

TRANSPORTATION LEADERSHIP ACADEMY



Transportation
for America



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

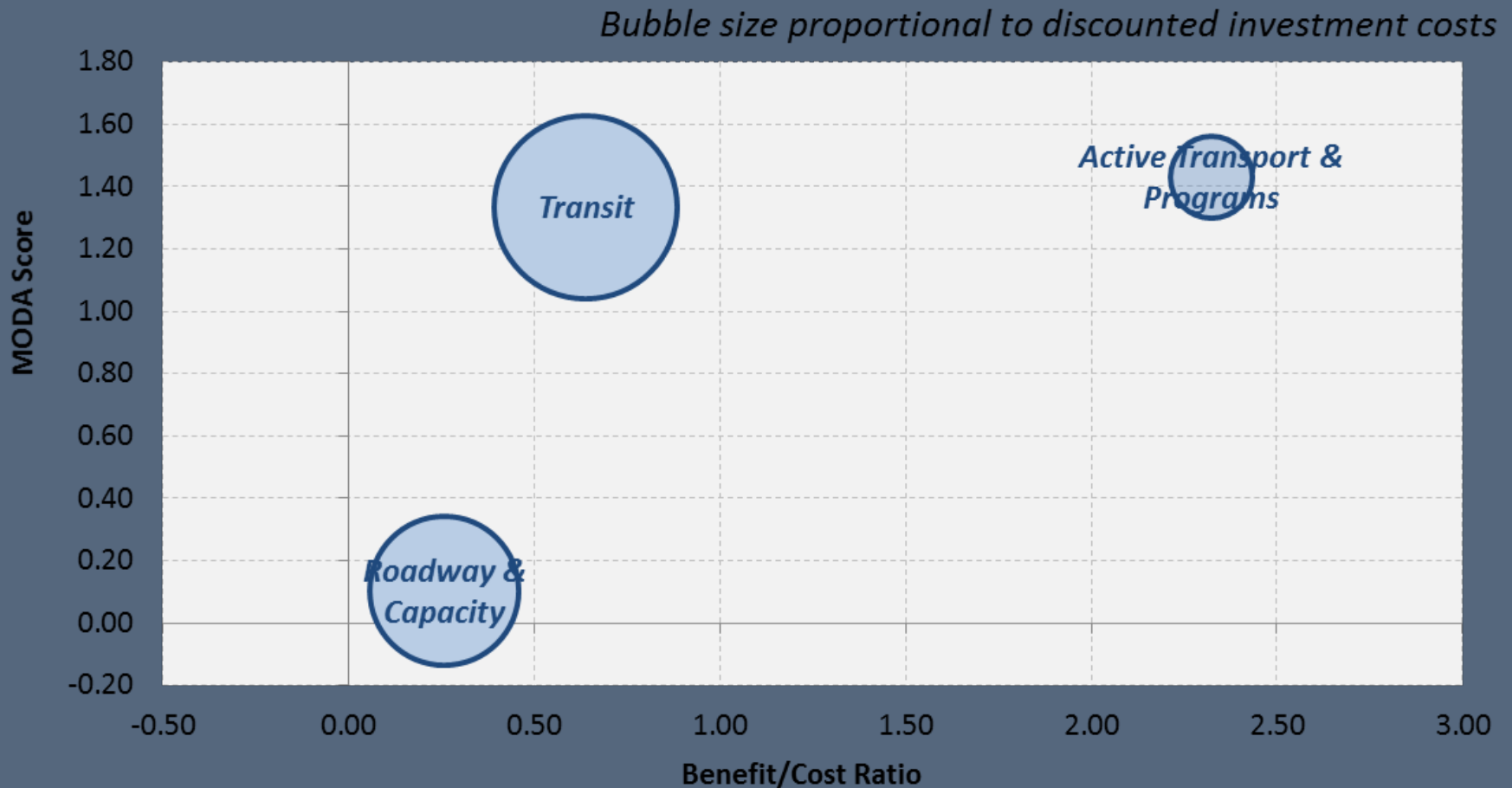
**LINKING TO OUTCOMES & PRIORITIZING
PROJECTS TO GET THE MOST UTILITY
FROM EACH DOLLAR**

NICHOLAS DONOHUE & SAM SESKIN

We agree on the goals (probably)...



Comparison of stated value to \$benefit-cost ratio (Oregon Test Case)





COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Prioritizing Projects to Get the Most for Your Money

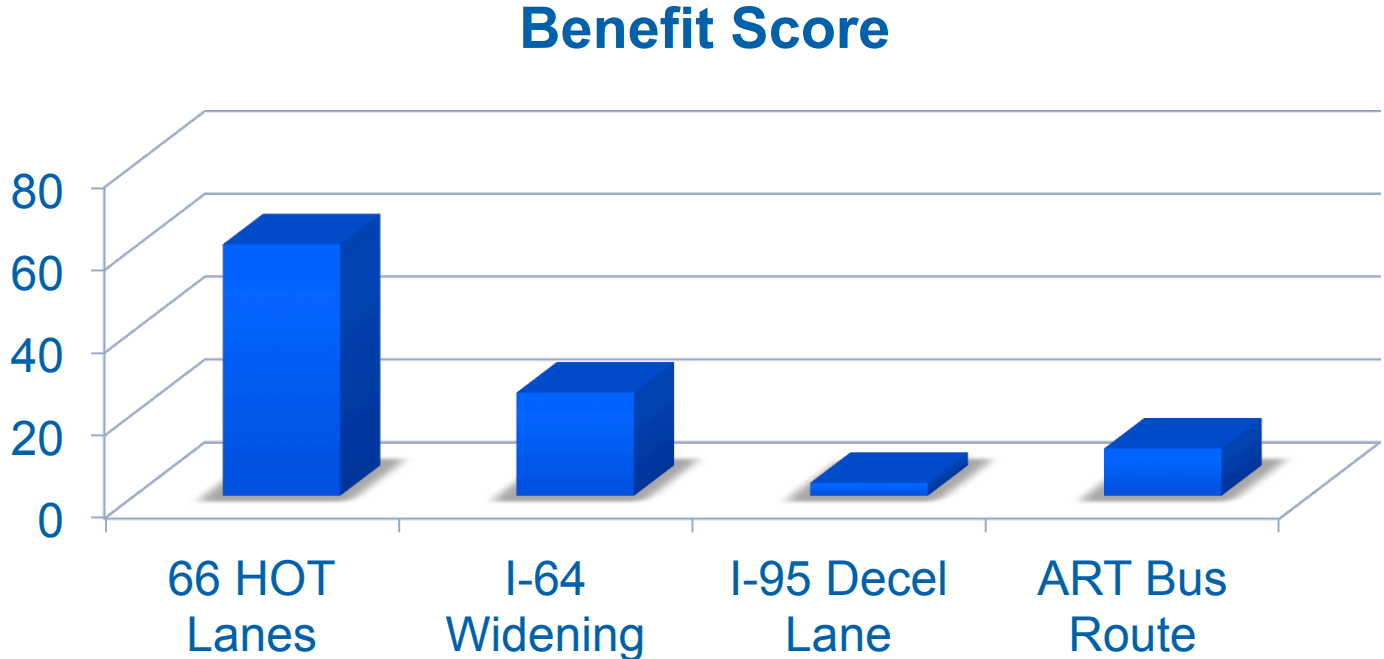
Nick Donohue
Deputy Secretary of Transportation
May 20, 2016



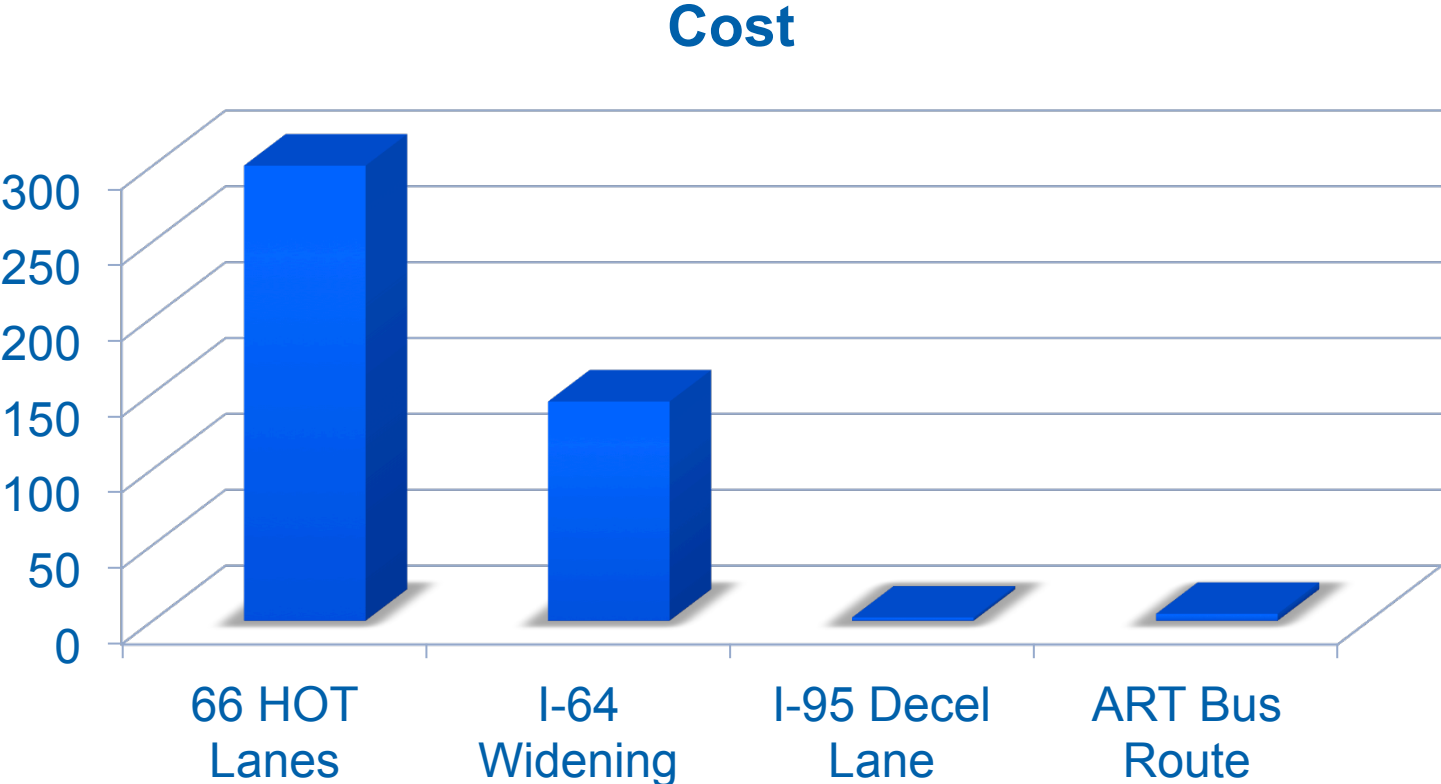
Virginia Department of Rail and Public Transportation



Benefits Vs. Costs

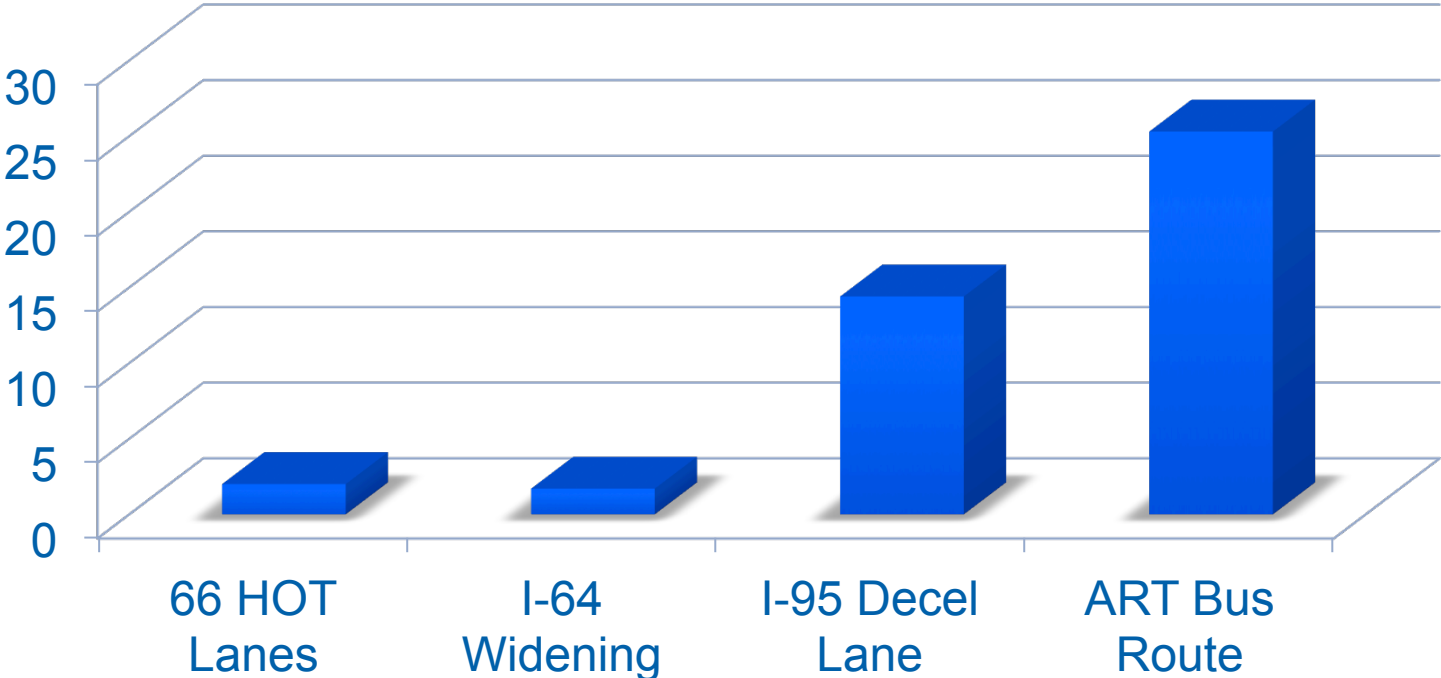


Benefits Vs. Costs



Benefits Vs. Costs

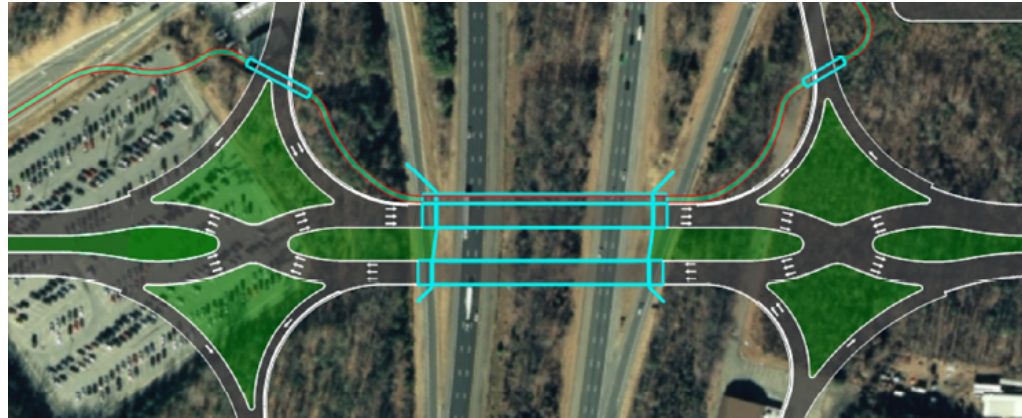
Benefit-Cost



Legacy Project

I-95/Route 630 Interchange

- Original design - \$184M
- Revised design - \$149M
- Revised design
 - Provided better or equal congestion benefits
 - Reduced conflict points from 26 to 14 improving safety
 - Reduced number of impacted parcels



Common Sense Engineering

- **VDOT will offer assistance to communities**
 - Evaluate whether identified need can be addressed through operational improvements or TDM
 - Evaluate current scope to determine if there are components that do not address identified need(s)
 - Evaluate current scope to determine whether design can be modified or design exceptions utilized to reduce costs

Common Sense Engineering

I-64 Widening from I-295 to Bottoms Bridge

- Original design - \$79M
- Revised design - \$60M
- Both projects provide the same benefits

Original design



Revised design

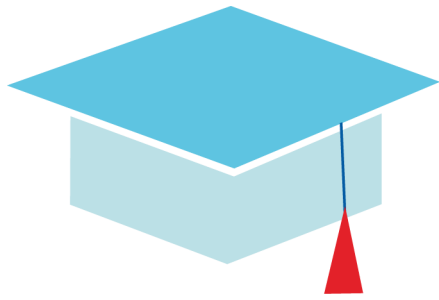


Common Sense Engineering

I-81 Exit 17 Interchange

- **Original design - \$157M**
 - Full interchange reconstruction
 - Improved level-of-service from E to B
- **Revised design - \$21M**
 - Realigning existing ramps and adding one new ramp
 - Improved level-of-service from E to C





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QUESTIONS & COMMENTS
#indyTLA