

TRANSPORTATION LEADERSHIP ACADEMY



Transportation
for America



U.S. Department of Transportation
**Federal Highway
Administration**

CASE STUDY: THE VIRGINIA STORY

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Virginia's Statewide Prioritization Process

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Virginia Department of Rail and Public Transportation



Virginia's Statewide Prioritization Process

- **Legislation championed by Democratic Governor and the Republican Speaker of the House**
- **Requires Commonwealth Transportation Board to use objective and quantifiable process for the allocation of construction funds**
- **Policy developed over a 14 month process and adopted by Commonwealth Transportation Board in June 2015**

Context for Reform

- **Legislature enacted significant transportation revenue package in 2013**
- **Decision-making process was opaque and sense that it was driven by politics**
- **Lawmakers and stakeholders concerned 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**

Broad-Based Evaluation Factors

All projects are evaluated using the following:

- **Congestion mitigation**
- **Economic development**
- **Accessibility**
- **Safety**
- **Environmental Quality**
- **Land Use (only in areas over 200,000)**

Guiding Principles for Measures

- **Analyze what matters to people and has a meaningful impact**
- **Ensure fair and accurate benefits to cost analysis**
- **Transparent and understandable**
- **Must work for both urban and rural areas**
- **Must work for all modes of transportation**
- **Minimize overlap in measures**

Reformed Funding Formulas

- In 2015 legislature adopted Administration's recommended revisions to funding formulas
- Runs all state and federal revenues, excluding specialized programs, through formula
- After capital rehabilitation and reconstruction
 - 50% of funds distributed at statewide-level based on prioritization process
 - 50% of funds set-aside for districts based on formula and then distributed within the district using prioritization process

HB2 Programming Cycle

- **Funds award on a biennial basis (~\$800M) moving forward**
- **Selected projects will be fully fund**
- **Solicit projects from local governments and MPOs in the Fall**
- **Evaluate projects and release results in January**
- **Board will develop program based on top scoring projects and public input**

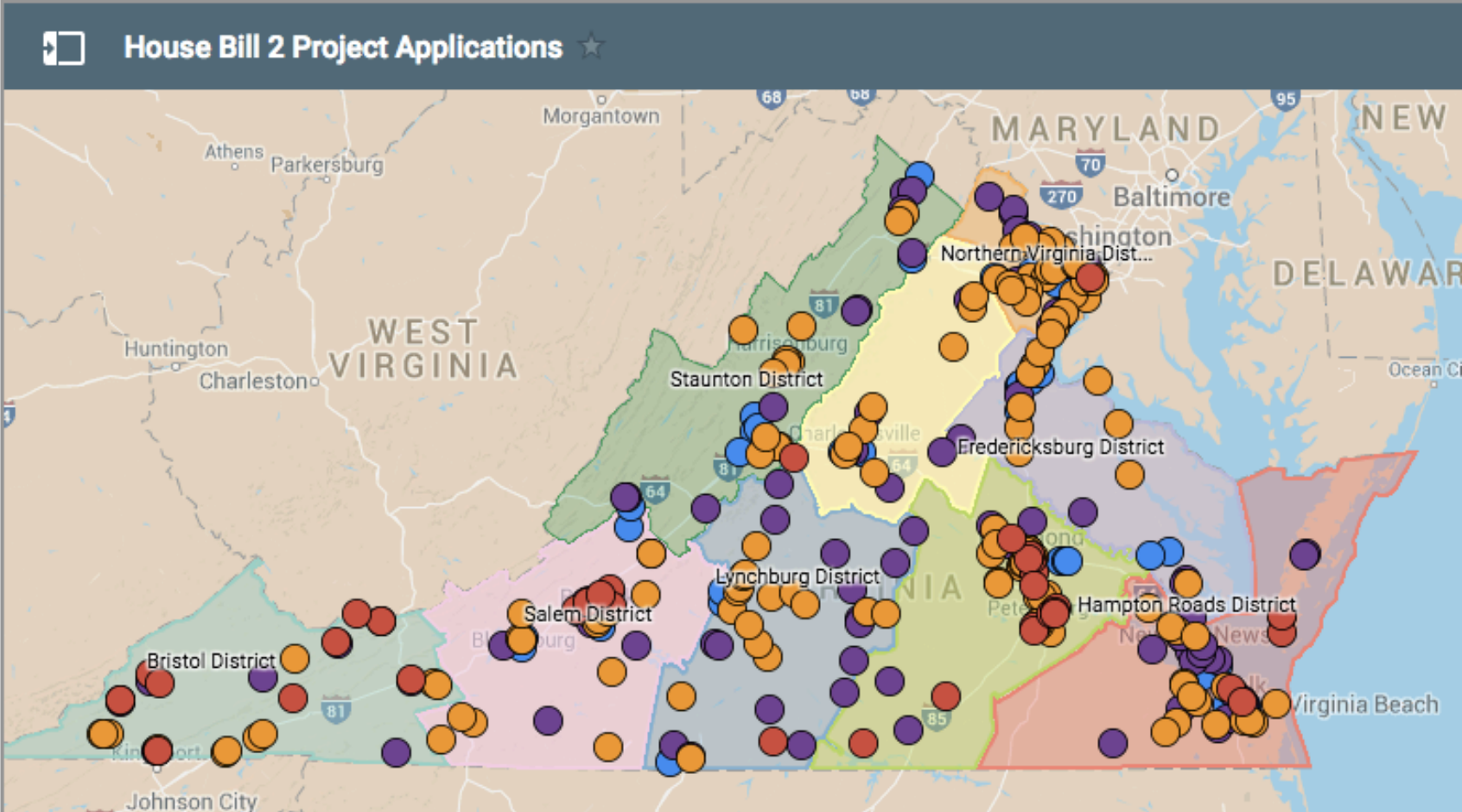
First Round of Prioritization Process

- **327 Applications submitted for consideration**
- **287 met identified need in statewide long-range plan**
- **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

- **Scores released first week of General Assembly session in January**
- **Process for developing program**
 - **Award district funds to top scoring projects in district based on benefit score divided by cost**
 - **Award statewide discretionary funding to projects with highest benefit score AND a benefit score divided by cost over 1.0**

First Round of Prioritization Process



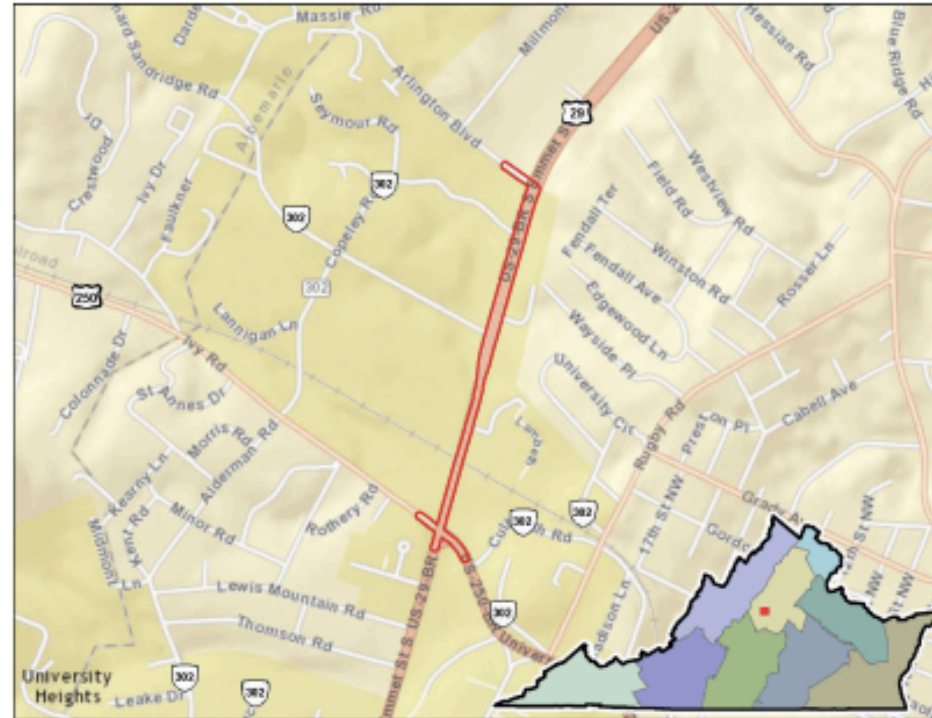
PROJECT SCORECARD

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

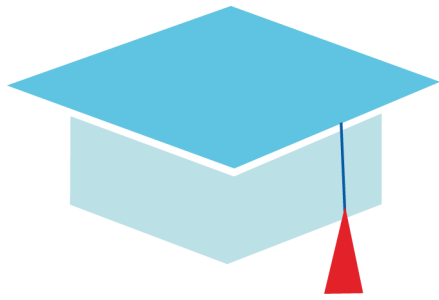
Final Score	2.2	2.2
Statewide Rank	128/287	115/287
District Rank	7/17	7/17

First Round of Prioritization Process

- **156 projects recommended for funding**
- **Average request of \$9.8M**
- **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**



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QUESTIONS & COMMENTS
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