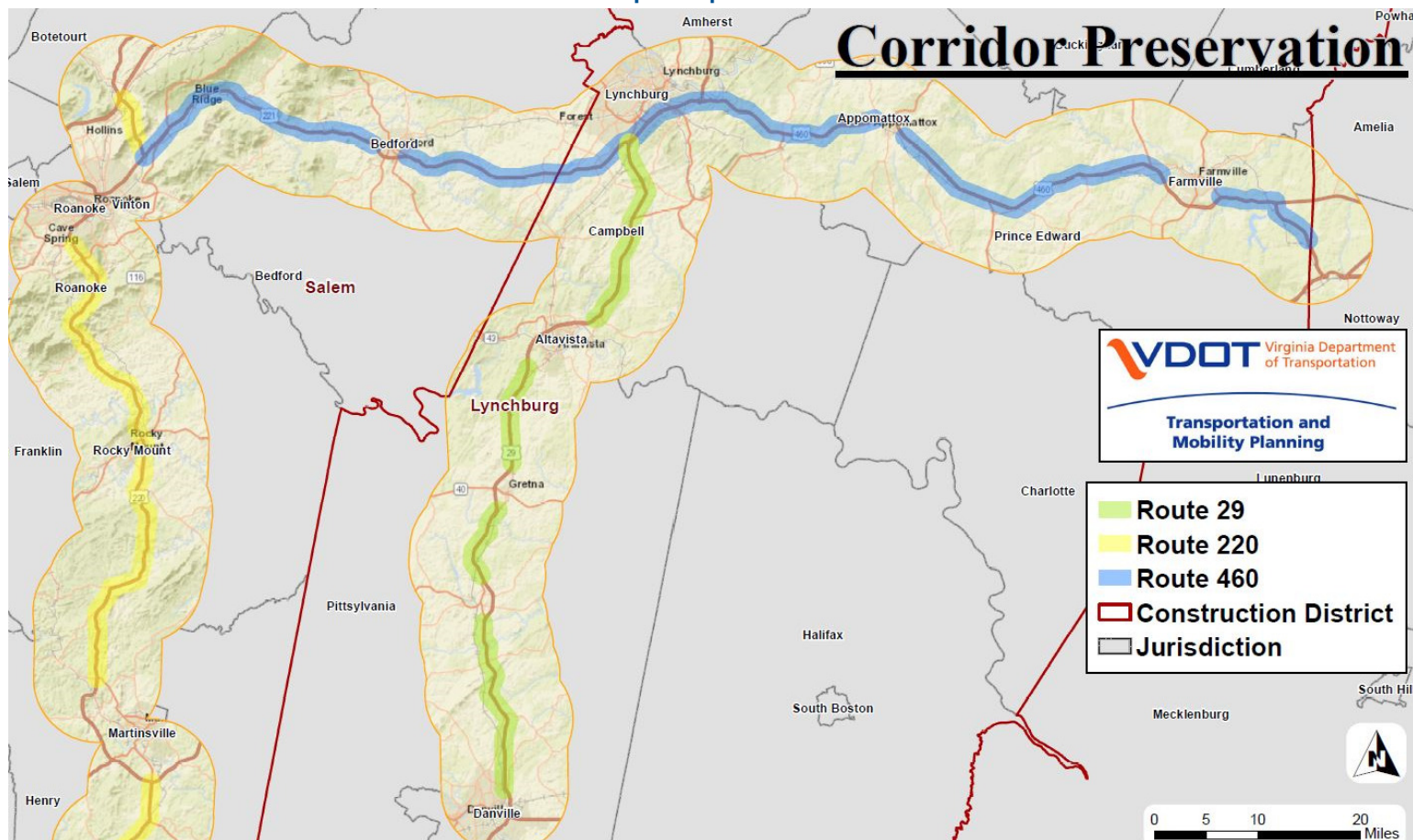
- Purpose: To establish a systematic approach for the consideration of alternative intersections/interchanges so that the best configuration is considered for each location to take into account congestion and/or safety issues.
- Conducted national “Best Practices” research
- Focus on educating VDOT staff and localities
- Developing information to assist with public outreach
- Currently developing the “Alternative Intersection Evaluation Tool”
 - Tool will evaluate multiple intersection configurations quickly
- Working to keep an updated inventory on constructed alternative intersections



Corridor Preservation Ongoing Efforts

Kicked Off Pilot Arterial Management Plan Studies

- Estimated completion: Spring 2018
- Recommendations to be developed prior to SMART SCALE Round 3



Corridor Preservation Ongoing Efforts

Goals for Pilot Arterial Management Plan Studies

- Develop plans that are adopted by localities
 - Arterial Management Plans supersede design standards in Road Design Manual
 - Optimize access spacing beyond minimum access management standards
- Identify potential crossovers to (i) close or (ii) make directional, with no thru movements
- Reduce signalization
 - Develop policies to reduce new signalization
 - Consider alternatives to signalization (e.g. unsignalized RCUT)
 - Consider alternative intersection treatments to reduce signal phases when signalization is required
 - Develop methodology for removal of existing signals that are no longer warranted
- Develop “Best Practices” for studies before expanding program statewide

Next Steps

- **Ongoing Technical Work Group activities**
 - Reviewing policies and procedures
 - Reviewing current design standards
 - Recommending changes to policies, procedures and design standards
- **Ongoing Executive Steering Committee activities**
 - Coordinating corridor preservation efforts with the Commissioner and Chief Engineer
 - Reviewing policy change recommendations
 - Providing oversight on Arterial Management Plan pilot efforts
- **Other Ongoing Efforts**
 - Conducting Inventory of access points (pilot)
 - Continued coordination with the Alternative Intersection Advocacy Committee
 - Ongoing development of “Alternative Intersection Evaluation Tool”
 - Conducting Arterial Management Plans
 - Pilot - 460, 220, 220 Alt, 29 (Lynchburg and Salem Districts)
 - Others - Route 3 (Culpeper), 301/207 (Fredericksburg), Route 58 (Hampton Roads)



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

Virginia Transportation Infrastructure Bank

Pending Application

I-395 Corridor Improvement Project

Commonwealth Transportation Board

Deputy Secretary Nick Donohue

February 15, 2017



I-395 Corridor Improvement Project - VTIB Application

- The 395 Project incorporates roadway improvements in the corridor and enhances public transit.
 - Expand and convert the two existing reversible High Occupancy Vehicle (HOV) lanes to three managed High Occupancy Toll (HOT) or Express Lanes for approximately eight miles from Edsall Road to the vicinity of Eads Street near the Pentagon
 - Provide improved connections between the proposed I-395 Express Lanes and Eads Street
 - Install signage, toll systems, and an Active Traffic Management System
 - Provide \$15 Million annual transit payment
 - Provide sound walls

I-395 Corridor Improvement Project - VTIB Application

- The requested VTIB loan of \$45 million is for 395 Project development, design, and construction costs.
- The 395 Project will be additionally funded using an optimized mix of Concessionaire equity, VDOT funds related to VDOT assets, and Private Activity Bonds (“PABs”).
- A portion of 395 Project toll revenues will be used to fund an annual transit payment to the Commonwealth of Virginia for multimodal improvements in the 95 and 395 Project corridors.
- Based on the current plan of finance, the requested VTIB loan represents 10% of the Concessionaire’s total funding sources, exclusive of the VDOT Contribution being used to fund the VDOT Costs related to the 395 Project.
- Estimated costs of 395 Express Lanes including financing costs and reserves is \$459 million.

Application Status

- **The submitted application is currently under credit review, to be completed later this month.**
- **If appropriate, the Advisory Panel will consider the application in late February for recommendation to the Commonwealth Transportation Board.**
- **A detailed presentation of the loan request will be provided in advance of the March meeting if the Advisory Panel recommends Board approval.**

Projected Status of Bank

Virginia Transportation Infrastructure Bank

Life to Date, as of December 31, 2016

	Amount (in millions)
Capitalizations to date	\$311.4
Interest Earnings (VTIB Fund)	13.8
Dedicated Interest Earnings from HMOF and TTF	3.3
Expenditures	<u>(0.6)</u>
Funds Available for VTIB Loans	\$327.8
 <u>Closed Loans and Line of Credit:</u>	
City of Chesapeake – Dominion Boulevard	\$151.9
U.S. Route 460 (\$80 million Line of Credit Released)	-
EDA of Loudoun County- Pacific Boulevard*	27.9
CBBT District – Thimble Shoal Tunnel	50.0
City of Alexandria – Potomac Yard Metro Station	<u>50.0</u>
Total Closed Loans/Lines of Credit	\$279.8
 Remaining Available VTIB Funds	 <u>\$48.0</u>

*Original Loan amount was \$36,000,000. Prepayment of \$8,106,780 was submitted on 5/26/16.



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10:00 a.m.

4. Smart Scale Discussion
Nick Donohue, Deputy Secretary of Transportation
This is a discussion with no presentation



Transportation Alternatives Program

FY2018 Application Update

February 15, 2017

Julie Brown

Director, Local Assistance Division

Program Overview

- Available funding includes Transportation Alternatives (TA), Safe Routes to Schools (SRTS), and a Recreational Trail Programs mandatory set-aside
- 10 eligibility categories
- Current selection process for FY18 allocations
 - Metropolitan Planning Organizations (MPOs) in Transportation Management Areas (TMAs) make selections in areas over 200,000
 - District CTB members make selections with \$9M statewide funding
 - CTB At-Large /Secretary make selections with funding based on population areas under 200,000 and any statewide amount over \$9M

CTB Project Selection Policy

- Selected projects will receive not less than 50% of the funds requested in the application
- On projects where the requested amount is \$200,000 or less, the request will be fully funded if that amount completes a project
- Projects not under construction within four (4) years of the project's first allocations availability are subject to deallocation

Eligible Categories

1. On-Road and off-road Bike/Ped facilities
2. Infrastructure projects that provide safe routes for non-drivers
3. Conversion of abandoned railway corridors into trails
4. Construction of turn-outs, overlooks, and viewing areas
5. Inventory, control, and removal of outdoor advertising
6. Rehabilitation of historic transportation facilities
7. Vegetation management practices in transportation rights-of-way
8. Archaeological activities related to impacts from implementation of a transportation project
9. Environmental mitigation of water pollution related to highway construction
10. Environmental mitigation focused on wildlife protection or habitat connectivity

FY18 Application Summary

- Received November 1, 2016
- 98 Applications requesting ~ \$36.9M
- Anticipated allocations FY18 ~ \$ 20.1M after Rec Trails distribution

Tentative Allocation Distribution

MPO/TMA Areas	\$ 6.1M
District Members	\$ 9M (\$1M per District)
At-Large Members/Secretary	\$5M
Total	\$ 20.1M

Project Scoring

Average Project Score

- All applications scored
- Scoring focused on:
 - Project funding
 - Project concept
 - Project improves the transportation network
 - Sponsor's ability to administer a federal project
 - Project's readiness to proceed

Project Scoring

Priority Ranking

- Additional info to assess progress of existing projects
 - Focus on projects that will use funds quickly
 - Projects reviewed based on several indicators
 - Ranking from 1 to 6
 - 1 - project ready for construction
 - 6 - initial stages of project development

Program Status

(as of January, 2017)

- 1,192 individual projects have received funding since 1993 (through FY17)
 - 718 projects completed (60% of projects selected)
 - 130 projects under construction
 - 217 projects in project development
 - 127 cancelled and remaining funds re-allocated
- Over \$410M allocated since 1993
- 69.6% of allocated funds have been expended

Open Container Funds

- Open Container funds may be available for bicycle/pedestrian trail projects
- TAP applicants were asked to also apply through Bicycle/Pedestrian application process if interested
- Seven (7) TAP applicants applied for both bicycle/pedestrian funding and TAP funding (value approximately \$5M)
- Eligible projects that are ready for construction will be given funding priority

District Summaries

- Lists all projects in District since first selections in 1993
- Provides indication of current status (under construction, agreement pending, etc.)
- Indicates first and each year that an allocation was provided and amount reimbursed to date

Deallocation/Reallocation Process

- All active projects reviewed for potential action based on progress
- Revised policy formally adopted by CTB – July 2013
- Policy now allows for an ongoing review and action
- Project sponsors are provided “45 day letters” as described in the Process
- The appropriate District CTB member will be contacted for a decision on deallocation or time extension

Review of Today's Package

- FY18 Application Summary Page
- Application Listing with Project Scores
- Copy of CTB's TAP Selection Policy
- Copy of Current De-Allocation/Re-Allocation Process
- District Summaries
- Central Office Local Assistance Division Staff Contact List

TA Program Next Steps

- February 2017 – Applications and Project Scores presented to the TMAs and the CTB
- March 3, 2017 – District CTB member selections due back to Local Assistance Division staff
- April 18-19, 2017 – At-Large CTB members selection meeting
- April 2017 – CTB and MPO Tentative Selections completed and available for SYIP public meetings
- June 2017 – CTB Approval of FY18 selections



Transportation Alternatives Program

FY2018 Application Update

February 15, 2017

Julie Brown

Director, Local Assistance Division



Revenue Sharing Program Update

February 15, 2017

Julie Brown

Local Assistance Division

Program Purpose

From Intro in Revenue Sharing Guidelines

The “Revenue Sharing Program” provides additional funding for use by a county, city, or town to construct, reconstruct, improve or maintain the highway systems within such county, city, or town and for eligible rural additions in certain counties of the Commonwealth. Locality funds are matched, dollar for dollar, with state funds, with statutory limitations on the amount of state funds authorized per locality.

From CTB Policy

The Revenue Sharing Program is intended to provide funding for immediately needed improvements or to supplement funding for existing projects. Larger new projects may also be considered, provided the locality identifies any additional funding needed to implement the project.

Program Performance

Project Completion Rates, Since 1998

Initial RS Allocation Year	Total Projects	Completed Projects	% Completed Projects	# Active Projects	# In Construction (Adv/Award/CN Started)	# In Project Development (Pre-Construction)
1998-2008	1101	1067	97%	34	21	13
2009-2012	420	360	86%	60	34	26
2013-2017	865	290	34%	575	151	424
Total	2386	1717	72%	669	206	463

Program Performance

Project Completion Rate By Project Cost (Estimate) since 1998 – All Allocations

Statewide RS Projects	Total Projects	Complete Projects	% Complete Projects
\$0-\$1 mil Estimate	1781	1456	82%
\$1-\$5 mil Estimate	416	199	48%
>\$5 mil Estimate	189	62	33%
All Projects (Total)	2386	1717	72%

3-Year Transfer History

Administratively Approved-Transfers Between Existing Revenue Sharing Projects

FY	# Transactions	State \$ Value Transferred	# Projects Involved
2014	162	\$21,772,572	114
2015	158	\$32,794,384	104
2016	193	\$30,309,762	147
Average	171	\$28,292,240	122

CTB Approved: No Prior Revenue Sharing Funds

FY	# Transactions	State \$ Value Transferred	# Projects Involved
2014	9	\$8,897,591	8
2015	15	\$2,458,220	9
2016	13	\$4,432,090	6
Average	13	\$5,262,634	8

Moving Forward

- **Ensure Equitable Allocation Distribution**
- **Continue Efforts To Expedite Project Completion**
- **Maintain Ability to Address Immediately Needed Improvements**
- **Clarify Expectations for Localities**
- **Continue to Ensure Funds are Being Used**
- **Committee established to further review options and feedback and offer final recommendations**



Revenue Sharing Program Potential Changes

February 15, 2017

Julie Brown

Local Assistance Division



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7. 2017 Legislative Update
Nick Donohue, Deputy Secretary of Transportation
This presentation is currently unavailable



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8. Commissioner's Items
Charles Kilpatrick, Virginia Department of Transportation

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9. Director's Items

Jennifer Mitchell, Virginia Department of Rail & Public Transportation

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10. Secretary's Items

Aubrey Layne, Secretary of Transportation

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