



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

Aubrey L. Layne, Jr.  
Chairman

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
Fax: (804) 786-2940

### **COMMONWEALTH TRANSPORTATION BOARD WORKSHOP AGENDA**

Hyatt Regency Crystal City  
Potomac V and VI Ballroom  
2799 Jefferson Davis Highway  
Arlington, VA 22202,  
October 18, 2016  
12:00 p.m.

1. DC2RVA  
*Emily Stock, Virginia Department of Rail and Public Transportation*
2. Hampton Roads Crossing Study  
Supplemental Environmental Impact Statement  
*Angel Deem, Virginia Department of Transportation*  
*Secretary Harvey will be present at 1:00 to provide remarks on workshop item 2.*
3. I-66 Memorandum of Agreement  
*Nick Donohue, Deputy Secretary of Transportation of Transportation*
4. SMART SCALE – Round 2  
*Nick Donohue, Deputy Secretary of Transportation of Transportation*
5. Six-Year Improvement Program Development Policy.  
*Nick Donohue, Deputy Secretary of Transportation of Transportation*
6. Quick Clearance Incident Management Strategies in Virginia  
*Dean Gustafson, Virginia Department of Transportation*
7. Metro Safety Commission Update  
*Jennifer Mitchell, Virginia Department of Rail and Public Transportation*
8. Access Management  
Protecting Virginia's Arterial Investments  
*Garrett Moore, Virginia Department of Transportation*
9. Commissioner's Items  
*Charles Kilpatrick, Virginia Department of Transportation*
10. Director's Items  
*Jennifer Mitchell, Virginia Department of Rail & Public Transportation*

Agenda

Meeting of the Commonwealth Transportation Board Workshop Session

October 18, 2016

Page 2

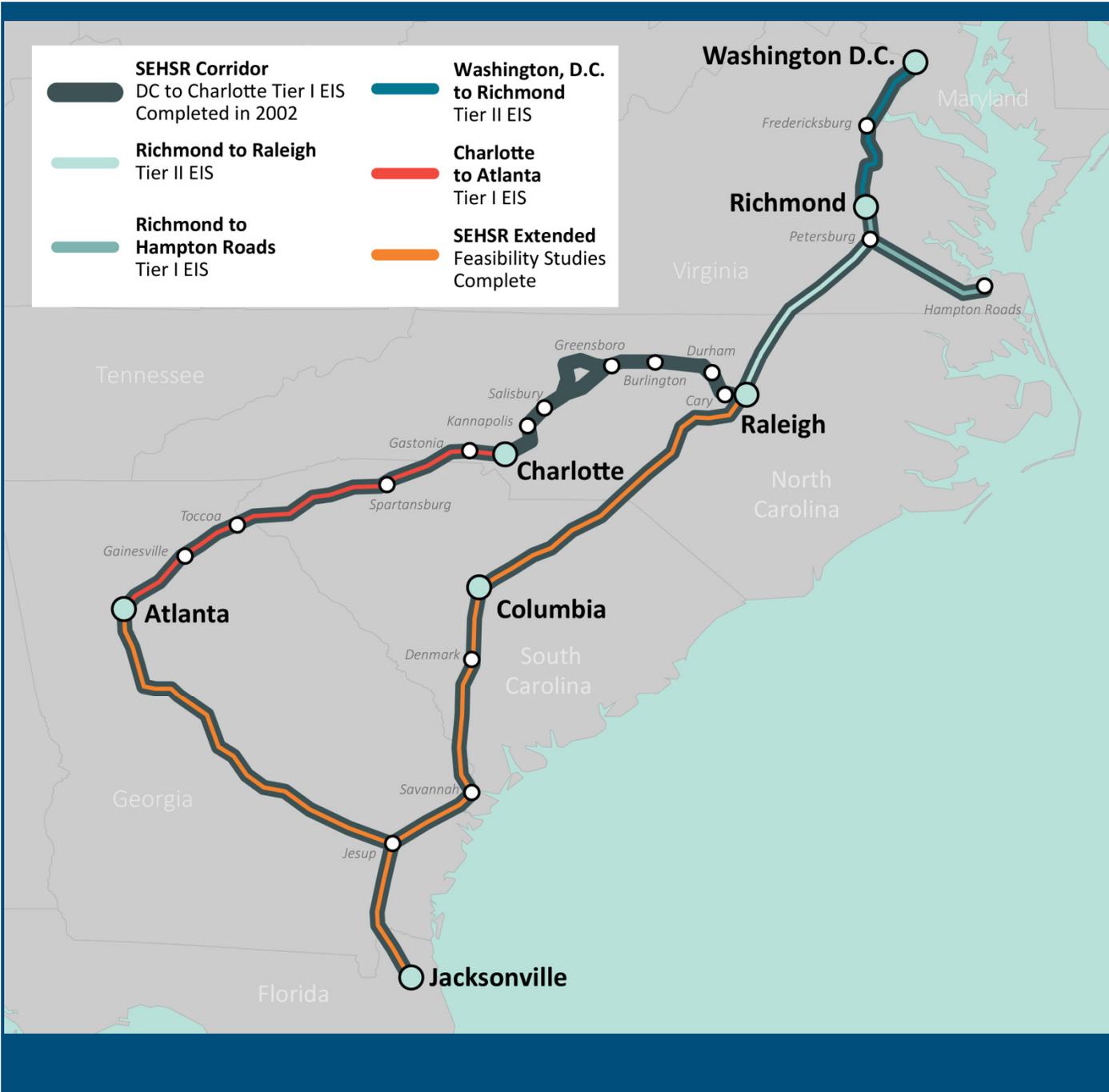
11. Secretary's Items

*Aubrey Layne, Secretary of Transportation*



# DC2RVA CTB October Update

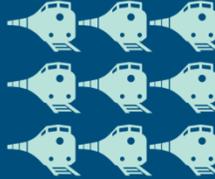
October 18, 2016



# Southeast High Speed Rail (SEHSR)

# DC2RVA Purpose & Need

 **Increase Reliability** 

 **Improve Frequency** 

 **Reduce Travel Time** 

 **Increase System Capacity** 

# Schedule



Scoping

DRAFT Draft Purpose & Need      Final Purpose & Need

Alternatives

Screening



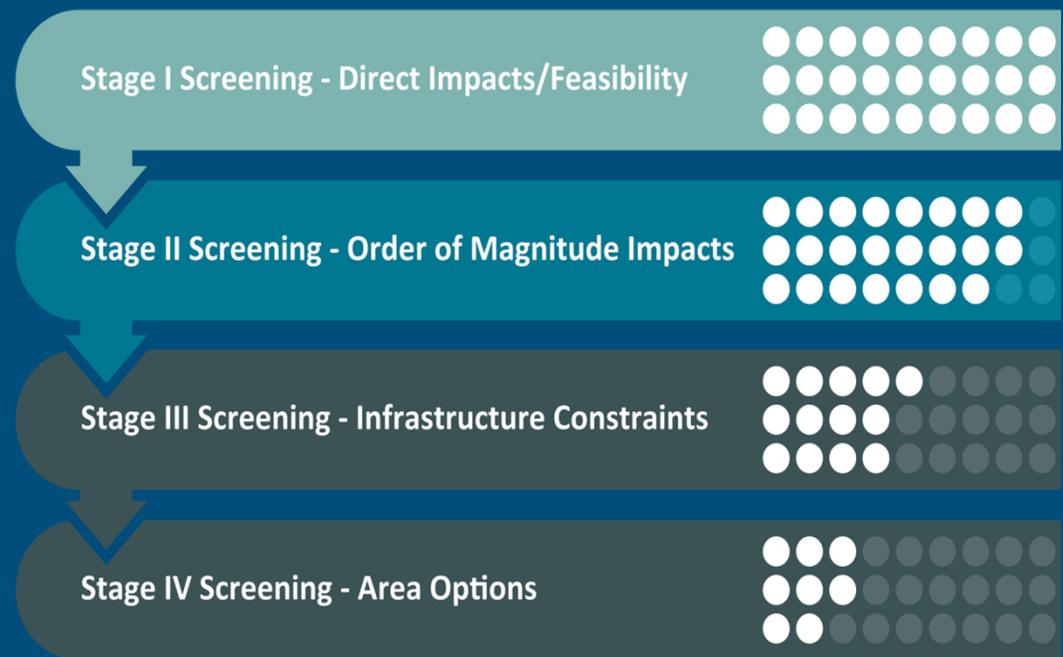
DRAFT Draft EIS      Final EIS

Record of Decision



# Draft EIS Evaluation Criteria & Screening Process

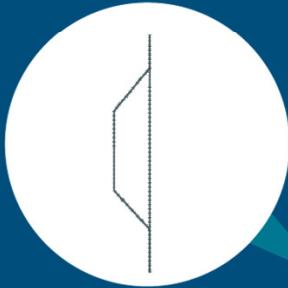
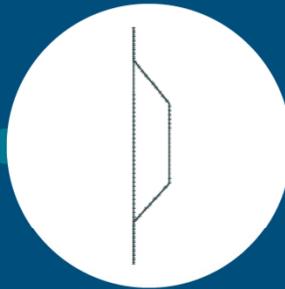
- Purpose and Need
- Natural/environmental
  - Wetlands
  - Air Quality
  - Noise
- Social
  - Cultural Resources
  - Environmental Justice
  - Title VI
  - Public Safety
- Economic
  - Annual O&M Costs
  - Infrastructure Costs
  - Ridership



Washington, D.C.



Fredericksburg



Ashland

Richmond

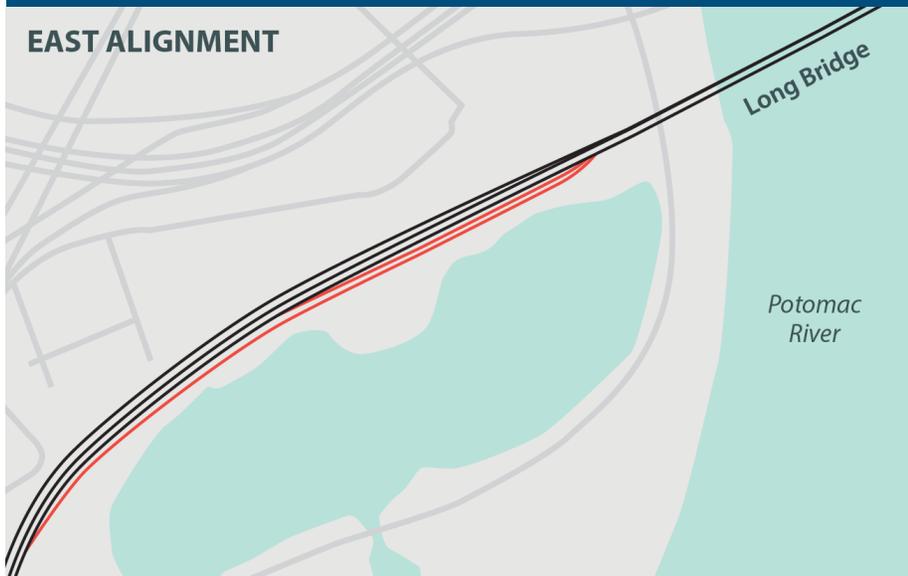


# Summary of Alternatives Carried Forward

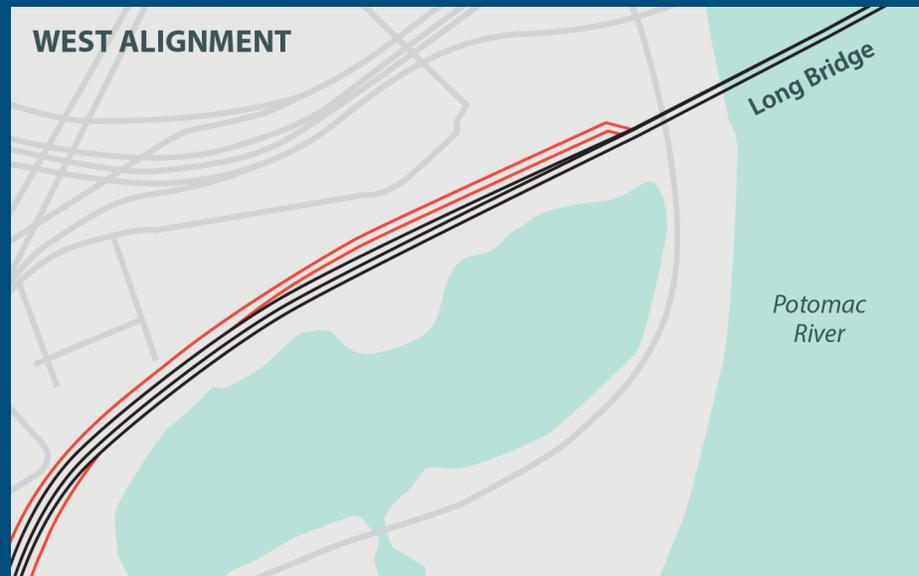
# Arlington Area

- Existing Track
- Proposed Track
- Shifted Track

EAST ALIGNMENT

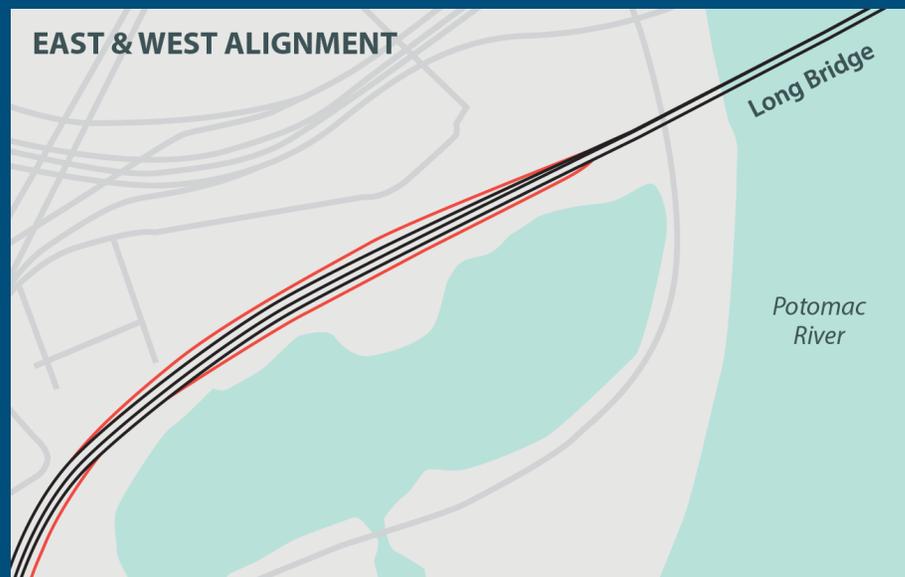


WEST ALIGNMENT



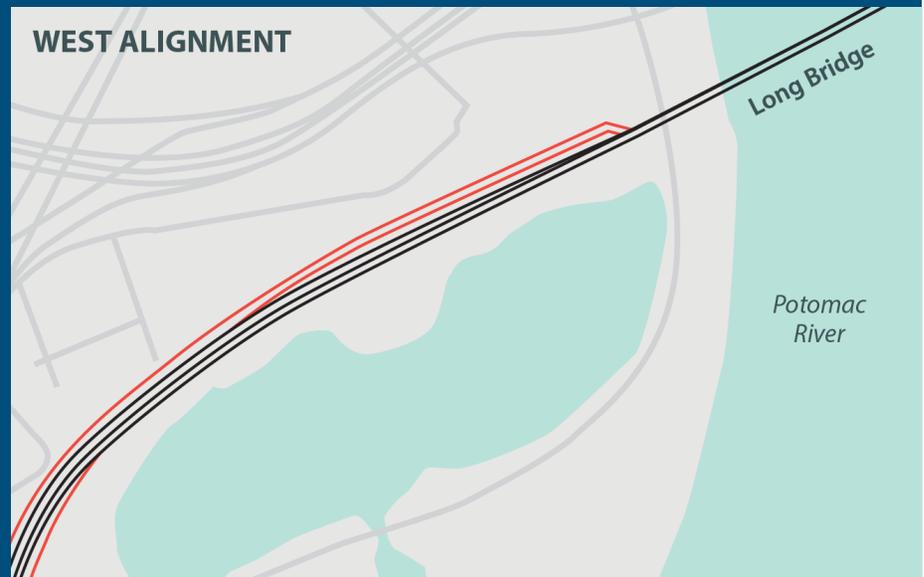
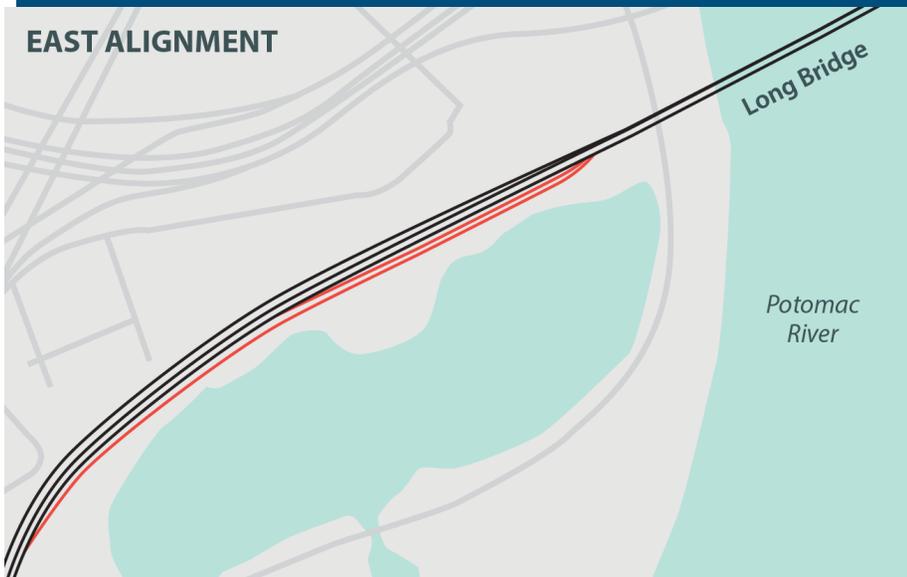
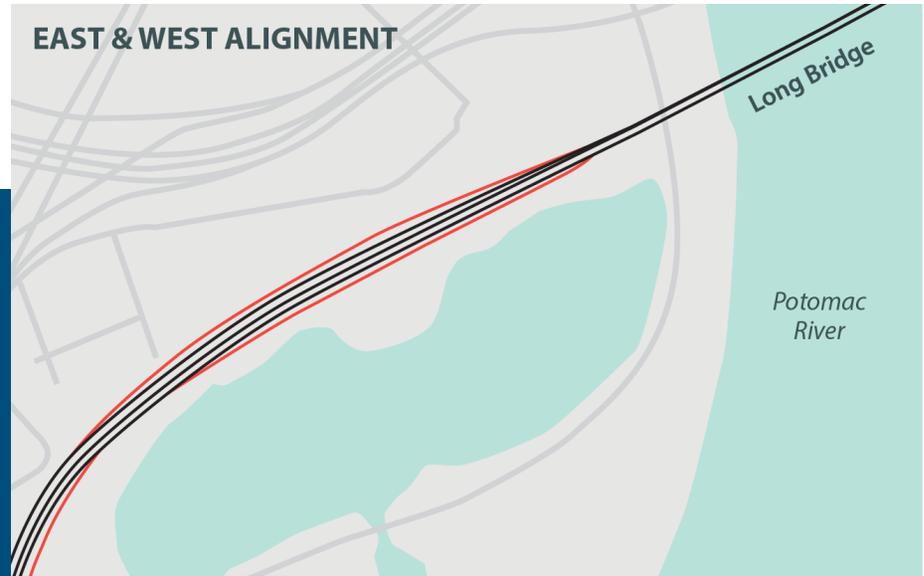
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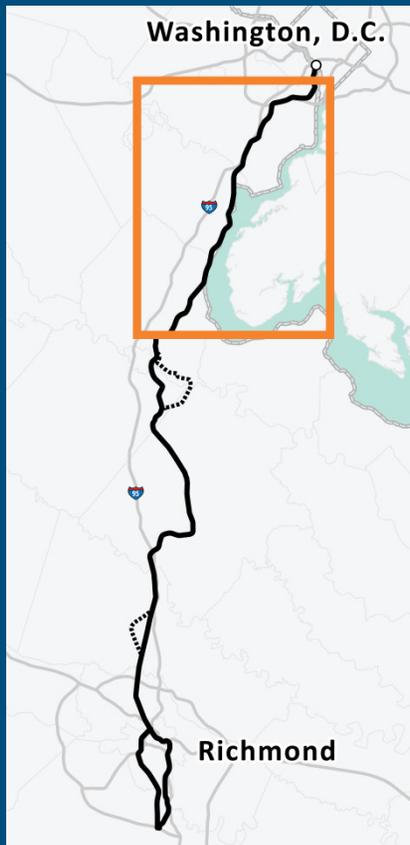


# Arlington Area

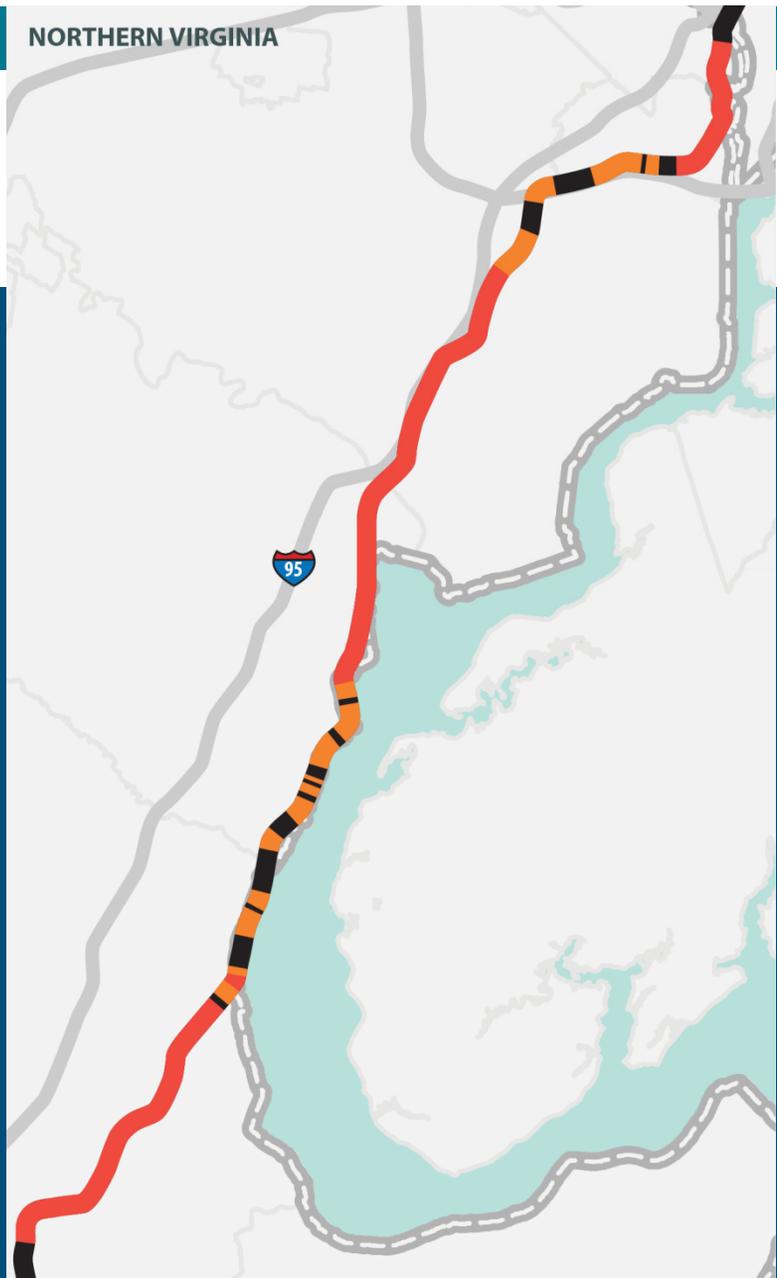
- Existing Track
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- Shifted Track



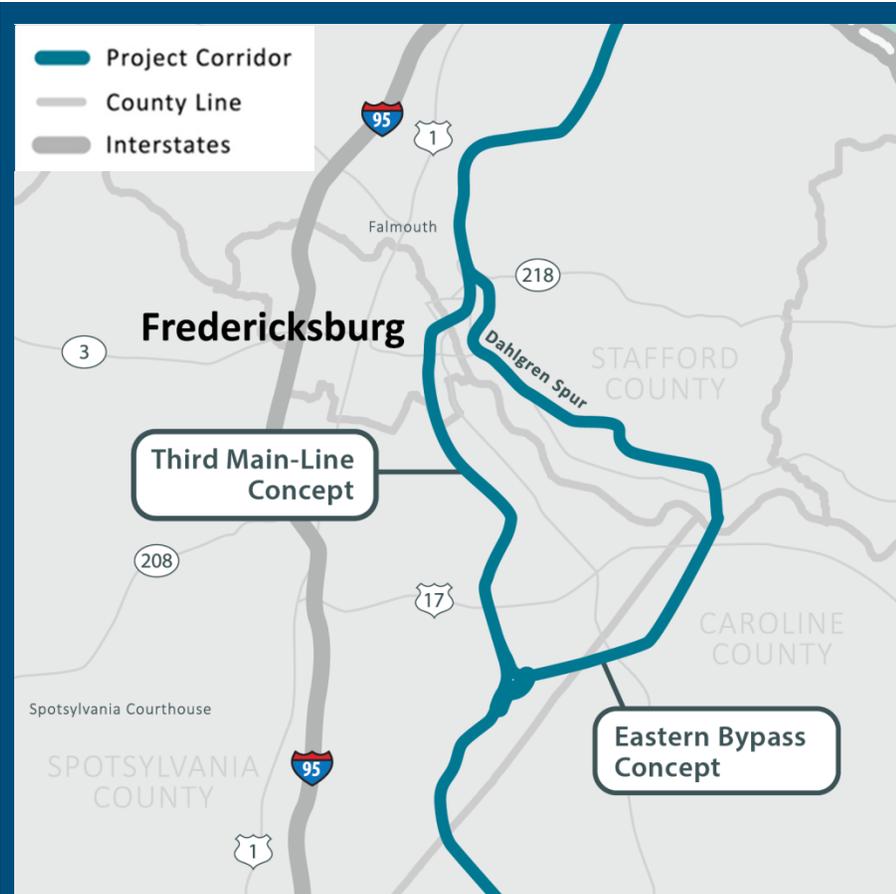
# Northern Virginia – Common Corridor



- Existing Track
- Proposed Track
- Shifted Track



# Fredericksburg & Ashland Concepts

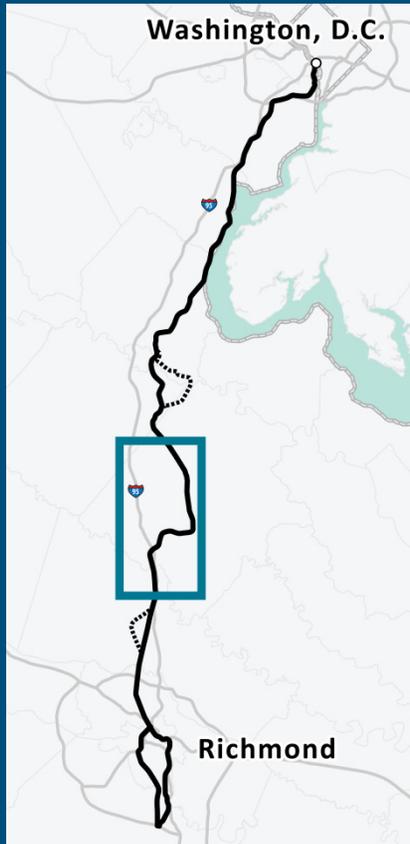


Fredericksburg Bypass

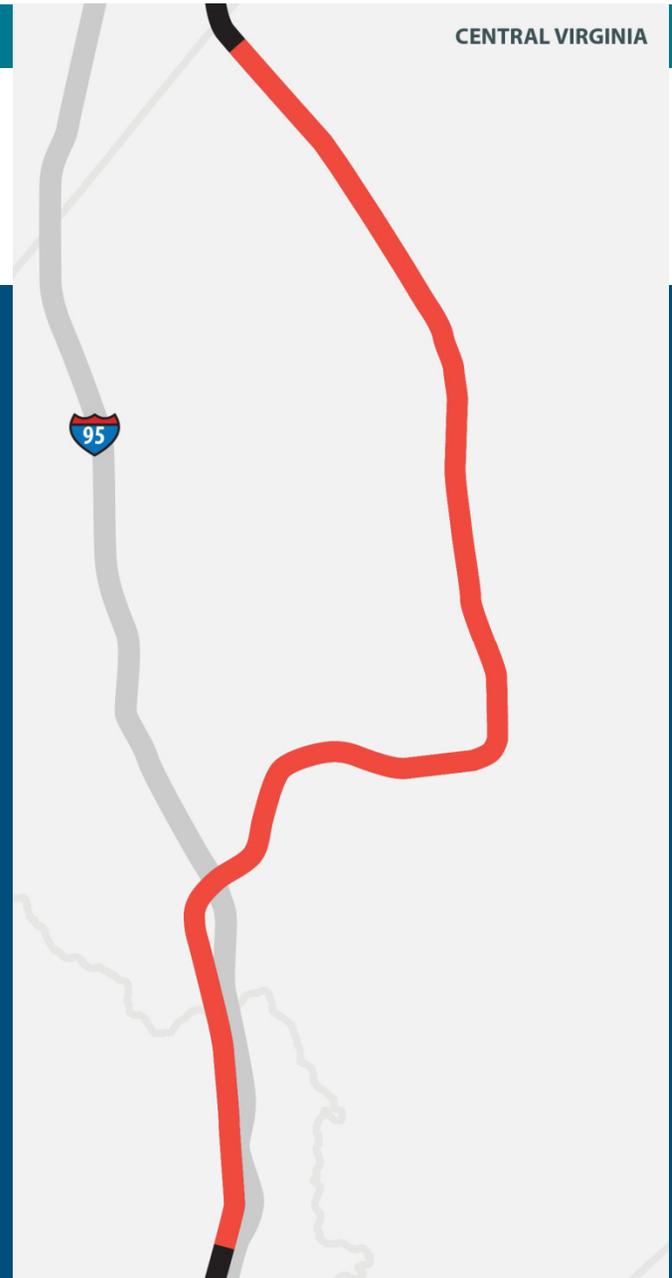


Ashland Bypass

# Central Virginia – Common Corridor

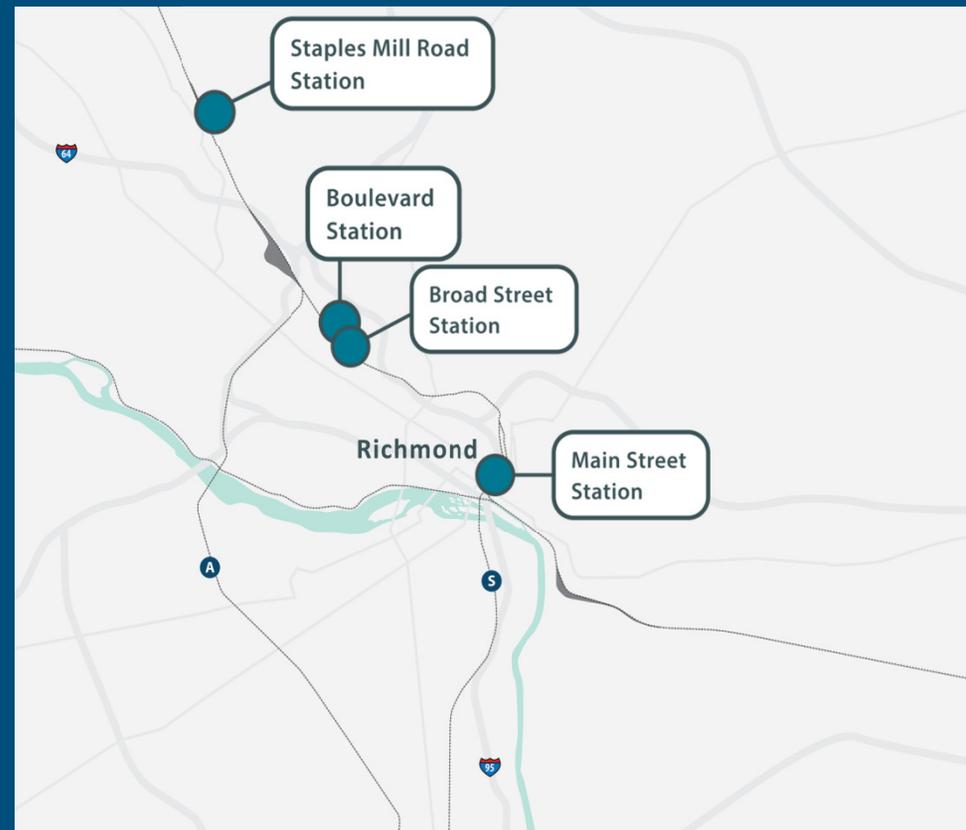


- Existing Track
- Proposed Track
- Shifted Track



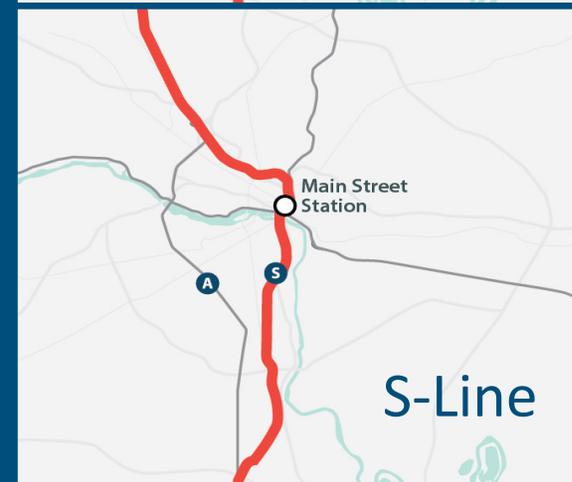
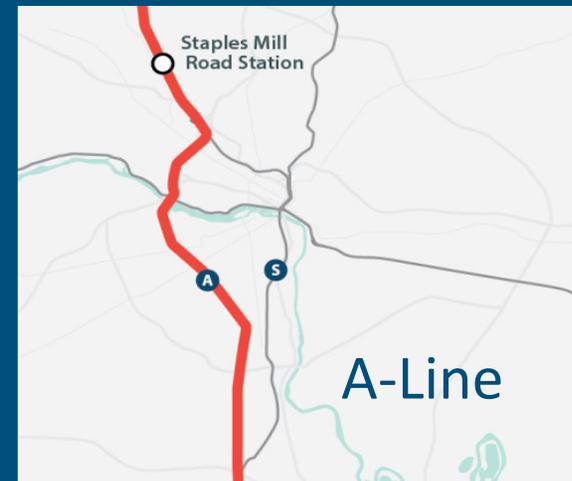
# Richmond Station Concepts

- Single-station options:
  - Boulevard (new)
  - Broad Street (new)
  - Main Street
  - Staples Mill Road
- Two-station option:
  - Staples Mill Road & Main Street



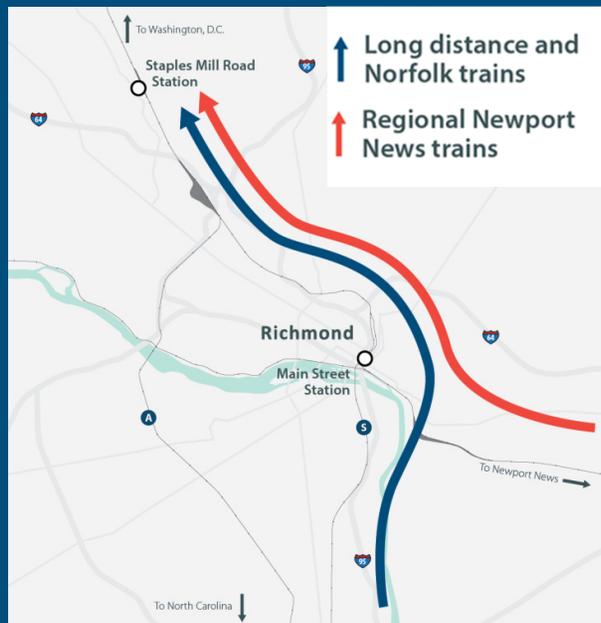
# Richmond Route Concepts

- A-Line:
  - Double main-line capacity
  - Existing primary passenger service route
  - Double-track bridge across James River
- S-Line:
  - Single main-line capacity
  - Limited passenger service (Hampton Roads)
  - Significant speed restrictions
  - Unwelded track
  - Single-lane bridge across James River

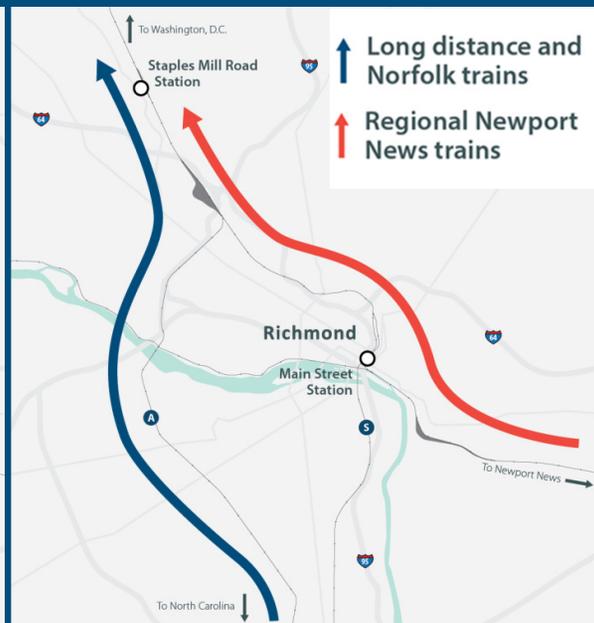


# Richmond Two-Station Service Concepts\*

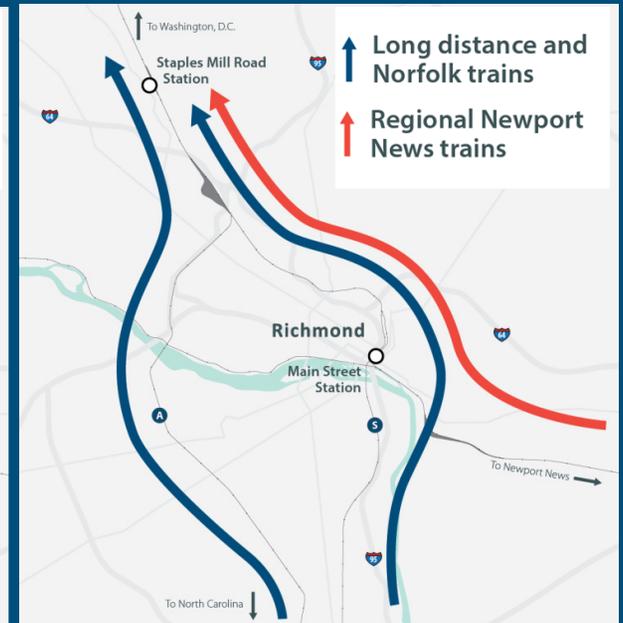
Main Street & Staples Mill Road- Full Service



Main Street & Staples Mill Road- Split Service



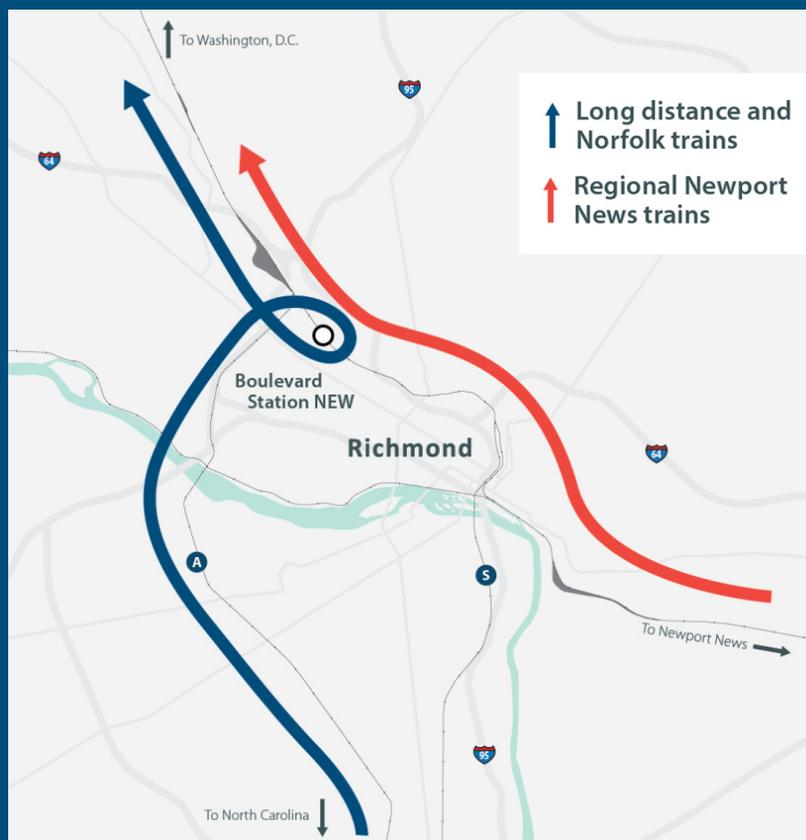
Main Street & Staples Mill Road- Shared Service



\* Drawings are conceptual and not to scale

# Richmond Single-Station Service Options\*

## Boulevard Only (new)



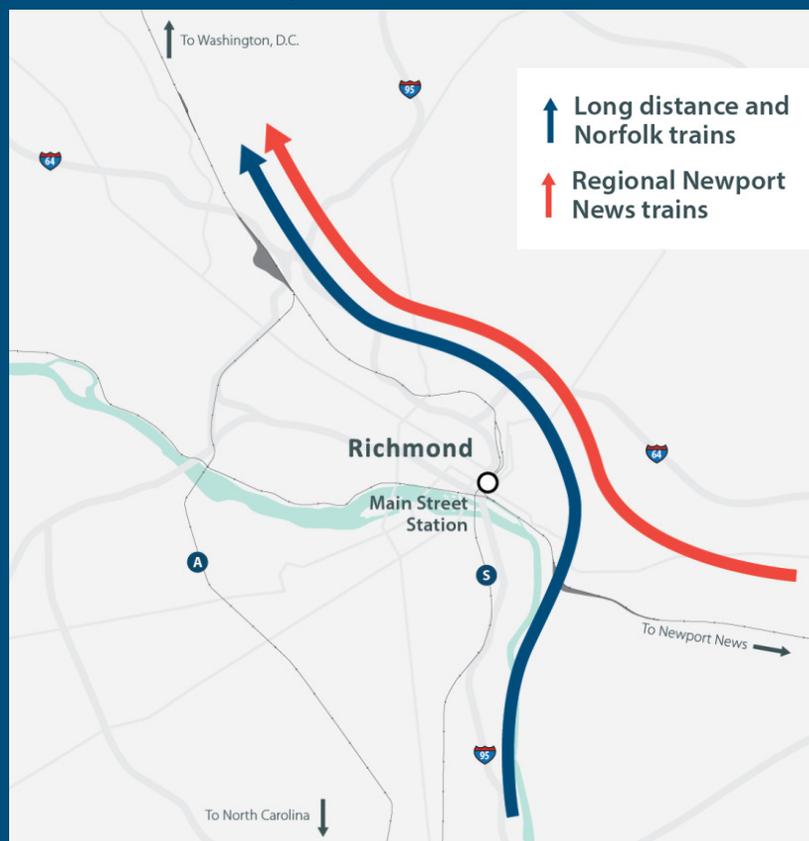
## Broad Street Only (new)



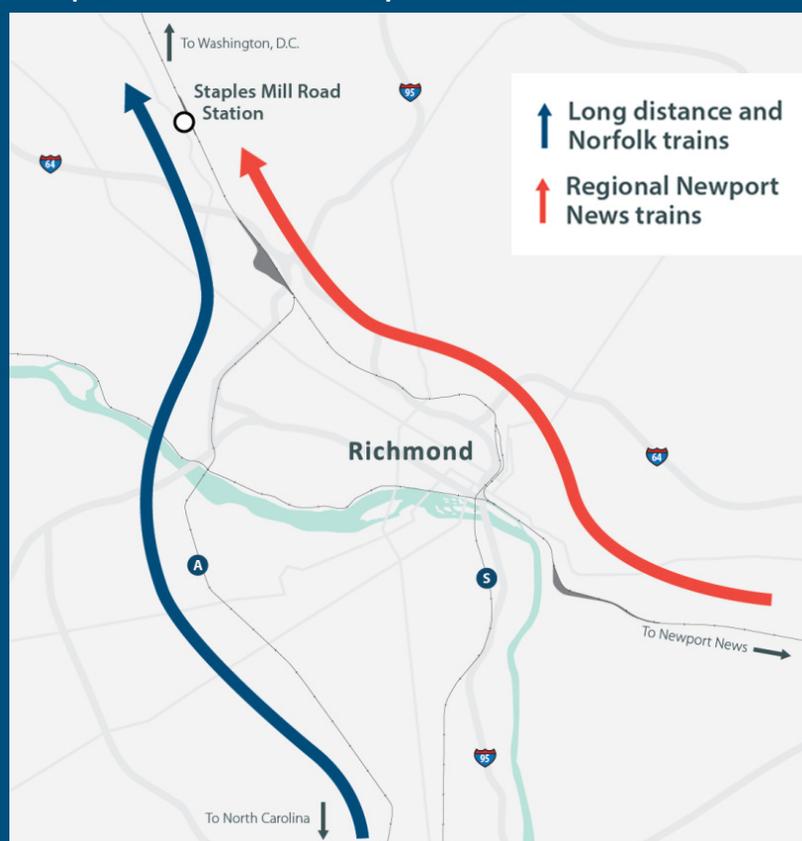
\* Drawings are conceptual and not to scale

# Richmond Single-Station Service Concepts\*

## Main Street Only



## Staples Mill Road Only



\* Drawings are conceptual and not to scale

# DC2RVA Project – Anticipated Next Steps

- FRA DEIS review
- Local briefings
- Draft EIS release – 12/2016
- Draft EIS Public Hearings - 1/2017
- 45-day public comment period
- Compile public comments
- CTB review
- Service development planning, preliminary engineering, and additional analysis
- Additional local coordination; ongoing coordination with Atlantic Gateway Program and other related transportation projects
- Final EIS
- Record of Decision to be issued by FRA



# Hampton Roads Crossing Study (HRCS) Supplemental Environmental Impact Statement (SEIS)

## Commonwealth Transportation Board Briefing

October 18, 2016

Angel Deem  
VDOT, Environmental Division Director

## Updates Since September CTB Briefing

- Update public comment record based on final comments
- Submitted formal recommendation to USACE that Alternative B be identified as the recommended preferred alternative/preliminary LEDPA
- Briefed Cooperating Agencies on public comments to inform preliminary LEDPA discussion and future concurrence on recommended preferred alternative
- Continuing to meet with USACE and Navy management to discuss Section 408 issues

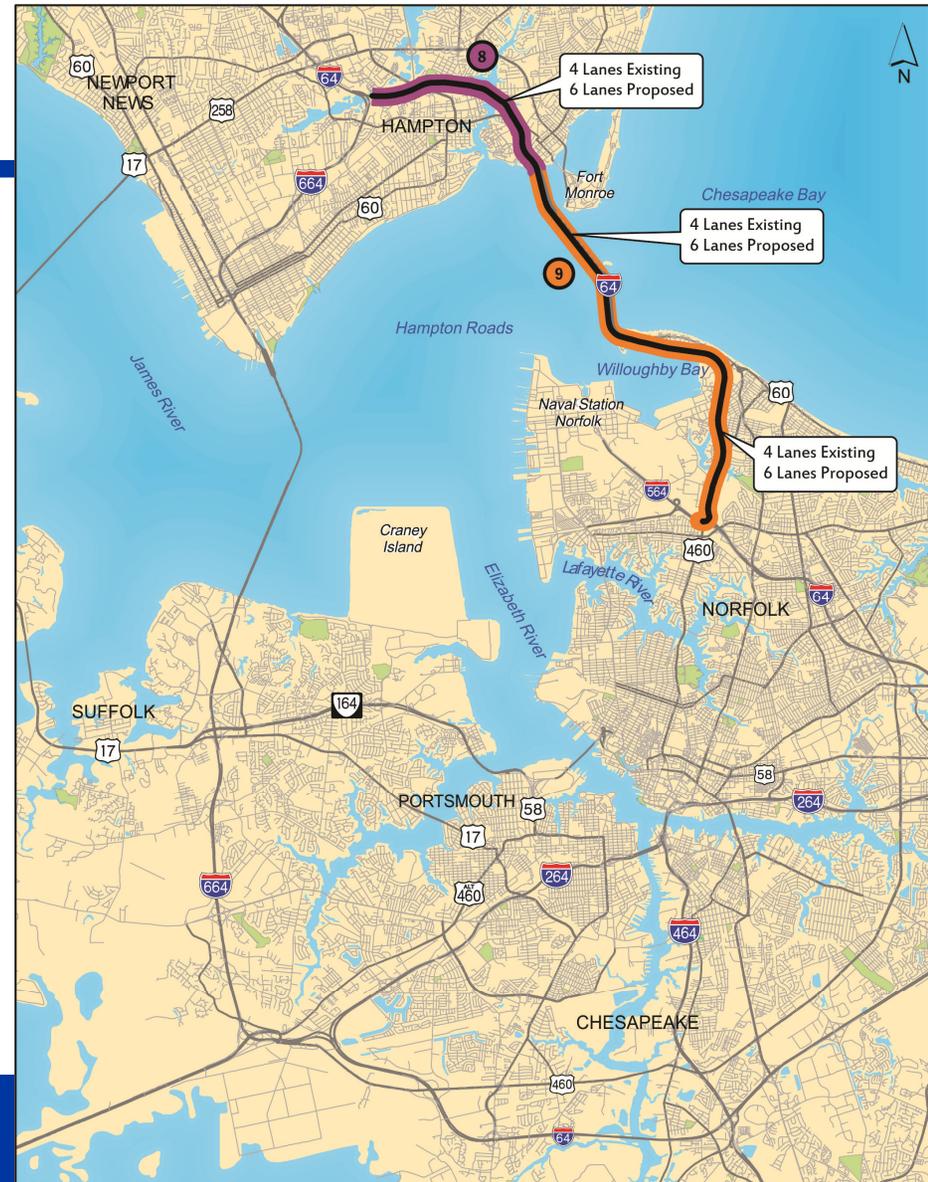
# Purpose and Need

The purpose of the HRCS is to relieve congestion at the I-64 HRBT in a manner that improves accessibility, transit, emergency evacuation, and military and goods movement along the primary transportation corridors in the Hampton Roads region, including the I-64, I-664, I-564, and VA 164 corridors. The HRCS will address the following needs:

- Accommodate travel demand
- Enhance emergency evacuation capability
- Improve transit access
- Improve strategic military connectivity
- Increase regional accessibility
- Increase access to port facilities
- Address geometric deficiencies

# Alternative A

- Includes improvements to I-64 between I-664 and I-564
- Widen I-64 to a consistent six-lane facility
- Improvements would be confined largely to existing right of way
- Previously studied as part of HRBT EIS
- \$3.3 billion in 2016 dollars with a 40% contingency



# Alternative B

- Same improvements considered under Alternative A
- Extend I-564 across the Elizabeth River with a new bridge-tunnel
- Construct new facility along the east side of Craney Island and widen Route 164
- \$6.6 billion in 2016 dollars with a 40% contingency



# Alternative C

- Widen I-664 including transit-only lanes
- Extend I-564 across the Elizabeth River with a new bridge-tunnel that includes transit-only lanes
- Construct new facility along the east side of Craney Island
- \$12.5 billion in 2016 dollars with a 40% contingency





## Public Comment Received to Date

- 250 attended two Location Public Hearings on September 7<sup>th</sup> and 8<sup>th</sup>
- 572 public comments received via comment form, email, letter, or court reporter
- The two highest priority sections were the 64/HRBT corridor and the 564 Connector
- The two sections that were identified as being most impactful were 64/HRBT corridor and the 164 Connector
  - 20% support Alternative A
  - 11% support Alternative B
  - 9% support Alternative C
  - 60% support Alternative D

## Agencies, Localities, and Elected Officials

- U.S. Army Corps of Engineers

“All four of the build alternatives discussed in the DSEIS satisfy the project purpose and need, ...Alternatives C and D ...impact more aquatic resources .... If Alternatives A and B also meet the project purpose and need, ...then USACE may determine that it can only permit one of these less damaging options as the LEDPA.”

- EPA

Additional avoidance and minimization of impacts should be considered in Final SEIS

- Delegate Stephen Heretick

Supportive of Alternative D

- Navy

164 Connector may be too close to existing/planned facilities and the 564 Connector may need to be extended (Concerns with Alternatives B, C, and D)

## Agencies, Localities, and Elected Officials (continued)

- City of Newport News  
Propose hybrid alternative
- NOAA National Marine Fisheries Service  
Input will come as a preferred alternative advances to design
- City of Norfolk  
Supports Alternative D or proposed hybrid alternative
- City of Portsmouth  
Express concern over existing/proposed traffic volumes on VA-164
- City of Suffolk  
Express concern over impact to existing/planned development and railroads along I-664

## Agencies, Localities, and Elected Officials<sub>(continued)</sub>

- **City of Virginia Beach**  
Supports Alternative B
- **Virginia Department of Rail and Public Transit**  
Recommends that capacity expansion be in the form of managed lanes
- **Virginia Department of Historic Resources**  
Alternative A is least impactful but, like other alternatives, still has cultural resource concerns
- **Virginia Marine Resources Commission**  
Awaiting hydrodynamic study to inform future permitting
- **Virginia Port Authority**  
“Alternative B aligns best with Port requirements because it provides a direct connection between the existing and future marine terminals...”

## Groups and Organizations

- CSX  
Alternatives C and D would “diminish or eliminate viability” of resources
- Elizabeth River Project (nonprofit organization)  
Alternative B meets purpose and need with less cost and impact
- Greater Norfolk Corporation  
Support for Alternative D
- Hampton University  
Concern about impact and in support of Alternative C or D
- Hampton Roads Chamber of Commerce  
Supports Alternative B
- Hampton Roads Public Transportation Alliance  
Comments related to improving Hampton Roads Bridge Tunnel
- Hampton Roads Transit  
Comments in support of “transit only” lanes

## Groups and Organizations (continued)

- Hampton Roads Transportation Planning Organization  
Technical/editorial comments with resolution anticipated in November
- Norfolk City Planning Commission  
Support for Alternative D
- Norfolk Preservation Alliance  
Comments on Section 106 findings
- Southern Environmental Law Center  
Comments on wetlands, transit and environmental justice, congestion pricing/tolling
- Tidewater Builders Association  
Support for Alternative D
- Virginia Maritime Association  
Support for Alternative B with the remainder of Alternative D to be implemented later

## Newport News Hybrid

- Segments 5, 6, 7, 8, 9, 10, 11, 12
- Assumes “transit only” lanes considered in Alternative C. Proposal suggests these lanes could be HOT lanes.
- Cost estimate: \$14.5 billion
- Impacts:
  - Residential displacements: 20
  - Wetlands: 15.4 acres





# Public Hybrids

- Segments 10, 12, and 13, with no connection to MMMBT
- Segments 5, 9, 10, 11, & 12
- All segments but Segment 1
- Alternative A with fixed transit routes, 8 lane tunnel, and/or BRT and HOT lanes
- Alternative C without:
  - Segments 13 and 14
  - Segments 10 and 11
- Alternative D without:
  - Segments 13 and 14
  - Overwater interchange and limited 164 improvements
  - Segment 13
  - Segments 10, 13 and 14



## Port of Virginia

- Priorities include the 564 Connector, 164 Connector, improvements to VA-164, and improvements to I-664 from VA -164 to Bowers Hill
- Alternative B addresses the top three priorities and results in travel time savings along the I-664 corridor
- Alternative B improves connections between existing and planned port facilities and equal access to the Monitor Merrimac Bridge Tunnel and Route 460
- Alternative B would result in a less than 2% increase to truck traffic on VA-164

## Transit Lanes

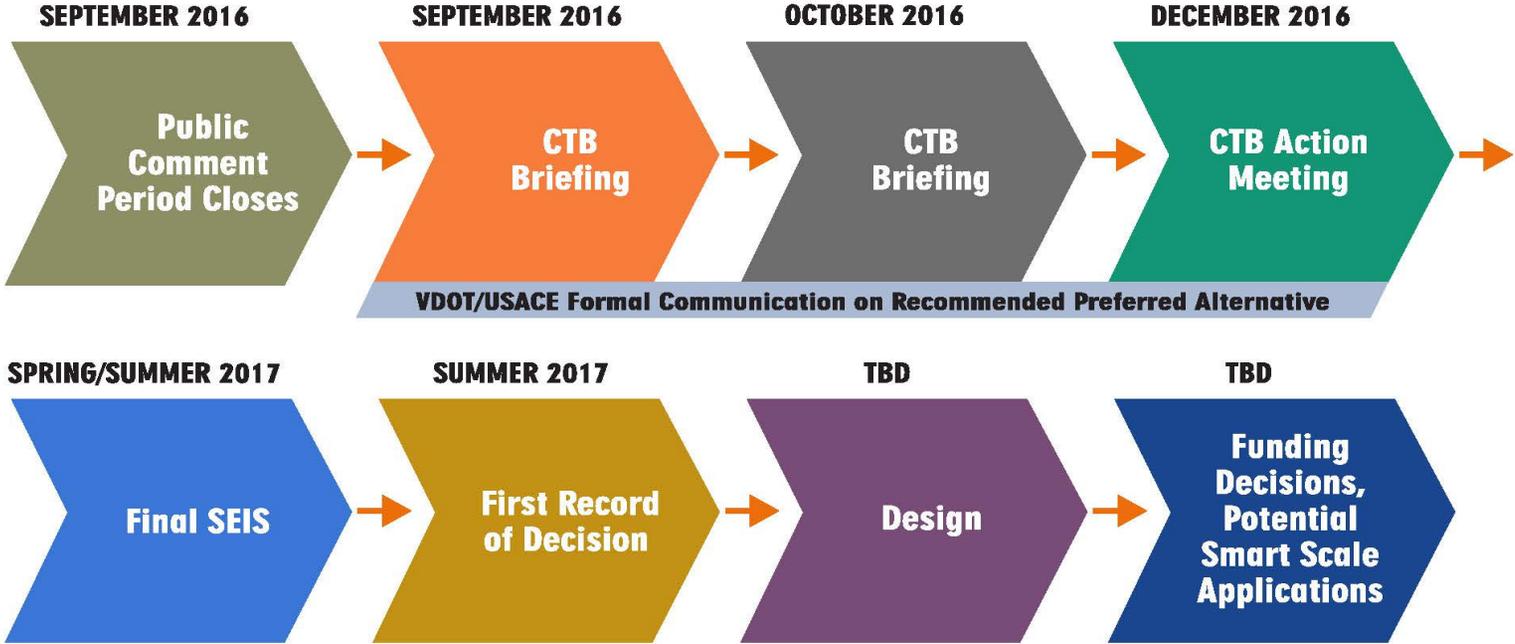
- Transit enhancements are defined and satisfied in the SEIS by improving transit access across Hampton Roads either by improving transit capacity or access to transit
- \$3.9 billion - estimated cost for transit only lanes, bridges, tunnels included in Alternative C
- Right of way and/or impact issues prevent additional transit lanes from being considered along I-64, 164 Connector, and/or VA-164
- DRPT has recommended that capacity expansion be in the form of managed lanes that provide preferential treatment for transit operations



# Transit Opportunities

	Expanded Capacity	Metro Area Express (MAX) Bus Routes Addressed	Transit Capacity
<b>Alternative A</b>	I-64	3	General purpose or managed lanes
<b>Alternative B</b>	I-64, I-564, VA-164, new connection	4	General purpose or managed lanes
<b>Alternative C</b>	I-664, I-564, new connection	3	General purpose lanes, managed lanes, transit only lanes
<b>Alternative D</b>	I-64, I-564, VA-164, I-664, new connections	6	General purpose or managed lanes

# Timeline to Complete NEPA and Advance



For more information and/or future updates  
Visit: [www.HamptonRoadsCrossingStudy.org](http://www.HamptonRoadsCrossingStudy.org)

or

Email: [HRCsSEIS@VDOT.Virginia.Gov](mailto:HRCsSEIS@VDOT.Virginia.Gov)



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

**I-66 Memorandum of Agreement**

**This presentation is currently unavailable**

**Nick Donohue**  
**Secretary of Transportation**  
**October 18, 2016**





COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

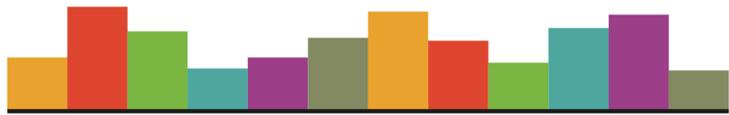
# SMART SCALE Round 2

**Nick Donohue**  
Secretary of Transportation  
October 18, 2016



Virginia Department of Rail and Public Transportation

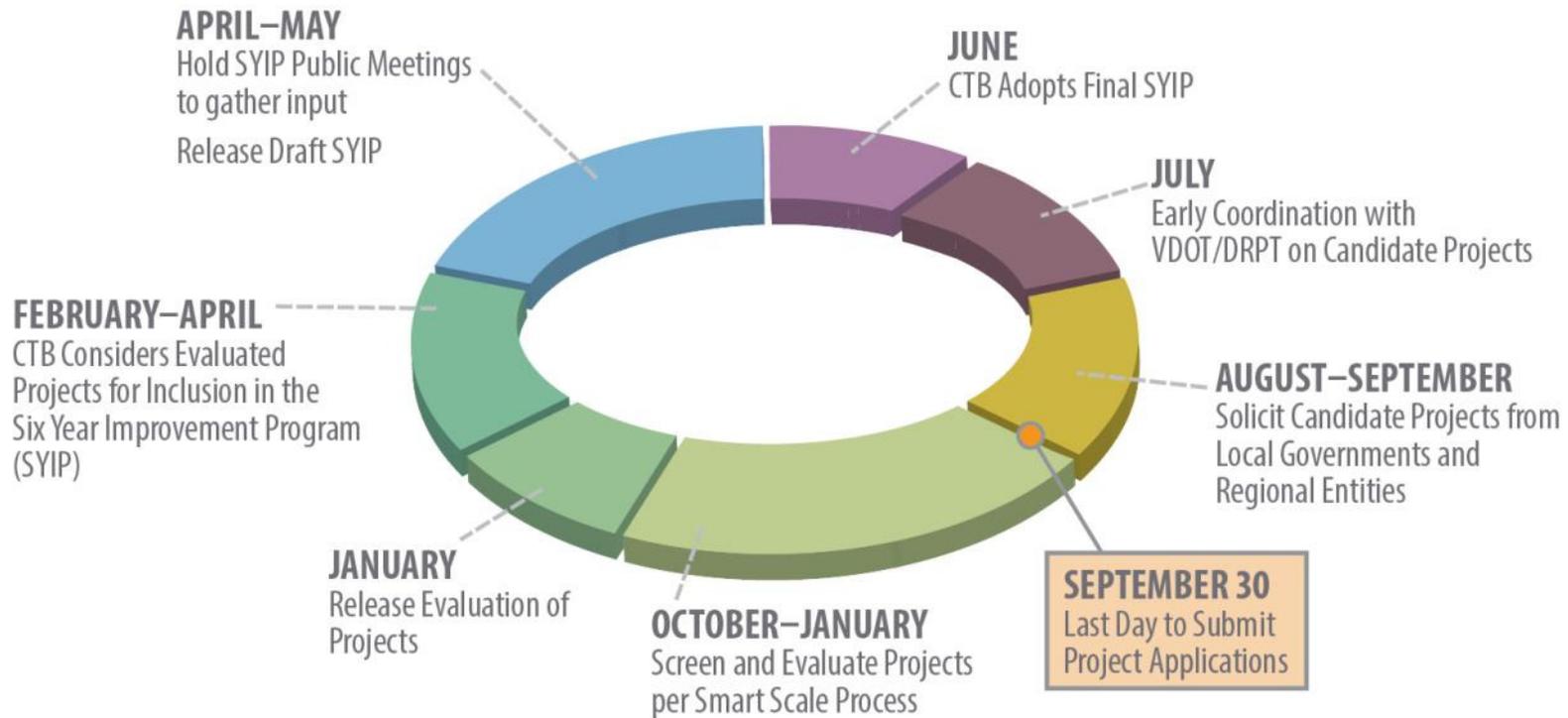




# SMART SCALE

*Funding the Right  
Transportation Projects  
in Virginia*

## Biennial Cycle





# SMART SCALE

*Funding the Right  
Transportation Projects  
in Virginia*

## Round 2

- 436 applications submitted by 148 entities
- \$9.25 billion in funding was requested
- Applications included \$2.83 billion in other funding
- \$21.2 million average request
- \$650M to \$750M is expected to be available for award

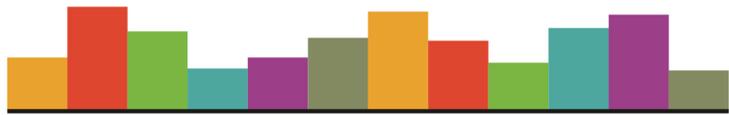


# SMART SCALE

*Funding the Right  
Transportation Projects  
in Virginia*

## Round 2 Requests

District	# Apps	SMART SCALE\$ (billions)	Total \$ (billions)
Bristol	47	\$1.07	\$1.07
Culpeper	35	\$0.33	\$0.35
Fredericksburg	27	\$0.69	\$0.70
Hampton Roads	60	\$1.07	\$1.99
Lynchburg	27	\$0.17	\$0.19
NOVA	62	\$3.28	\$4.84
Richmond	79	\$1.16	\$1.33
Salem	53	\$0.91	\$0.96
Staunton	46	\$0.58	\$0.64
<b>Grand Total</b>	<b>436</b>	<b>\$9.25</b>	<b>\$12.09</b>

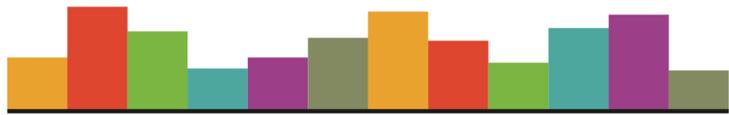


# SMART SCALE

*Funding the Right  
Transportation Projects  
in Virginia*

## Round 2 Anticipated Available Funding –

District	% of DGP	DGP Funding \$M
Bristol	7.0%	\$22 - \$26
Culpeper	6.2%	\$20 - \$23
Fredericksburg	6.9%	\$22 - \$26
Hampton Roads	20.2%	\$65 - \$75
Lynchburg	7.1%	\$23 - \$26
NOVA	20.7%	\$67 - \$77
Richmond	14.4%	\$46 - \$54
Salem	9.6%	\$31 - \$36
Staunton	7.8%	\$25 - \$29
<b>Grand Total</b>		<b>~\$325 - \$375</b>

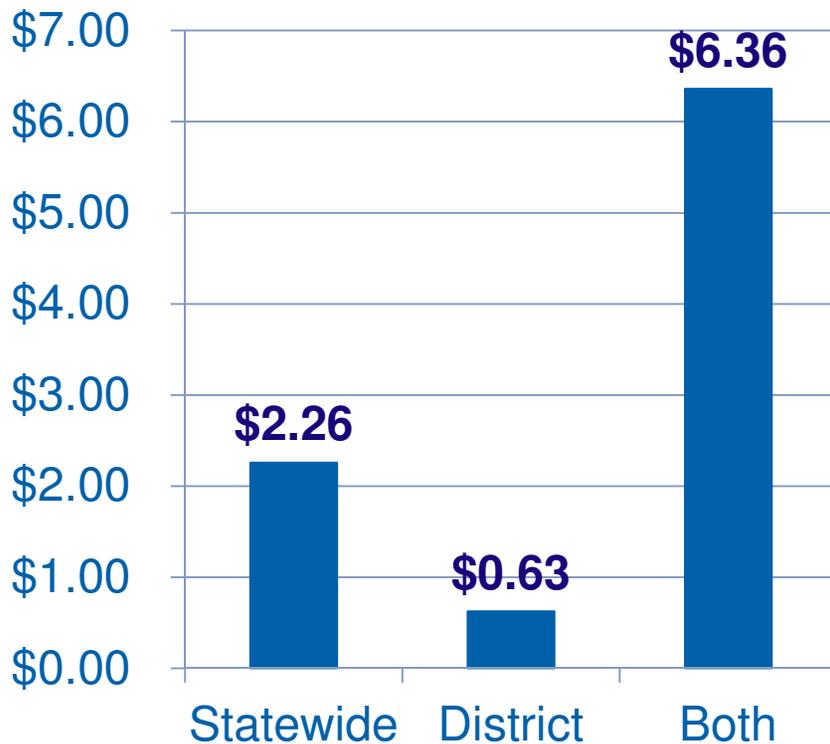


# SMART SCALE

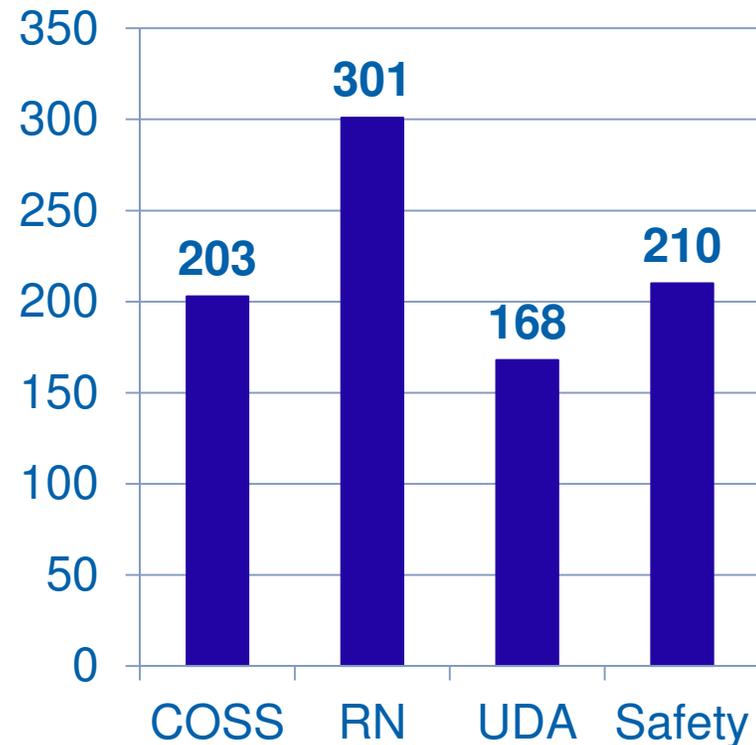
*Funding the Right  
Transportation Projects  
in Virginia*

# Application Summary

### SMART SCALE Request by Program (billions)



### Applications by VTrans Need Category





**SMART  
SCALE**

*Funding the Right  
Transportation Projects  
in Virginia*

## Validation and Screening

- **Office of Intermodal Planning and Investment screening all applications to determine whether solution meets a VTrans need**
- **VDOT/DRPT staff validating information provided in applications**
  - **10% of applications will reviewed twice to ensure statewide consistency**
- **Expect process to be substantially complete by end of October**



# SMART SCALE

*Funding the Right  
Transportation Projects  
in Virginia*

## Moving Forward

- **October**
  - Release list of submitted projects
  - Discuss CTB option to submit up to 2 projects
- **December**
  - Release list of projects that will be not be evaluated due to screening and validation
  - Vote on up to 2 CTB projects to evaluate, if necessary



# SMART SCALE

*Funding the Right  
Transportation Projects  
in Virginia*

## Moving Forward

- **January**
  - Release project scores
  - Release base funding scenario
- **Base Funding Scenario**
  1. Fund top scoring projects in each district with DGP funds
  2. Fund top scoring projects not eligible for DGP funds with HPP funds
  3. Fund projects with the highest project benefits that meet the cost-effectiveness threshold with HPP funds

# Six-Year Improvement Program Development

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- **Board requested staff to develop long-term policy for SYIP development in December 2015**
- **Programs under Board control in SYIP**
  - **State of Good Repair Program**
  - **District Grants Program**
  - **High Priority Projects Program**
  - **Revenue Sharing Program**
  - **Transportation Alternatives Program**
  - **Highway Safety Improvement Program**

# State of Good Repair Program

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- **Program funds annually**
- **Require projects added to SYIP to be fully funded**
- **Funds in later years of SYIP (years 3 through 6) will not be fully allocated to projects**
  - **Biennial update to distribution formula based on changes in asset condition**
  - **Flexibility to address changes in needs as required**
- **~\$200-400M available annually**

# District Grant Program

## High Priority Projects Program

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- **Program funds biennially**
  - Amount available for award equal to funding anticipated to be available in fifth and sixth years of SYIP
- **Round 2 of SMART SCALE represents initiation of 2-year cycle**
- **Round 3 of SMART SCALE will be a part of the FY20-25 SYIP update**
- **~\$600-800M available each cycle**

# Revenue Sharing Program

## Transportation Alternatives Program

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- **Program funds biennially**
  - Amount available for award equal to funding anticipated to be available in first and second years of SYIP
- **Start two-year cycle with FY18-23 update next year**
- **Transition to two-year cycle will allow local governments to adjust to change**
- **\$200M available each cycle for Revenue Sharing**
- **~\$30M available each cycle for Transportation Alternatives**

## **DRAFT Six-Year Improvement Program Development Policy**

**WHEREAS**, Section 33.2-214(B) of the *Code of Virginia* requires the Commonwealth Transportation Board (Board) to adopt by July 1<sup>st</sup> of each year a Six-Year Improvement Program (SYIP) of anticipated projects and programs and that the SYIP shall be based on the most recent official revenue forecasts and a debt management policy; and

**WHEREAS**, the Board believes it is in the public interest that transportation funds be programmed to projects and strategies that demonstrate the ability to address identified transportation needs in a cost-effective manner and that such programming of funds be prioritized to advance critical projects and strategies as quickly as possible; and,

**WHEREAS**, the past programming practice of providing partial funding to projects and funding projects by phase did not support the Board's commitment to advancing projects from development to completion and created inefficiencies in the use of transportation funding; and,

**WHEREAS**, it is the policy of the Board that any project added to the SYIP with funding from the State of Good Repair Program, High Priority Projects Program, or Construction District Grants Program shall be fully funded;

**WHEREAS**, in Chapter 726 of the 2014 Acts of Assembly the General Assembly declared the use of a statewide prioritization process for the programming of construction funds to be in the public interest; and,

**WHEREAS**, in Chapter 684 of the 2015 Acts of Assembly the General Assembly established the State of Good Repair Program (§33.2-369), High Priority Projects Program (§33.2-370), and Construction District Grants Program (§33.2-371).

**WHEREAS**, the Board adopted a policy entitled Six-Year Improvement Program Policy Related to HB2 (2014) and HB1887 (2015) regarding the development of the Six-Year Improvement Program pursuant to §33.2-214 on October 27, 2015 (Policy), and directed that the Policy shall sunset on January 1, 2017 unless reaffirmed by the Board; and

**WHEREAS**, the Board has reviewed the prior Policy and determined that amendment and adoption of a revised policy is warranted.

**NOW THEREFORE, BE IT RESOLVED**, that beginning with the Fiscal Year 2018-2023 SYIP update, allocations available in the following funding programs will be programmed in the SYIP annually:

- State of Good Repair Program pursuant to §33.2-369;
- Regional Surface Transportation Program funds provided to metropolitan planning organizations pursuant to 23 U.S.C. §133;
- Congestion Mitigation Air Quality funds pursuant to 23 U.S.C. §149;
- Sub-allocated funds controlled by metropolitan planning organizations provided pursuant to the Surface Transportation Block Grant set-aside for Transportation Alternatives pursuant to 23 U.S.C. §133;
- Highway Safety Improvement Program pursuant to 23 U.S.C. §148 and §154; and

**BE IT FURTHER RESOLVED**, that beginning with the Fiscal Year 2018-2023 SYIP update, allocations available in the fifth and sixth year of the SYIP under development for the following funding programs will be programmed in even-numbered fiscal year SYIP updates:

- High Priority Projects Program pursuant to §33.2-370;
- Highway Construction District Grants Program pursuant to §33.2-371; and

**BE IT FURTHER RESOLVED**, that beginning with the fiscal year 2019 update, allocations available in the first and second year of the SYIP under development for the following funding programs will be programmed in odd-numbered fiscal year SYIP updates:

- Revenue Sharing Program pursuant to §33.2-357;
- Surface Transportation Block Grant set-aside for Transportation Alternatives pursuant to 23 U.S.C. §133, excluding sub-allocated funds controlled by metropolitan planning organizations; and,

**BE IT FURTHER RESOLVED**, in general, it is the Board's intent to demonstrate commitment to projects selected for funding in the SYIP by fully funding the projects through construction; and

**BE IT FURTHER RESOLVED**, it is the policy of the Board that any project added to the SYIP with funding from the State of Good Repair Program, High Priority Projects Program, or Construction District Grants Program shall be fully funded; and

**BE IT FURTHER RESOLVED**, subject to the provisions governing each of these programs, the Board may adjust the timing of funds programmed to projects from previously adopted programs to meet the cash flow needs of the individual projects, maximize the use of federal funds, or to address revised revenue projections and project priorities; and

**BE IT FURTHER RESOLVED**, that as part of the annual SYIP update, funds no longer needed for the delivery of a project will be reallocated consistent with Board's priorities for programming funds and federal/state eligibility requirements; and

**BE IT FURTHER RESOLVED**, it is the policy of the Board that any funds from the State of Good Repair Program, High Priority Projects Program, or Construction District Grants Program no longer needed for the delivery of a project and will be reserved to address budget adjustments on existing projects selected within those programs or reserved for allocation in the next solicitation cycle for those programs; and

**BE IT FURTHER RESOLVED**, the Board will develop a program of projects and strategies for the High Priority Projects Program and Highway Construction District Grants Program as follows:

- The Board may adjust the timing of funds programmed to projects selected in previous SMART SCALE cycles to meet the cash flow needs of the individual projects, but will not (1) reduce the total amount of state and federal funding committed to an individual project unless it is no longer needed for the delivery of the project or (2) increase the total amount of state and federal funding committed to an individual project beyond the thresholds for re-scoring identified in the SMART SCALE Implementation Policy.
- The Board may only program funds from these two programs to projects selected in accordance with the SMART SCALE Prioritization Process and only if such projects will be fully-funded with the programming of such funds.

- In the event of revenue reductions that impact the funds available to support the projects previously committed to by the Board, the Board will maintain its commitment to previously approved projects by committing funds from a subsequent solicitation cycle. In the event of revenue increases that impact the funds available for a previous solicitation cycle, the additional funds will be set-aside and made available in the next solicitation cycle.
- In the event that an applicant of a project selected for funding cancels the project, the Board must vote to approve or deny the cancellation and removal of the project from the approved program of projects and the applicant may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the project.
- In cases where a project has been selected for funding which identified other sources of funding, those other funds are considered to be committed to the project so that any funds no longer needed for the delivery of the project are designated as either Highway Construction District Grant Program or High Priority Project Program funds, as applicable. Adjustments may be made to the spending priority as necessary to maximize the use of federal funds as required by the Appropriations Act.

**BE IT FURTHER RESOLVED**, that development of the SMART SCALE program will be completed according to the following schedule:

- October Board meeting
  - Release of list of submitted projects to the Board and the public.
  - The Secretary will coordinate with the Board and develop, if necessary, a list of up to two additional projects identified by members of the Board to be evaluated and considered for funding.
- November/December Board meeting
  - Consideration of resolution based on the list compiled by the Secretary of up to two additional projects to be evaluated and considered for funding, if necessary.
  - Consideration of amount of funds to allocate from the High Priority Project Program to the Innovation and Technology Transportation Fund
  - Consideration of amount of funds to allocate from the Highway Construction Districts Grant Program to the Unpaved Roads Program
- January Board meeting
  - Release the results of the screening and analysis of candidate projects and strategies, including the weighting factors and the criteria used to determine the value of each factor no later than 30 days prior to a vote on such projects or strategies to the Board and the public pursuant to Section 33.2-214.1 D.
- February Board meeting
  - Release and discussion of base funding scenario determined as follows
    - For purposes of determining priorities, scores will be based on benefit relative to SMART SCALE cost. Scores based on benefit relative to total cost will also be provided to the Board for their consideration.
    - Step 1 – Fund top scoring projects within each district eligible for Highway Construction District Grant Program funds using Highway Construction District Grant Program funds until remaining funds are insufficient to fund the next highest scoring project.
    - Step 2 – Fund top scoring projects within each district that would have otherwise been funded with available Highway Construction District Grant

Program funds, but were not because they are only eligible for High Priority Projects Program funds, using High Priority Projects Program funds, as long as their SMART SCALE cost does not exceed the total amount of Construction District Grant Program funds available to be programmed based on their rank.

- Step 3 – Fund projects with a benefit relative to SMART SCALE score greater than an established threshold based on the highest project benefit using High Priority Projects Program funds until funds are insufficient to fund the next unfunded project with the highest project benefit.
  - Remaining balances will be reserved to address budget adjustments on selected projects according to the thresholds established in the SMART SCALE Prioritization Process or reserved for allocation in a subsequent round.
- March Board meeting
    - Modification of the base funding scenario, if necessary.
  - April Board meeting
    - Release of the Draft SYIP for review and comment.
  - May Board meeting
    - Consideration of proposed modifications to the High Priority Projects Program, if necessary.
    - Consideration of proposed modifications to the Highway Construction District Grants Program for each district, if necessary.
  - June Board Meeting
    - Consideration of the proposed Final SYIP for adoption

###



## **Quick Clearance Incident Management Strategies in Virginia**

October 18, 2016

**Dean H. Gustafson, PE, PTOE**

State Operations Engineer, Operations Division

## Every Day Story of Operations

VDOT: The Everyday Story of Operations



# *The Everyday Story of Operations*

## Statewide Traffic Incident Management (TIM) Committee created by Exec. Order

- Executive Order 15 created Statewide TIM Committee (Executive Order copy provided in Board Packages)
- Chaired by State Police Superintendent
- 18 Member agencies/associations
  - VSP, VDOT, VDEM, Fire Programs, DCJS, VDOH, EMS
  - Chief of Police Association, VA Sheriffs Assoc., Volunteer Rescue Squads, Fire Chiefs Assoc., Prof. Fire Fighters Assoc.
  - VATRO, Major Incident Heavy Recovery Oper., Trucking
  - Public-Safety Communications Officials
  - Gov't EMS Administrators
- 3 Standing Subcommittees
  - Communications, Best Practices and Safety

# Statewide TIM Committee created a website to improve best practice sharing



## It's About How Responders Respond

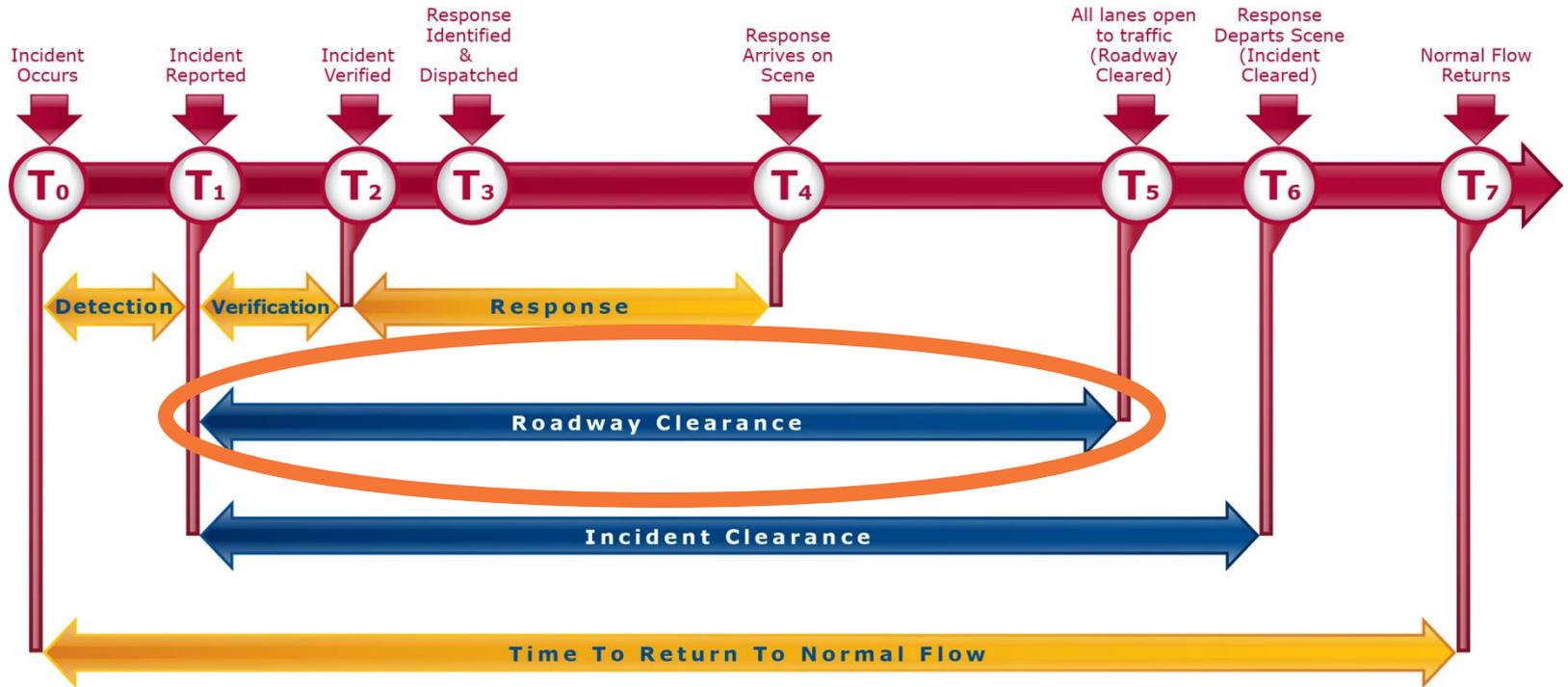
The three main tasks of the Virginia Statewide Traffic Incident Management Committee (STIM) are to:

1. Review interagency responder safety practices
2. Audit incident clearance rates
3. Improve inter-operable communications between responding agencies throughout

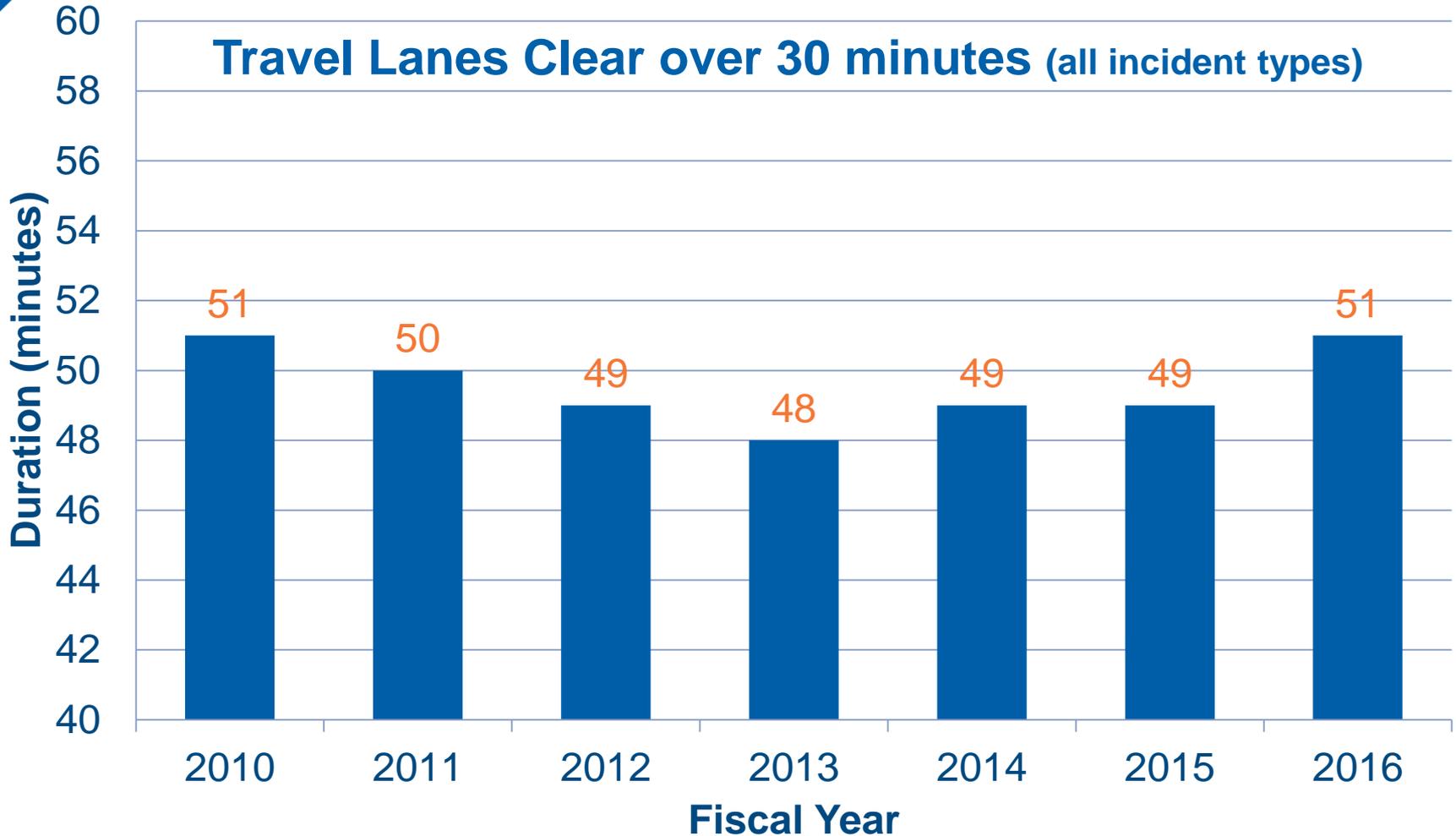
<http://vastim.org/>



# TIM Incident timeline provides uniform definitions



## Median Incident Duration was decreasing until recently



## Tractor Trailer crashes have increased and lane clearance times have held steady

All Vehicle Crashes					
	2012	2013	2014	2015	2016
Statewide Incidents	14,213	16,084	19,387	21,420	23,475
Median Lane Clearance	39	37	38	37	39

Tractor Trailer Crashes					
	2012	2013	2014	2015	2016
Statewide Incidents	1,254	1,331	1,534	1,917	2,176
Median Lane Clearance	57	50	53	52	55

## VSP began reporting Secondary Crashes in February 2016

**Secondary Crash is defined by statewide TIM committee as:**

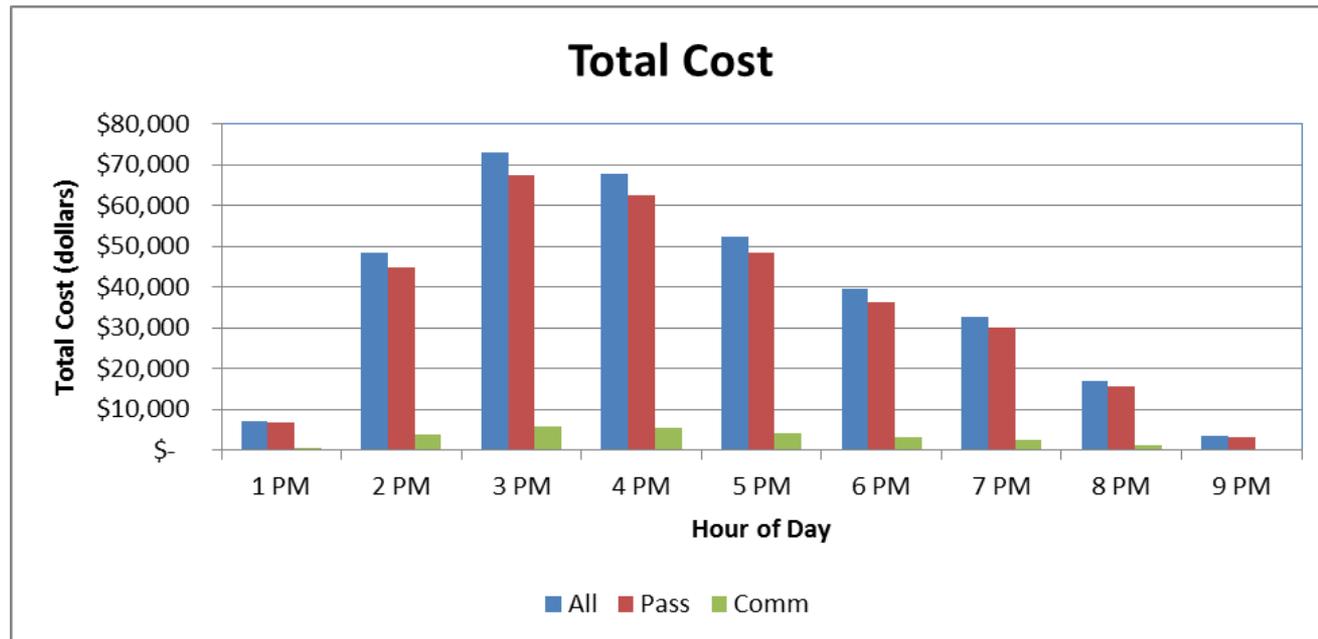
- **Directly related to traffic backup “queue”**
- **From a previous crash**
  - **NOT debris or other highway incident**
- **On the same roadway**
  - **Non secondary roadways or detours**
- **In either direction**

## VDOT Research Council evaluated an Asphalt Spill on Interstate 64 WB Exit 258

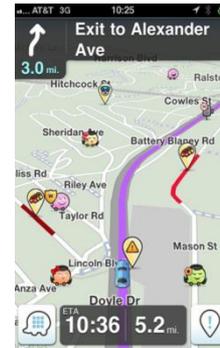
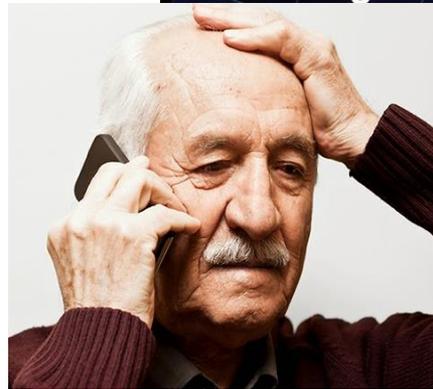
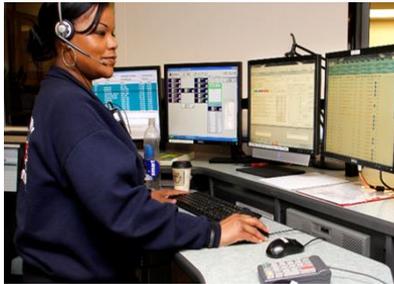
- August 1, 2013 at 1:38 PM
- Took 7 hours to clear and traffic backed up 6 miles
- Resulted in 15,300 vehicle hours of delay
- Lost productivity of \$340,000



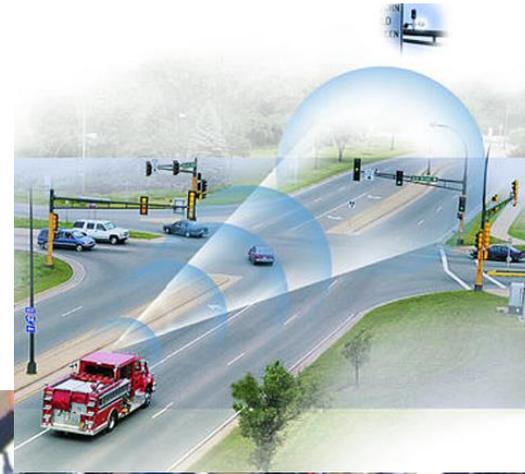
Spill of the Liquid Asphalt  
 (<http://www.wydaily.com>)



# Agencies are being notified through #77, 911 centers, traffic cameras, SSP, and crowdsourcing



# First responders are getting to scene effectively, unless stuck in traffic



# Common Recovery Issues



## VDOT contracts wrecker services and is piloting quick clearance strategies

- **Emergency tow contract during weather events**
  - All 9 Districts, costs about \$1-2 M per year
- **Instant Tow Dispatch**
  - Northern Virginia, Southwest Virginia and Hampton Roads Districts
- **Incentive Tow Program**
  - Richmond District (under development)
- **On-call heavy duty wrecker**
  - Staunton District
  - Hampton Roads Tunnels



# Major crashes are complex events and every incident is different



## State Police will take lead on submitting legislative changes to support quick clearance



### § 46.2-888. Stopping on highways; general rule.

the driver (may) move the vehicle from the roadway to prevent obstructing the regular flow of traffic; provided, however, that the movement of the vehicle to prevent the obstruction of traffic shall not relieve the law-enforcement officer of his duty pursuant to § [46.2-373](#).

### § 46.2-920.1. Operation of tow trucks or vehicles owned or controlled by the Virginia Department of Transportation under certain circumstances; incident management.

sec (c). drivers of vehicles owned or operated by the Virginia Department of Transportation and employees of the Commonwealth of Virginia are immune for acts of simple negligence for claims of civil liability arising from the operation of such vehicles pursuant to this section.

### § 46.2-1210. Motor vehicles immobilized by weather conditions or emergencies.

the Department of Transportation may move or have the vehicle removed to some reasonably accessible portion of the adjacent right-of-way. Disposition thereafter shall be effected as provided by § [46.2-1209](#).

**§ 46.2-1212.1. Authority to provide for removal and disposition of vehicles and cargoes of vehicles involved in accidents.** A. As a result of a motor vehicle accident or incident, the Department of State Police and/or local law-enforcement agency in conjunction with other public safety agencies may, without the consent of the owner or carrier, remove:

# VDOT Commissioner and VSP Superintendent promote SHRP II TIM Training to first responders

traffic incident management video

**COLONEL STEVEN FLAHERTY**  
STATE POLICE SUPERINTENDENT

**CHARLIE KILPATRICK**  
VDOT COMMISSIONER

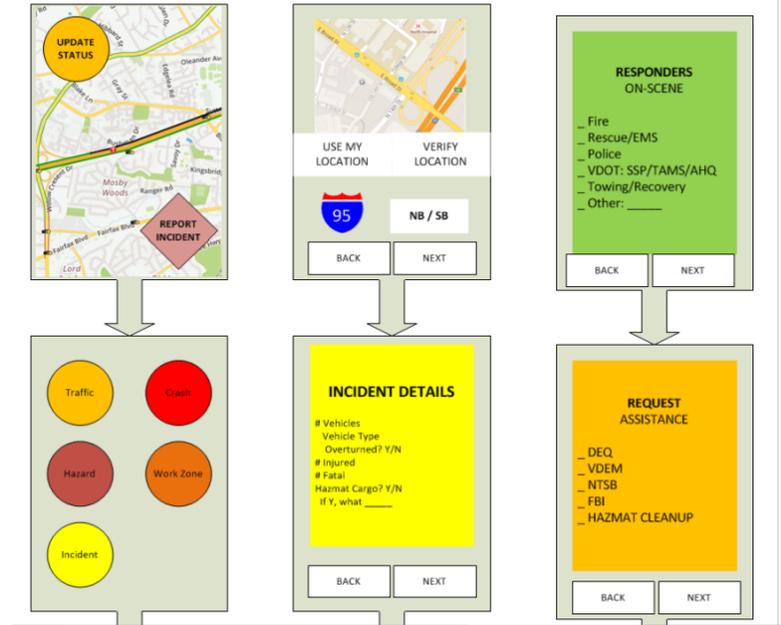
VDOT: National Traffic Incident Management Responde

YouTube · 1,000+ views · 1/13/2016 · by [vdotweb](#)

Save View page Feedback



# Innovation and Technology will improve incident response



- Unmanned Aerial Vehicles
- Field Commander mobile app
- Photogrammetry
- Connected and Automated Vehicles

# Overview of the Metrorail Safety Commission

Jennifer Mitchell

Director

Virginia Department of Rail and Public Transportation



Virginia Department of Rail and Public Transportation

# Presentation Overview

- Introduction
- Regulatory Requirements
- Overview of Metro Safety Commission (MSC)
- Discussion

# Introduction

# State Safety Oversight (SSO)

- **1996:** FTA establishes SSO for rail systems not regulated by FRA
- **2012:** MAP-21 establishes new requirements for SSO
  - Legally and financially independent from rail system
  - Dedicated, trained, and qualified staff
- **2015:** FAST Act augments the FTA's safety authority
- **April 2016:** FTA issues new SSO Final Rule giving states 3 years to comply

# Milestones Leading to the MSC

- **1997 to Present:** TOC formed via an MOU between VA, MD and DC and acted as WMATA's SSO
- **September 2015:** FTA cited TOC's lack of enforcement authority and took over safety oversight of WMATA
- **February 2016:** FTA threatened to begin withholding up to 5% of Federal Urbanized Area funds to VA-DC-MD if new SSO is not established by February 9, 2017
  - Approximately \$6M/year impact to Virginia
- FTA must certify that the MSC is able to assume safety oversight

# Overview of Metro Safety Commission Legislation



Virginia Department of Rail and Public Transportation

# MSC Development Process

- March 2015: Governor signed initial MOU creating MSC
- Since April 2015: DC-MD-VA Executive Policy Team has:
  - Identified and resolved policy issues
  - Evaluated potential legal structures for MSC
  - Incorporated FTA's Final Rule regulations (published in March 2016)
  - Hired independent legal advisors in February 2016 to draft final legislation
  - Created legislative working group in March 2016 to coordinate efforts
  - Sought and received FTA review and comments
  - Provided new Certification Work Plan to FTA
  - Engaged management consultant to benchmark other SSOs and present organization structure scenarios
  - Coordinated legislative approval process from DC, MD and VA, to be followed by Congressional approval



# Policy Goals

- MSC will be an independent legal entity that performs safety oversight of WMATA metrorail
- Provide MSC with full safety oversight authority
- Have enforcement authority available under MAP-21 and FAST Act to compel action
- Create robust organization to match size and complexity of WMATA
- Assume all safety oversight responsibility from FTA once MSC is in place

# Purpose and Functions

- DC, MD and VA will create the MSC pursuant to MAP-21, the FAST Act and the Final Rule to be the SSO agency for the WMATA Metrorail system
- The MSC is a common instrumentality of the signatories and will be financially and legally independent of WMATA
- Signatories – DC, MD and Virginia
  - Congressional ratification



# Governance

- MSC is governed by a Board of Directors
  - 6 board members with 3 alternate members
    - Each signatory appoints 2 members and 1 alternate
    - Board members to have staggered terms
  - Member qualifications: background in transportation, safety, applicable engineering or public finance
  - Board elects its officers, establishes its bylaws, etc.
- Board appointed CEO will lead MSC staff and day-to-day operations

# Administrative Powers

- Like WMATA, MSC operates as an independent governmental entity
  - Procurement, finance, personnel and records regulations based on federal law (not laws of the signatory jurisdictions)
- MSC Board will develop administrative and governance procedures through regulations
- MSC will adopt federal FOIA and open meeting laws
  - 5 U.S.C 552 (a)-(c) and 552b

# Safety Powers

- The MSC is empowered to review, approve, oversee and enforce the safety plan of the WMATA rail system. The MSC may:
  - Review and approve WMATA's safety plan
  - Set and update minimum safety standards for WMATA
  - Require and enforce any Corrective Action Plans that the MSC deems appropriate

# Enforcement Powers

- Compel compliance of MSC orders and standards by:
  - Taking legal action
  - Issuing citations or fines
  - Directing WMATA to prioritize spending on safety-critical items
  - Removing a vehicle, infrastructure element or hazard
  - Restricting, suspending or prohibiting rail service
  - Compelling WMATA to remove an individual from Safety Sensitive Position
  - Compelling WMATAs Office of the Inspector General to conduct safety-related audits or investigations
- MSC shall coordinate its enforcement activities with appropriate federal and state governmental authorities

# Additional Powers and Procedures

- Investigate any emerging rail safety concerns
- Conduct inspections of WMATA property
  - MSC may access adjacent land to do perform inspections, if necessary
- Take primary responsibility for the investigation of accidents and prepare reports
- Audit WMATA's compliance with its own safety plan requirements



# General Powers and Provisions

- The MSC must publish:
  - Annual Safety Report to FTA and signatories
  - Annual Report of Operations detailing its programs, operations and finances
  - Annual Independent Audit of its finances
- Due process provisions are included to permit WMATA to petition MSC to reconsider an order

# Funding

- MSC is funded independently of WMATA
- FTA currently provides approximately \$1.5M/year in grants for SSO activities
- Non-Federal share to split equally by DC, MD, VA
- Virginia share estimated to be \$1M-\$2M/year
  - Jurisdictions currently examining organization structure
- DRPT expects to fund MSC through existing funding sources



# Key Takeaways and Next Steps

- Safety is first and foremost the responsibility of WMATA
- Financial and legal independence is key to FTA Certification
- DC Council introduced legislation in July and plan to approve by December 2016
- Jurisdictions conducting early outreach now to identify major issues prior to 2017 legislative sessions

# Discussion



# **Access Management Protecting Virginia's Arterial Investments**

**CTB Workshop  
October 2016**

## Goal/Purpose

### Goal

The goals of the comprehensive highway access management standards are:

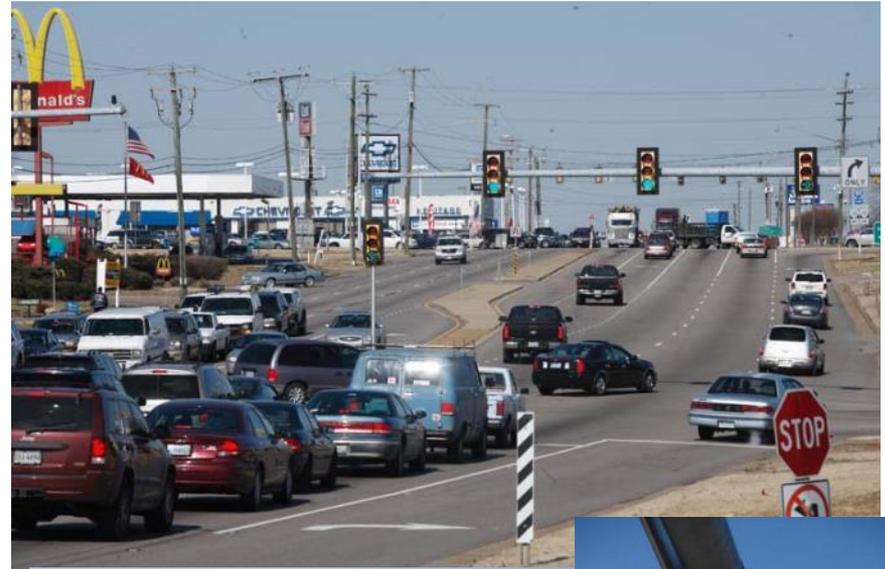
1. To reduce traffic congestion and impacts to the level of service of highways, leading to reduced fuel consumption and air pollution;
2. To enhance public safety by decreasing traffic crash rates;
3. To support economic development in the Commonwealth by promoting the efficient movement of people and goods;
4. To reduce the need for new highways and road widening by improving the performance of the existing systems of state highways; and
5. To preserve public investment in new highways by maximizing their performance.

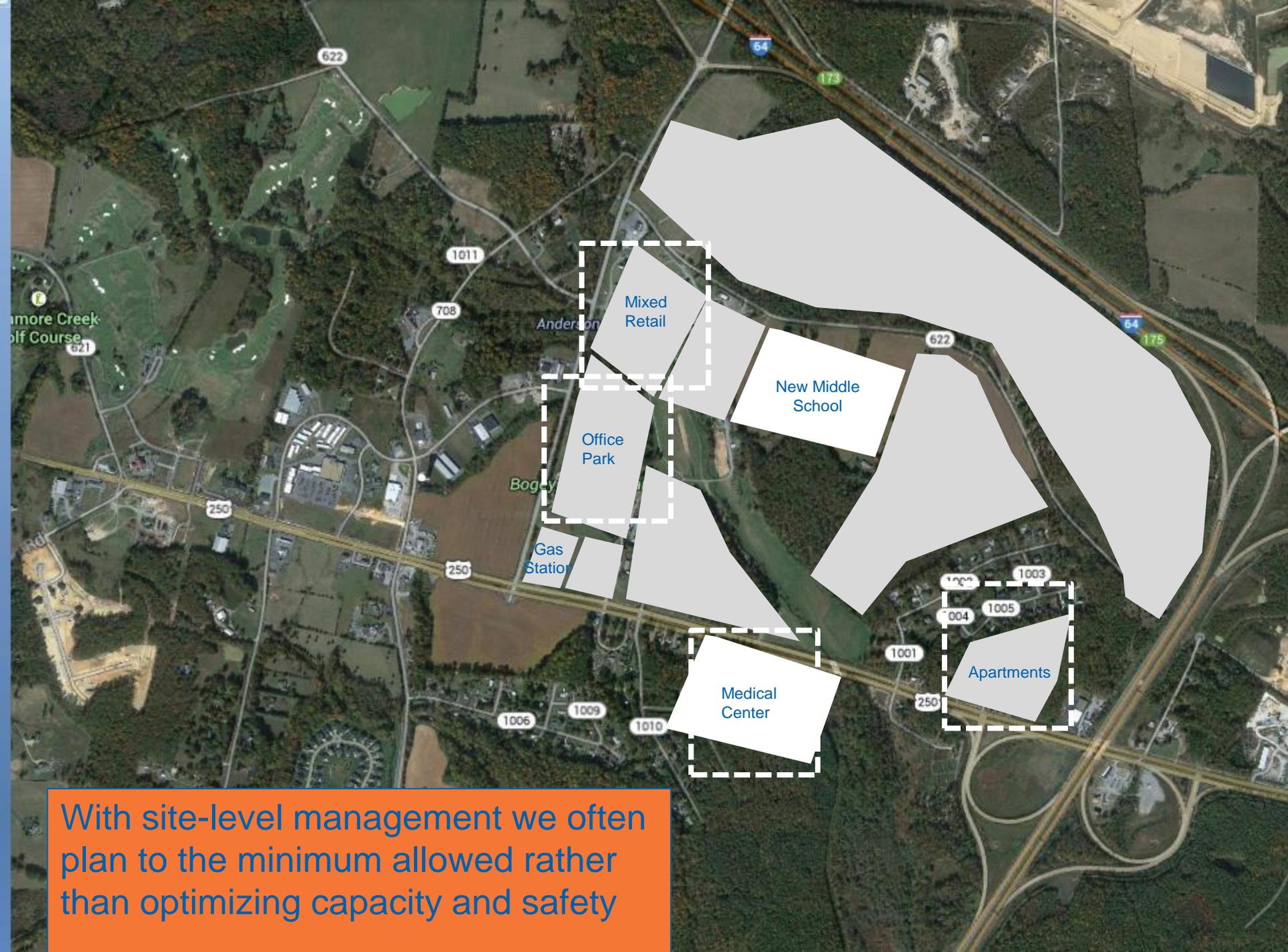
### Solutions

1. Apply lessons from other states
2. Strengthen policies/procedure
3. Proactive planning
4. Inventory, track & report

## Slow Erosion of Safety and Capacity

- Arterials have become “main streets” for local growth
- Direct access at site level to Virginia’s arterial routes
- Traffic signal proliferation
- Viable transportation system essential to state, regional, and local economies
- Difficult to plan and manage access at the site level – must have corridor approach





With site-level management we often plan to the minimum allowed rather than optimizing capacity and safety

Preserve ROW for Interchange Upgrade

Optimize signal spacing and reduce full movement access



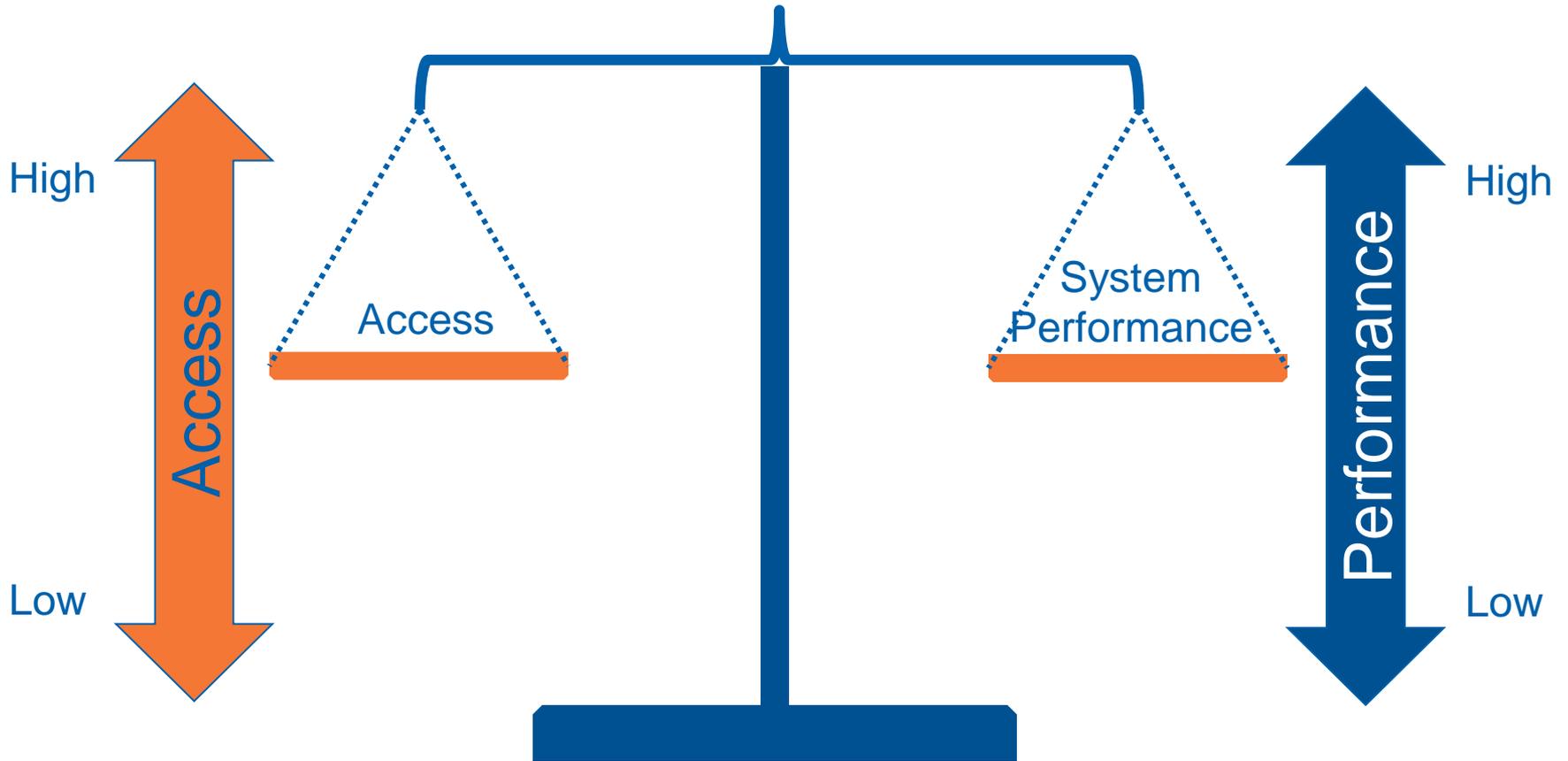
Corridor level management allows you to see the big picture and develop an overall strategy to guide development.

## Why this matters

- ‘Buying back’ the capacity lost over time
- Funding limitations
- Protect the tax payer investments
- Road user costs – delay and safety
- Treat the transportation system as a finite resource

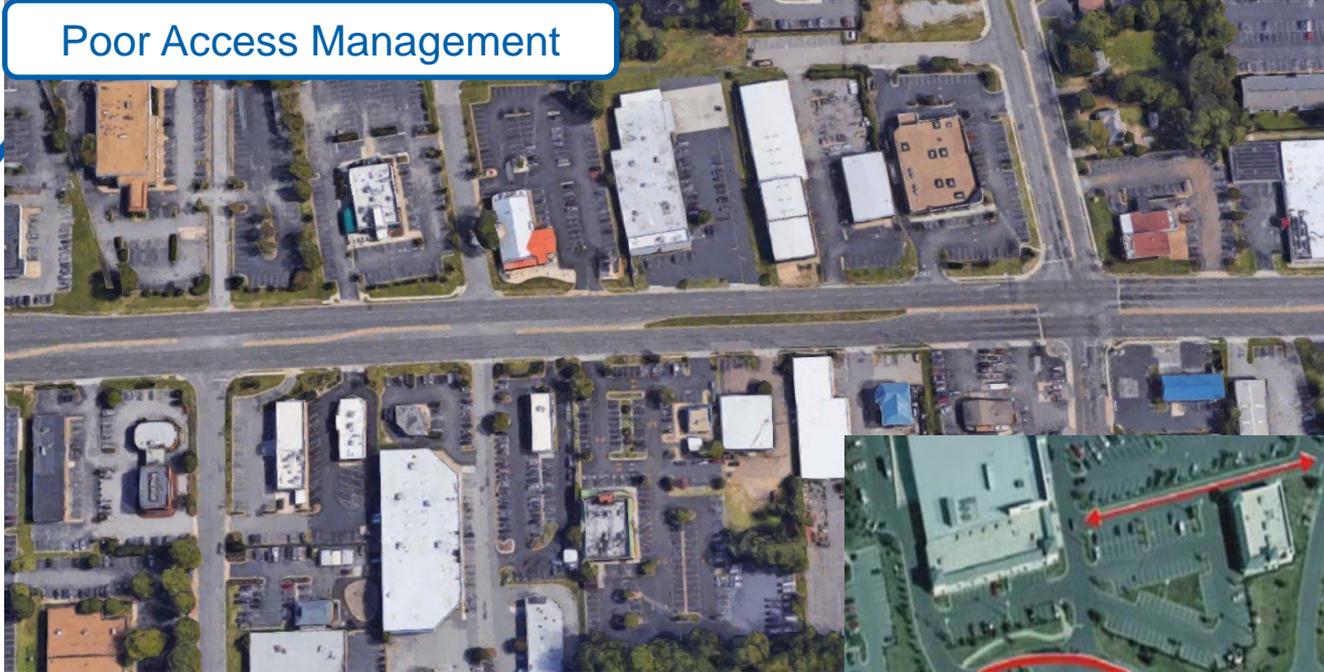


# How can we achieve reasonable balance?



# Applying Access Management Principles

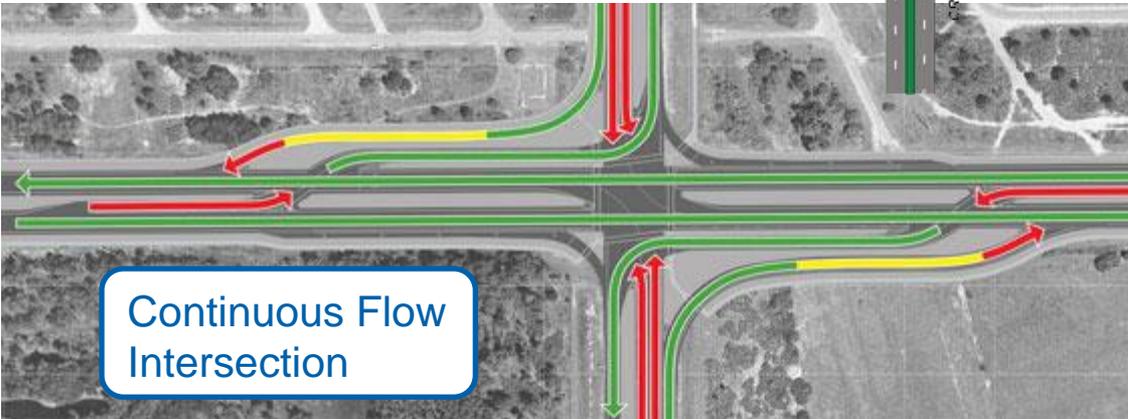
Poor Access Management



Good Access Management



# Applying National Lessons Learned



# Urban Application - US 281 in San Antonio, TX

53% decrease  
in travel time



Loons to facilitate  
U-turns

# Rural Application - US 17 in Leland, NC

55% decrease  
in Fatal and  
Injury crashes



Superstreets can be  
implemented without signals

# Success Story – Route 17 in Stafford



# Proposed Access Management Strategy for Virginia

- **Establish the network**

- Aim for higher than minimum spacing standards
- Emphasize alternative intersection design

- **Establish Plan**

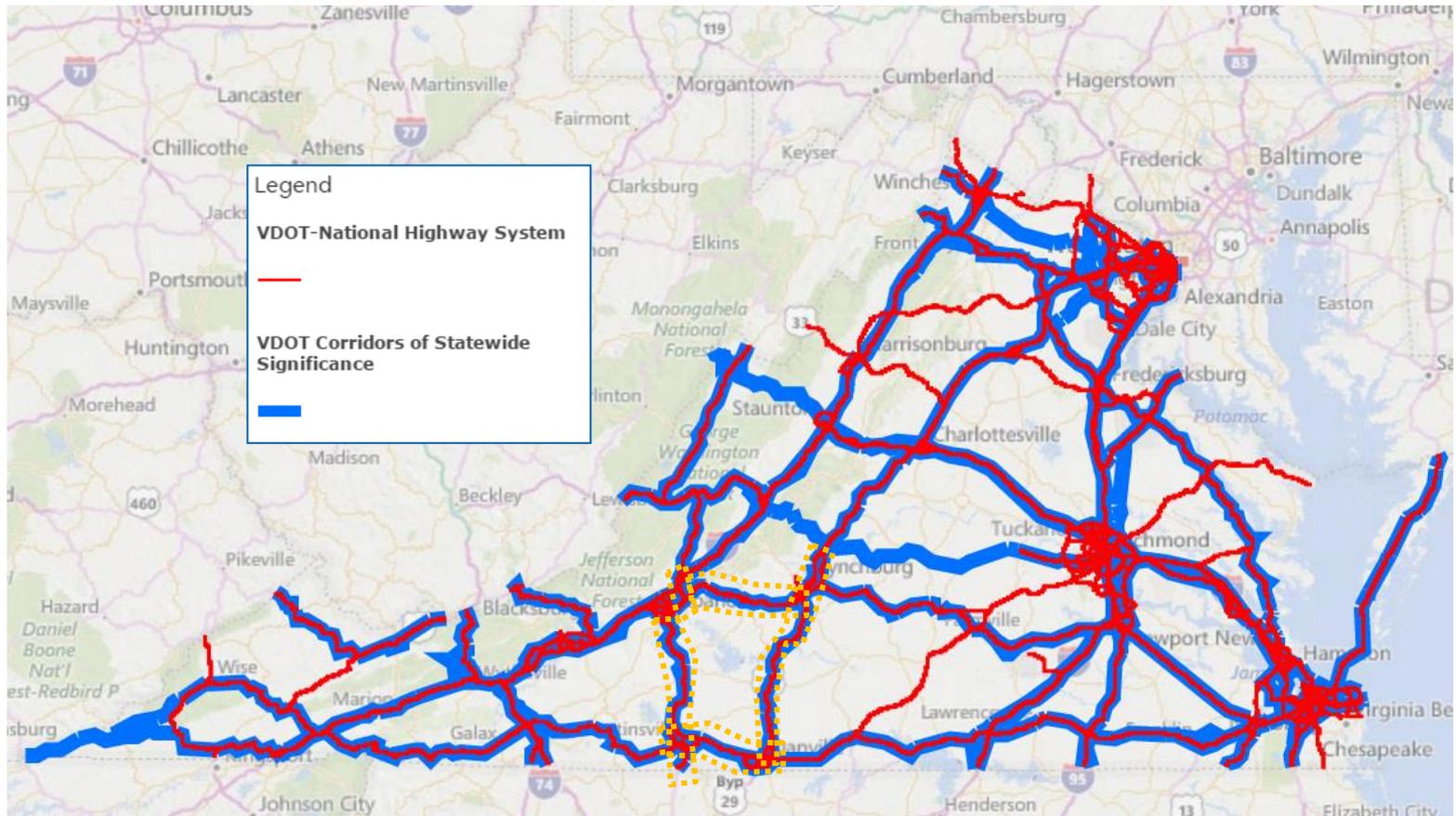
- **Strengthen Policies**

- **Monitor and Report**

## Strategy – Establish the Network

Focus efforts on Corridors of Statewide Significance and National Highway System – State Arterial Network

Lynchburg and Salem as pilots



## Strategy – Establish a Plan

### Arterial Management Plans

#### Goals

- Improve Highway Safety
- Protect Highway Capacity
- Maintain Highway Function
- Extend life of Current Investments

#### Management Techniques

- Reduce conflict points
- Reduce signal phasing
- Provide sufficient spacing
- Plan site circulation/inter-parcel connections

Developed jointly by VDOT and localities. Three pilot efforts to-date:

- Goochland (complete)
- Spotsylvania (complete)
- Campbell (underway)

## Strategy – Establish a Plan

- Inventory access points & signals on the state network
  - Establish baseline and facilitate reporting
- Develop Arterial Management Plans for key arterial routes
  - Optimize access spacing beyond minimum access management standards
  - Identify potential crossovers to (i) close or (ii) make directional, with no thru movements
  - Focus on key arterial corridors in pilot districts
    - Salem – Routes 220, 220 Alt, 460 and 58
    - Lynchburg – Routes 360, 460, 29 (underway), 58
- Partner with localities and business community
- Expand Statewide

## Strategy - Strengthen Policies

**Policy Objective:** Plan access to the State Arterial Network to minimize negative impacts to capacity, mobility & safety

- Review design & permit approval related to traffic signals and access
- Implement innovative strategies to preserve capacity and safety
  - Guidance for maximizing throughput
  - Full range of engineering solutions considered before conventional traffic signals
- Include stakeholders
- Funding of improvements & sharing costs
- Summarize findings and recommendations for presentation to Board

## Strategy - Monitor and Report

### Reporting to Board (within 6 months)

- Policy Review
- Progress on implementation of Arterial Management Plans
- Statistics, by corridor and District, for
  - **total access points and signals**
  - **change from previous year**
  - **change in system performance**

## Recap of Access Management Strategy

- **Establish a network with a focus on Access Management**
- **Establish Arterial Management Plans**
  - **Inventory access points and signals**
  - **Assess potential for development**
  - **Partner with local governments**
- **Strengthen Policies (and provide training and support)**
- **Monitor and Report to Board annually on:**
  - **Progress on implementation of Arterial Management Plans**
  - **Statistics, by corridor and District, for**
    - **total access points and signals**
    - **change from previous year**
    - **change in system performance**

Please note these items do not have a formal presentation associated with them, but serve as a place to allow the referenced presenters an opportunity to speak to items related to CTB business.

9 Commissioner's Items

Charles Kilpatrick, Virginia Department of Transportation

10. Director's Items

Jennifer Mitchell, Virginia Department of Rail & Public Transportation

11. Secretary's Items

Aubrey Layne, Secretary of Transportation