



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

# Moving Transportation Forward

Aubrey Layne  
Secretary of Transportation  
October 16, 2017



# Transportation in Virginia Today

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- **Transparent and accountable processes for allocating funds – SMART SCALE and State of Good Repair**
- **Independent CTB**
- **Re-vamped funding formulas based on needs**
- **Full funding of projects to provide certainty**
- **Updated statewide tolling policy**

# Risks Moving Forward

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- **Politics**
- **Resource levels**
- **Concern about ‘getting my fair share’**
- **Communication**
- **VDOT’s ability to deliver projects**
- **Design of projects**

# **‘My Region isn’t Getting its Fair Share’**

- **“Something is clearly wrong with a process that directs less than 4 percent of its High Priority dollars to a corridor ... with the worst traffic congestion in the nation”**
- **“he would like to see total amount of dollars being spent on I-81 vs. I-95, to see if the area is getting its ‘fair share’”**
- **“The Coalfields Expressway underfunded and overlooked by Administration”**

# Fair Share of Funding

District	FY18-23 Under Old "40-30-30"	Actual FY18-23 Under SMART SCALE - SGR
Bristol	126.8	211.8
Culpeper	117.9	173.3
Fredericksburg	130.4	385.5
Hampton Roads	375.0	636.8
Lynchburg	133.2	199.6
NOVA	392.1	596.7
Richmond	275.8	469.9
Salem	179.3	295.1
Staunton	146.8	227.5

Figures in millions and 40-30-30 is an extrapolation of FY21 funding levels

# Fewer Projects in SYIP, More Moving Forward

SYIP Update	Number of Projects Added	Projects Not Fully Funded
FY12-17	1152	242
FY14-19	1143	297
FY18-23	692	62

Includes all projects added over the course of the fiscal year

# Need for Greater Communication

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- **CTB and VDOT need to be proactive in providing information to the public and policy makers**
- **Transportation funding and financing has become more complicated with introduction of regional taxes, tolling and other financing**
- **Conditions and performance of the transportation system are changing throughout Virginia**

# Major Interstate Corridors

## SMART SCALE vs. Other Resources

Interstate	SMART SCALE	Regional/Tolls/Other
I-64	397	1,179
I-66	0	2,680
I-77	5	0
I-81	168	0
I-85	0	0
I-95/I-395	220	940

Figures in millions



# Safety Statistics

Interstate	Fatality Rate per 100M VMT	Injury Rate per 100M VMT	Total Fatalities and Serious Injuries
I-64	0.48	33.81	919
I-81	0.37	18.22	612
I-85	1.08	24.43	161
I-95	0.33	32.76	908
All Interstates	0.39	29.42	3,438

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# Coalfields Expressway/Corridor Q

- **\$460M+ programmed to improvements**
  - **\$140M expended**
- **\$100M 460 Connector completed 2015**
  - **Not open to traffic until connecting roads are constructed**



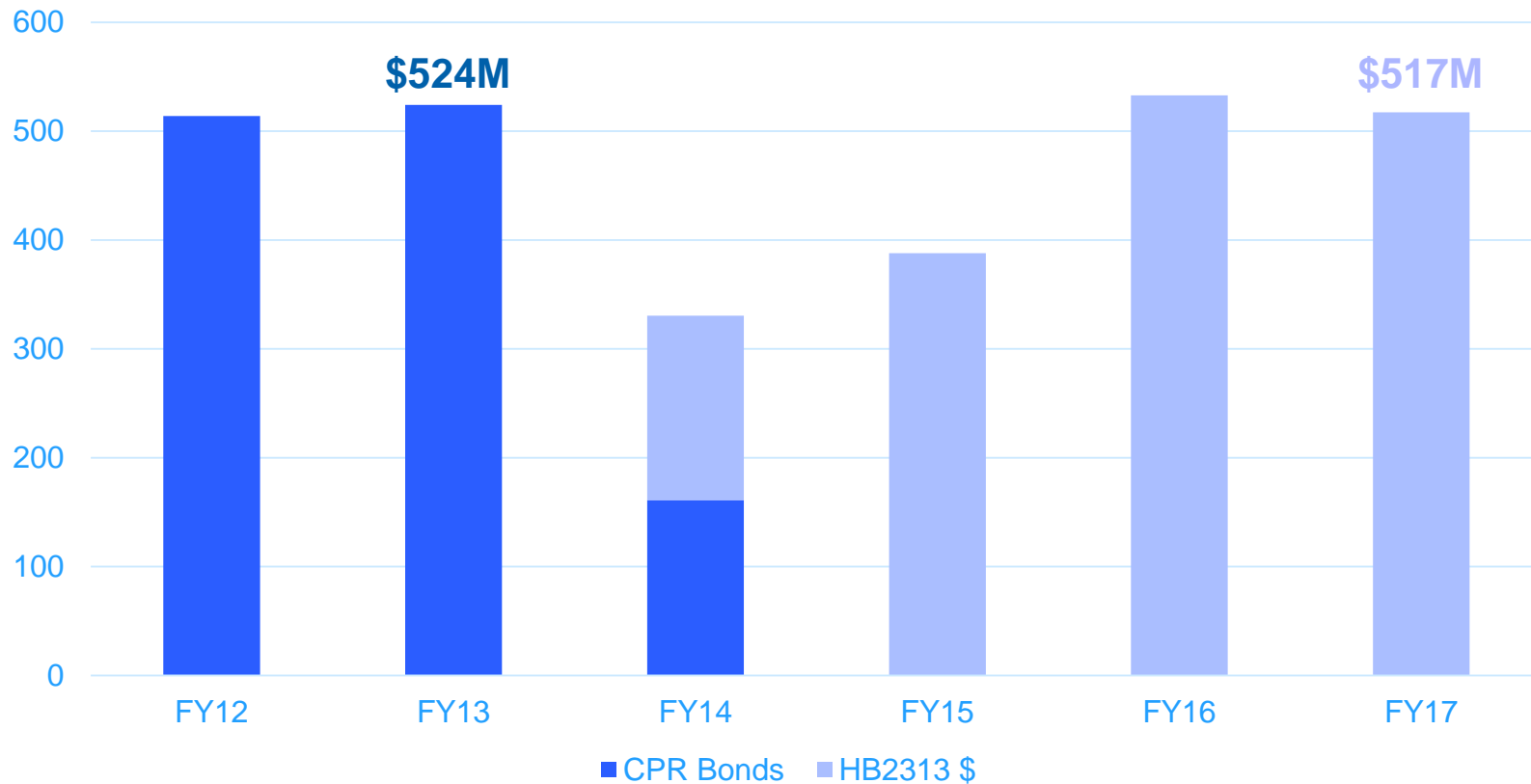
# Resource Levels

- **Currently \$800M to \$1B available every two years for SMART SCALE**
- **Viability of gas tax mid- to long-term is questionable**
  - Volvo – all hybrid or battery power by 2019
  - GM – at least 20 all electric vehicles by 2023
- **Transit fiscal cliff due to expiration of CPR bonds**
  - CTB will need to consider options including use of SMART SCALE dollars if legislative solution is not identified

# HB2313 Revenues for Construction

	2014	2015	2016	2017	2018	5-Year
2013 Projections	182.4	440.5	592.3	638.8	661.9	2,515.9
Actual/ Forecast as of 2017	169.3	387.9	532.9	517.4	517.1	2,124.5
Delta	(13.1)	(52.6)	(59.5)	(121.4)	(144.8)	(391.4)

# CPR Bonds versus New Revenues for Construction



# SMART SCALE Requests

	Round 1	Round 2	% Change
Total # Submitted	321	436	36%
Requested Funding	7.2B	9.7B	38%
Available Funding	1.4B	1B	-29%
Max # Apps from Locality	12	33	175%
Avg # Apps per Locality	2.2	2.8	27%

# VDOT's Delivery of Projects








- **New charge for VDOT**
  - Maintain and operate highways
  - Develop, oversee and manage construction projects
  - Ensure safety of traveling public
- **SMART SCALE Dashboard**
- **Staffing of the Office of Intermodal Planning and Investment**
  - SMART SCALE
  - VTrans
  - Performance targets







# VDOT's Delivery of Projects

## Development Contact:

Steve Burke  
[sburke@ci.manassas.va.us](mailto:sburke@ci.manassas.va.us)  
 703-257847

Development Schedule		Scheduled <i>(Italicized dates not final)</i>	Actual
Local Agreement:		<i>03/29/2017</i>	02/27/2017
Start Development:		<i>04/03/2017</i>	03/22/2017
Determine Requirements:		<i>10/05/2017</i>	
Start Purchasing Right-of-Way:		<i>10/30/2018</i>	
Complete Purchasing Right-of-Way:		<i>08/14/2019</i>	
Solicit Bids:		<i>09/27/2019</i>	
Start Delivery:		<i>11/08/2019</i>	

# VDOT's Delivery of Projects

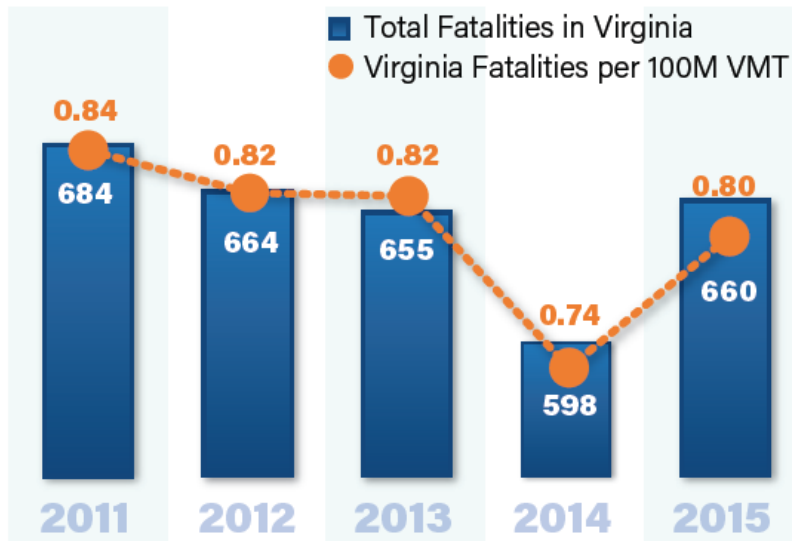
<b>Contract ID:</b>	3000098213C501	<b>Original Contract Amount:</b>	\$1,701,508
<b>Construction Company:</b>	HALEY, CHISHOLM & MORRIS, INCORPORATED	<b>Current Contract Amount:</b>	\$1,712,797
<b>Delivery Contact:</b>	MAURIS MACKENZIE	<b>Cost To Date:</b>	\$1,695,057
<b>Current Estimated Completion Date:</b>	08/23/2017		
<b>Delivery Schedule</b>		<b>Scheduled</b>	<b>Actual</b>
<b>Start Delivery:</b>		09/07/2016	09/07/2016
<b>Phase 1 &amp; 2:</b>		01/03/2017	05/02/2017
<b>Phase 3:</b>		04/14/2017	
<b>Phase 4A:</b>		06/16/2017	
<b>Phase 4B:</b>		08/23/2017	
<b>Complete Delivery:</b>		08/23/2017	09/16/2017

# Measuring Performance

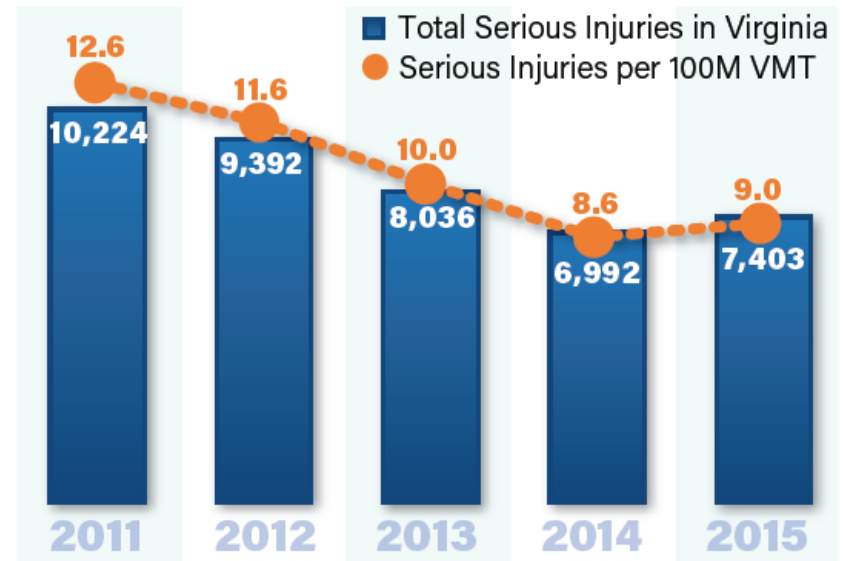
- **Traditional DOT performance analyzes current conditions**
- **Virginia will be one of the first states to set targets for future performance and track progress**
- **Establish baseline conditions and then based on resources and policies set targets for future performance**
- **Identify key risks to achieving target and monitor progress towards target over time**

# Measuring Performance – Baseline Conditions

## Total number of motorized fatalities and severe injuries



\* Total motorized fatalities, data does not include bicycle and pedestrian fatality data (see Measure C2).



\* Total motorized serious injuries, data does not include bicycle and pedestrian serious injury data (see Measure C2).

# Other VTrans Measuring Performance

- **Reduce travel in severe congestion**
- **Reduce number and severity of freight bottlenecks**
- **Improve reliability on key corridors for all modes**
- **Reduce peak-period travel times**
- **Increase access to jobs by all modes**
- **Improve condition of bridges**
- **Increase # of lane miles in good or fair condition**
- **Reduce per capita vehicle miles traveled**
- **Reduce transportation-related emissions**

# Common Sense Engineering

- **Bryan Park Interchange has been bottleneck for decades in Richmond region**
- **VDOT implemented \$80,000 northbound improvement to help improve travel flow and safety**
- **Re-striped and re-allocated lanes to align with traffic flow instead of waiting for tens of millions to rebuild entire interchange**
- **Project implemented in less than a month**

# Bryan Park Interchange Before and After (Jun-Aug '16 vs '17)

- Travel times from I-64 E and I-195 N to I-95 N were reduced by 15%
- Crashes reduced 31% from 39 to 27
- Reliability was significantly improved

