



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Project Prioritization and Major Projects in Hampton Roads

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Secretary of Transportation
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Context for Reform

- **Legislature enacted significant transportation revenue package in 2013**
- **Desire by lawmakers to demonstrate to public the benefits from the new taxes**
- **Address concerns from lawmakers and advocates that State was not advancing projects that addressed the more urgent needs**
- **Governor campaigned on reforming transportation to ‘pick the right projects, build the best ones’**

Keys to Political Support

- **Broad based evaluation – something for everyone**
- **Recognizes that different parts of the state have different needs**
- **Mode-neutral**
- **Legislature controlled by opposite party of Administration**
- **Did not impact fully-funded projects**

Concerns of State and Local Officials

- ‘All the funds will all go to Northern Virginia’
- ‘Rural areas will lose out in this process’
- ‘My region pays taxes and has transportation needs’
- ‘Prioritization should be done at a regional level, not a statewide level’
- ‘Politics will still drive this process – I do not think this is going to change anything’

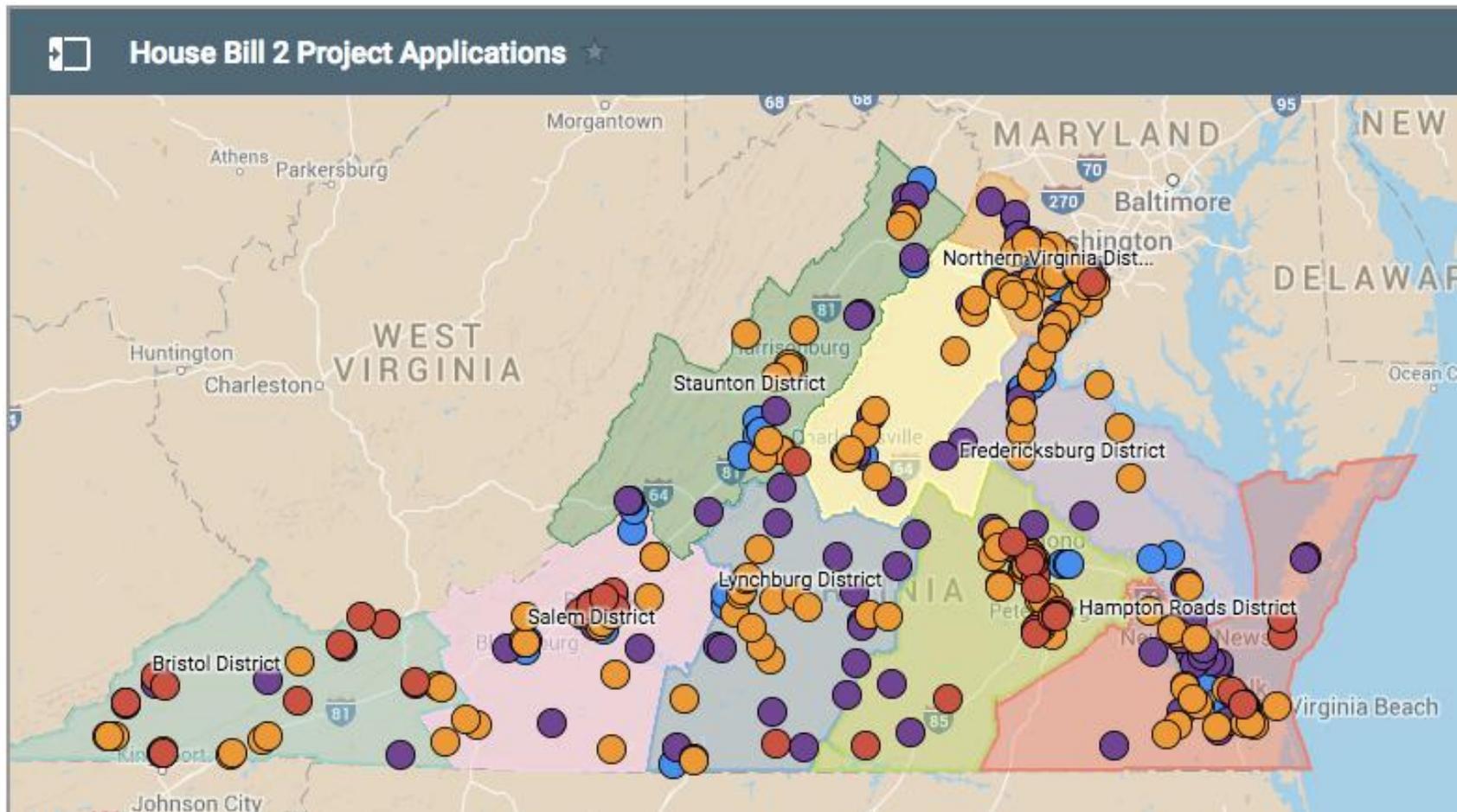
Public Engagement is Critical

- **27 Commonwealth Transportation Board public hearings across the state**
- **Stakeholder session in every construction district**
- **Individual meetings with every MPO**
- **Numerous presentations at stakeholder and association conferences**
- **Policy adopted after 16 months of discussion**

First Round of Prioritization Process

- **327 Applications submitted for consideration**
- **287 met identified need in statewide long-range plan**
- **Commonwealth Transportation Board will consider adoption of program at June meeting**
 - **\$833M in statewide discretionary funding**
 - **\$883M distributed to each construction district for competitive allocation**

First Round of Prioritization Process



HB2 Funding the Right Transportation Projects

PROJECT SCORECARD

Emmet Street Corridor Streetscape and Intersections

App Id: 632

The project will provide multi-modal options along the Emmet Street corridor in Charlottesville and includes bike lanes, sidewalks, multi-use trail, extends the raised median, landscaping, and crosswalks.

Project Location	Multiple
HB2 Area Type	B
Submitting Entity	Charlottesville City
Total Project Cost	\$12,114,721
HB2 Request	\$12,114,721
Preliminary Engineering	Not Started
Right of Way	Not Started
Construction	Not Started
Expenditures to Date	N/A
Key Fund Sources	N/A
Administered By	Locality
Eligible Funding Program(s)	Both



Performance

VTrans Need: Seminole Corridor of Statewide Significance

[Click for details](#)

Project Benefit Score

2.7

HB2 COST TOTAL COST

Final Score	2.2	2.2
Statewide Rank	128/287	115/287
District Rank	7/17	7/17

First Round of Prioritization Process

- **Scores released first week of General Assembly session in January**
- **156 projects recommended for funding**
- **Average request of \$9.8M for recommended projects**
- **Lowest recommended funding request - \$0.16M**
- **Highest recommended funding request - \$300M**

Benefits of Prioritization Process

- **Improved transparency**
- **Enhanced accountability**
- **Better certainty for project sponsors and business community**
- **Project design focused on achieving most benefits for the least cost**
- **Provides political cover to allow planning and programming to proceed without intervention**

McAuliffe Administration Philosophy on Public-Private Partnerships

- **Fiduciary responsibility to the taxpayers**
- **Public-private partnerships are great procurement tool that can benefit taxpayers**
- **Be transparent and accountable to public and elected officials**
- **Consider all options before making decisions**
- **Codify reforms to require transparency and upfront legislative engagement**

Transform66: Outside the Beltway

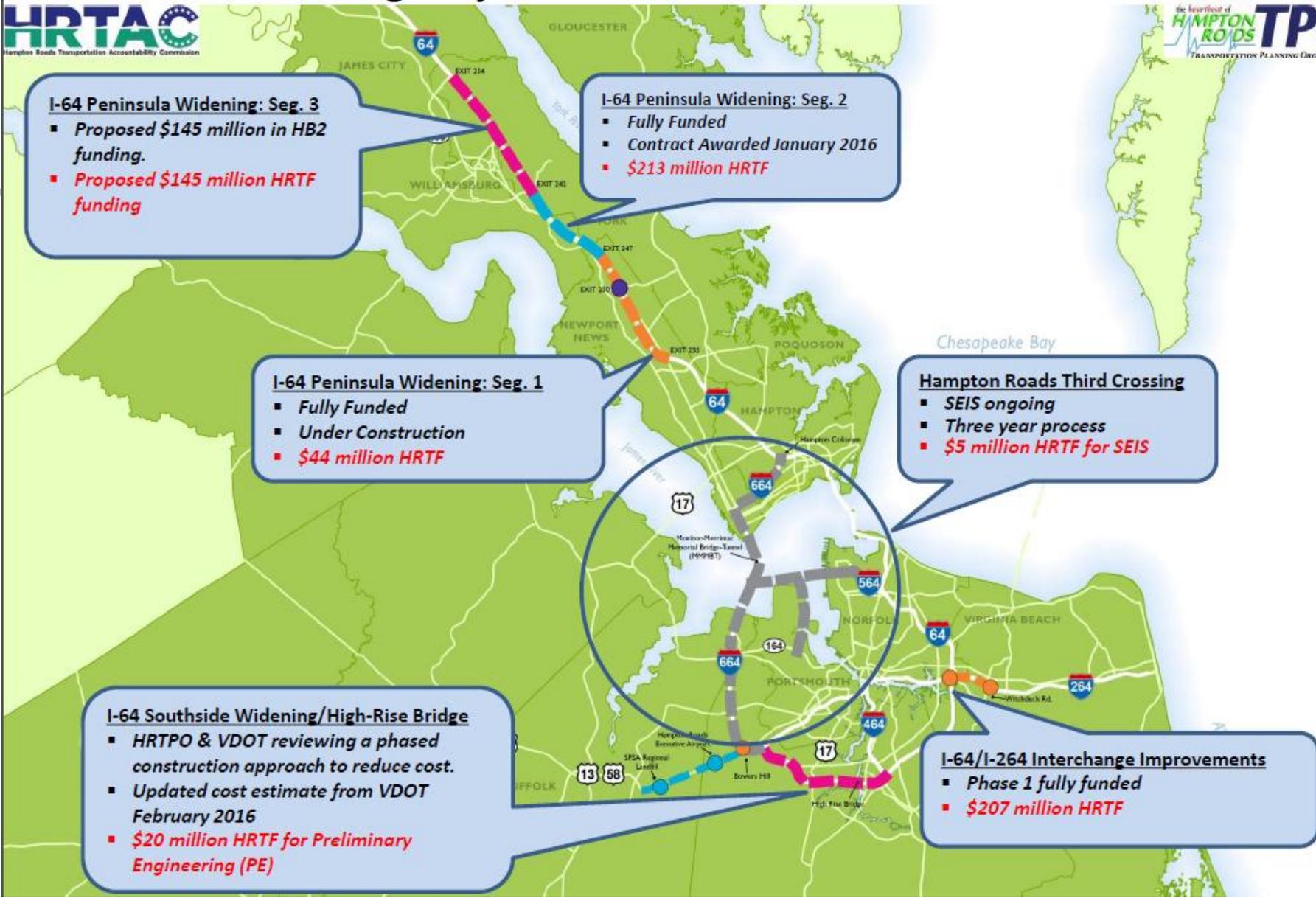


Term Sheet for RFQ

- **Maximum \$600 million in public investment**
- **50 year term**
- **Support for transit capital and operating over 50 year term of deal (~\$500M in NPV)**
- **\$350M in NPV to support other corridor improvements over term of deal**
- **Only compensation events for widening of 66 GP lanes**
- **Revenue sharing if Equity IRR is met**

Moving Forward on I-66

- **Anticipate issuance of final RFP to teams in next month**
- **Commercial close in September with construction starting in spring of 2017**
- ***Public financing remains an option until private teams provide binding bids that meet or exceed term sheet***



I-64 Peninsula Widening: Seg. 3

- Proposed \$145 million in HB2 funding.
- Proposed \$145 million HRTF funding

I-64 Peninsula Widening: Seg. 2

- Fully Funded
- Contract Awarded January 2016
- \$213 million HRTF

I-64 Peninsula Widening: Seg. 1

- Fully Funded
- Under Construction
- \$44 million HRTF

Hampton Roads Third Crossing

- SEIS ongoing
- Three year process
- \$5 million HRTF for SEIS

I-64 Southside Widening/High-Rise Bridge

- HRTPO & VDOT reviewing a phased construction approach to reduce cost.
- Updated cost estimate from VDOT February 2016
- \$20 million HRTF for Preliminary Engineering (PE)

I-64/I-264 Interchange Improvements

- Phase 1 fully funded
- \$207 million HRTF

High Rise Bridge

- **VDOT re-designed and developed phases**
- **Phase I - \$600M and will construct single new bridge**
 - **Provides 3 lanes in each direction with one-lane managed**
 - **Connect to potential Express Lanes from I-564 to Battlefield Blvd**
- **Phase II would replace existing bridge in the future when it is at the end of its useful life**

Hampton Roads Crossing SEIS

- **Studying potential solutions for crossing of Hampton Roads**
- **Draft document will be released in August 2016**
- **Commonwealth Transportation Board will consider preferred alternative later in 2016**
- **Final SEIS in Summer 2017**