

What Is the CTB's role after projects are identified?

The CTB members set priorities, evaluate the input received from these fall public meetings, as well as the spring public hearings, and then approve the projects to be included in the SYIP update based on resource availability.

Who makes transportation decisions?

Commonwealth Transportation Board *(Governor appointed)*

- Determines priorities and funding for various VDOT and DRPT programs and needs, including:
 - SMART SCALE
 - State of Good Repair
 - Transit
 - Transportation demand management programs
 - Freight and passenger rail
 - Road and rail safety projects
 - Bicycle and pedestrian facilities
 - Other transportation-related enhancements
- Adopts the SYIP each year which is the basis for Virginia's Statewide Transportation Improvement Program (STIP)

County Board of Supervisors *(Locally elected)*

- Identifies priorities for improvements in their county
- Sets priorities and provides local funding for road, rail, public transportation, commuter services and special transportation facilities
- Requests funding through various VDOT and DRPT programs

City or Town Council *(Locally elected)*

- Identifies priorities for improvements within their corporate boundaries
- Chooses priorities for certain federally-funded projects to be included in the regional Transportation Improvement Program (TIP)
- Sets priorities and provides local funding for road, rail, public transportation, commuter services and special transportation facilities
- Requests funding through various VDOT and DRPT programs

Regional Planning Bodies

- Identifies priorities for improvements within their regional boundaries
- Chooses priorities for certain federally-funded projects to be included in the regional Transportation Improvement Program (TIP)
- Sets priorities and provides regional funding for road, rail, public transportation, commuter services and special transportation facilities
- Requests funding through various VDOT and DRPT programs

General Assembly

- Provides legislative directives



How to Participate

Input from the public is a vital element of the planning and prioritization process. Citizens are encouraged to look at the displays and ask questions of the staff members, then do one of the following:

- Complete a comment sheet and drop it in the designated box
- Provide comments to staff members
- Mail or email comments by October 20, 2017 (refer to corresponding addresses below)

In addition to the nine Fall Transportation Meetings, you can view the same displays and boards as the Fall Transportation Meetings and can be accessed online by visiting <http://www.ctb.virginia.gov/planning/fallmeetings/>.

Contact Us:

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COMMONWEALTH TRANSPORTATION BOARD

VIRGINIA DEPARTMENT OF TRANSPORTATION

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



2017 Fall Transportation Meetings

WORDS FROM AUBREY L. LAYNE JR.



Thank you for participating in Virginia's transportation meetings, held by the Commonwealth Transportation Board (CTB) to share information on the latest transportation priorities and gather your input and ideas on improving travel choices, reliability and safety of Virginia's transportation system.

This year the CTB voted to fully fund the second wave of infrastructure projects scored and selected based on SMART SCALE – an objective, data-driven process to make sure we are funding the best possible projects. Through SMART SCALE we evaluate and rank projects using an objective, outcome-based process that is transparent and allows decision-makers to be held accountable to the public. The CTB approved \$1.02 billion this past June to support 147 projects, including roads, bridges and public transportation that will benefit every region of the state.

In addition to leading the implementation of SMART SCALE, Governor Terry McAuliffe's Administration, working with the General Assembly, signed into law the State of Good Repair program to rebuild aging roads and bridges that have deteriorated over the years. The CTB approved a process to prioritize needs with the goal of preserving and extending the service life of Virginia's complex roadway system. This past June, the board approved \$1.1 billion to support improvements to more than 55 bridges and 111 lane miles of paving throughout Virginia.

Improving the surface transportation system in Virginia has been a key focus of the McAuliffe administration and we have made progress in multiple areas.

The Atlantic Gateway Project, which was selected for a \$165 million federal FASTLANE grant, will enhance passenger and freight rail along the Interstate 95 corridor in Northern Virginia, increase bus service and extend the 95 Express Lanes eight miles north to the Potomac and 10 miles south to Fredericksburg.

Improvements slated for Interstate 66 inside the Beltway will provide new choices for commuters and widening at the biggest bottleneck heading toward Washington. By 2022 Northern Virginia will have a 90-mile network of Express Lanes providing commuters with the choice of carpooling, riding a bus, staying in the general purpose lane or paying a toll to drive alone in the express lane.

We are widening Interstate 64 between Richmond and Hampton Roads, and soon work will start on a new I-64 High Rise Bridge in Hampton Roads. We are also adding capacity to the southbound Interstate 95 Rappahannock River crossing in Fredericksburg, expanding I-81 in Roanoke as well as addressing operational improvements on Interstate 81.

The Commonwealth of Virginia has long been recognized as a leader in the field of transportation public-private partnerships (P3). Recently, we broke ground on one of the most significant P3 projects in the United States, the 395 Express Lanes, and we expect to break ground on the Transform66: Outside the Beltway P3 later this year. Since 2007, we have closed five such deals that transfer design, construction, finance, operations and maintenance responsibility to the private sector.

Recently, VDOT entered into a memorandum of understanding with the Federal Highway Administration and Transurban, the operator of the 495 and 95 Express Lanes, to study how connected and autonomous vehicles may improve safety and mobility.

With these game-changing reforms in place, Virginians should continue to experience a better transportation system that is funded by a common sense process that empowers localities to select projects that best benefit their residents and enables the state to enter into the right deal for the taxpayers of Virginia.

Aubrey L. Layne Jr.
Secretary of Transportation
Commonwealth of Virginia

Virginia's Transportation Financial Outlook

The Commonwealth Transportation Fund receives revenues from dedicated state and federal sources. The major state revenues are based on Virginia's official revenue forecast developed by the Department of Taxation. The federal revenues from the Federal Highway Administration and the Federal Transit Administration are estimated by the Virginia Department of Transportation and the Virginia Department of Rail and Public Transportation.

Revenues from the fund and other dedicated money sources finance the Six-Year Financial Plan adopted by the CTB. The plan totals \$36 billion for FY 2018-2023.

The first priority for funding is maintaining existing infrastructure. This comes primarily from the financial plan's Highway Maintenance and Operating Fund.

Some of the other funding sources in the plan go specifically to the Northern Virginia Transportation Authority and the Hampton Roads Transportation Accountability Commission for transportation improvements in those regions. Funding also goes to rail and public transportation, administration and other programs.

House Bill 1887 modifies how the commonwealth distributes transportation revenue from the financial plan's construction funding sources to maintain a State of Good Repair and address capital improvement needs.

The CTB prioritizes funding for State of Good Repair work to rehabilitate aging infrastructure based on bridge and paving needs.

The SMART SCALE prioritization system determines how funds will be programmed to capital improvement projects through the High Priority Project Program and the Construction District Grant Program.

After maintenance and other programs and needs are financed, remaining construction funding is distributed according to a new funding formula:

- State of Good Repair of structures and pavement – 45 percent
- High-Priority Projects Program for key statewide needs – 27.5 percent
- District Grant Programs – 27.5 percent

Together, the State of Good Repair and SMART SCALE improve the commonwealth's ability to fund the right projects generating the greatest benefit.

What is the Six-Year Improvement Program?

As required by law, the Commonwealth Transportation Board (CTB) allocates public funds to transportation projects over six-fiscal years, comprising the Six-Year Improvement Program (SYIP). The CTB updates the SYIP annually. Projects include improvements to the interstate, primary, secondary and urban highway systems, public transit, ports and airports and other programs. Throughout the SYIP development process, there are various points of coordination with regional, metropolitan, and local groups, as well as opportunities for public participation. The Fall Transportation Meetings are one such example.

How are projects and programs added to the Six-Year Program?

VTrans, the statewide transportation long range plan, guides the state's investment decisions for transportation improvements that yield the greatest benefits for the commonwealth.

Project planning begins by examining trends and identifying needs, and then prioritizing the needs and developing recommendations to address the prioritized needs. These recommendations are reviewed and included in the state's long range plan.

What is the SMART SCALE prioritization process?

It is an objective and data-driven system that scores transportation projects based on the following factors: safety, congestion mitigation, accessibility, environmental quality, economic development and land use.

Beginning in 2014, the Office of Intermodal Planning and Investment, in working with localities across the state, led the efforts to develop the scoring process with support from VDOT and DRPT. Two rounds of SMART SCALE prioritization have been successfully completed. Between 2015 and 2017, 757 applications were received, 691 projects met the requirements to be considered for scoring, and 309 projects were funded for a total of \$2.45 billion.

Beginning in 2017, the SMART SCALE process transitioned to a biennial schedule with applications accepted from March to July of even numbered years and final project selections made in June of the following odd numbered year. SMART SCALE requires all candidate projects meet a need identified in VTrans and is scored according to the key factors listed above.

The SMART SCALE process does not cover all types of projects within the SYIP. Legislation excludes several projects and types of funding from the SMART SCALE prioritization process, including the following:

- Repair and reconstruction of pavements and bridges
- Revenue Sharing
- Northern Virginia and Hampton Roads regional revenues
- CMAQ federal funds
- RSTP federal funds
- Highway Safety Improvement Program federal funds
- Transportation Alternatives Program federal funds

The SMART SCALE process provides stability to the SYIP because once projects are programmed, they will be fully funded through construction.

The Secretary of Transportation's office created the SMART Portal where candidate project applications can be submitted for funding through SMART SCALE, Revenue Sharing, Transportation Alternatives, Highway Safety and Bicycle Pedestrian Safety programs; and coming soon – State of Good Repair for Bridges and Paving. Visit smartscale.org.

How is the Department of Rail and Public Transportation involved?

DRPT works with local, regional, state, and federal governments, as well as private entities to provide funding for projects and programs through the SYIP by:

- Providing leadership, advocacy, technical assistance, and funding support
- Conducting statewide rail and public transportation studies
- Assessing feasibility and environmental impacts of new and expanded services
- Planning and programming new services and capital improvement projects

Projects advance primarily through partnerships between DRPT and local and regional governments. The agency funds a portion of project costs, with a share of expenses borne by localities. The SYIP includes grants for:

- Operating and capital costs related to public transportation and commuter services
- Transportation demand management
- Passenger and freight rail improvements
- Construction of or improvements to railroad tracks or facilities to serve industrial or commercial sites where freight rail service is needed
- Shortline railroads
- Operating and capital costs related to intercity passenger rail projects

DRPT participates in the fall SYIP meetings to inform the public about the following:

- DRPT's grant application process and how to apply for grants
- Localities' processes for identifying and proposing projects
- How to advance rail and transit projects through localities

The agency also gathers public comments to better understand the local priorities for rail and transit. DRPT receives and evaluates grant applications during the winter months and includes a tentative list of grant awards in the SYIP working draft. The CTB asks the public for comments on the SYIP working draft in the spring. The CTB approves the final SYIP by July 1, each year. DRPT then issues grant awards.

According to law, each construction district gets a percentage of funding under SMART SCALE's District Grant Program for construction projects based on a multitude of factors, including population and vehicle-miles traveled.	
District	Share of SMART SCALE funding under District Grant Program
Bristol	7%
Culpeper	6.2%
Fredericksburg	6.9%
Hampton Roads	20.2%
Lynchburg	7.1%
Northern Virginia	20.7%
Richmond	14.4%
Salem	9.6%
Staunton	7.8%

Percentages used in first round of SMART SCALE funding



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