

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.

What Is the CTB’s Role After the 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 VDOT and DRPT improvements to:
 - Interstate and primary highway systems
 - 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 to secondary highway system (state-maintained roads numbered 600 and above) in their county
- Sets priorities and provides local funding to rail, public transportation, commuter services, and special transportation facilities

City or Town Council (Locally elected)

- Identifies priorities for improvements on the urban street system within their corporate boundaries
- Sets priorities and provides local funding to rail, public transportation, commuter services, and special transportation facilities

Metropolitan Planning Organization

- Chooses priorities for certain federally-funded projects to be included in the regional Transportation Improvement Program (TIP)

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 the comment sheet included and drop it in the designated box.
- Provide comments to staff members.
- Mail or email your comments by Oct. 30, 2014 (refer to corresponding addresses below.)

In addition to the nine Fall Transportation Meetings, you can also provide input through the virtual meeting. The virtual meeting provides the same displays and boards as the Fall Transportation Meetings and can be accessed online by visiting www.virginiadot.org/2014FallMeetings. Together we will Drive Virginia’s Economy!

Contact Us:

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COMMONWEALTH TRANSPORTATION BOARD

VIRGINIA DEPARTMENT OF TRANSPORTATION

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION



2014 Fall Transportation Meetings

FISCAL YEARS 2015-2020 SYIP REVISION



Thank you for participating in Virginia’s transportation meetings. Nine meetings will be held around the state during September and October, 2014. We hold these meetings to gain a better understanding of your transportation needs so that you and your family have travel choices, along with reliable and safe movement around Virginia. We want your input and ideas on how to provide multi-modal travel choices and how to mitigate traffic congestion.

During the 2014 legislative session under the direction of Governor McAuliffe, I worked with legislators to implement significant reforms for how transportation funding decisions are made. Known as House Bill 2 (HB2), the Commonwealth Transportation Board (CTB) is directed to develop and implement a statewide prioritization process for transportation projects. These projects can include improvements to existing highways, new highways, and new or expanded transit. This means that many projects will be evaluated using the same criteria, and weighted appropriately for that region of Virginia. Identified measures are related to congestion mitigation, economic development, accessibility, safety and environmental quality.

Project selection will be determined through a consistent process that includes local input and needs in accordance with transportation goals. The process for prioritizing projects follows three key principles:

+ Select the right projects + Engage the public + Ensure transparency

Maintenance or asset management projects, such as deficient pavement and bridges, are exempt from prioritization as are several specific funding categories: such as Revenue Sharing, Regional Surface Transportation Program (RSTP) and Congestion Mitigation Air Quality (CMAQ) funding.

Statewide prioritization will be used to determine the most critical transportation capacity needs through a fair and transparent process. The process will serve as a valuable tool for the CTB to select projects and be held accountable for their decisions. Prioritization will also make project selection more transparent because the process will be open to the public. The public will know how the projects scored and the decisions behind the board’s project selections.

Transition to this process will be reflected on the revised Six-Year Improvement Program (SYIP) projects and will also apply to candidate projects that are not already in the program.

To prepare for these transportation meetings, the FY2015-2020 SYIP was analyzed to identify projects that are required to go through prioritization. Your comments and feedback on the revised SYIP are important. Further refinements will be made as we continue to develop the prioritization process.

Ultimately, a rigorous prioritization process will help you gain a better understanding of what you will receive for your transportation dollars. Investing our limited public dollars in transportation improvements that yield the greatest benefits to all just makes sense. I hope that you will join me in the belief that prioritization will protect the most precious of resources for all Virginians and keep you and the economy moving.

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

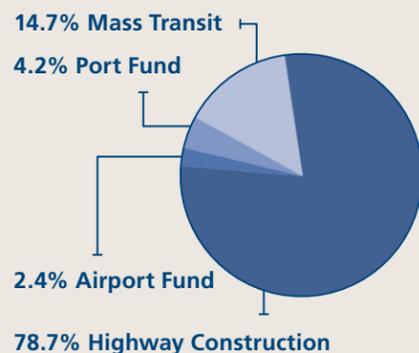
Virginia's Transportation Financial Outlook

During the 2013 General Assembly Session, funding for transportation was addressed by House Bill 2313 (HB 2313). The revenues generated by HB 2313 have brought new life into Virginia's transportation program. For example, the construction program has increased by nearly 50 percent, which helps advance much-needed projects.

HB 2313 also generated additional revenues to address the special transportation needs in Hampton Roads and Northern Virginia. Implementation of these new revenues has required an enhanced partnership with local governments to deliver much-needed transportation projects.

Dedicated funding was also provided for mass transit and intercity passenger rail.

- Federal sources are a component of the six-year financial plan and represent 35 percent of all highway construction funds. State legislation requires the state to maximize the use of federal funding.
- Current transit operating funds support 21 percent of total operating costs.
- The first priority for funding is maintaining what already exists – whether it is a road, a bus or a bike trail.



How are Projects and Programs Added to the Six-Year Improvement Program (SYIP)?

Virginia must focus on the key principles outlined in VTrans, our statewide transportation policy plan, to guide our investment decisions for transportation improvements that yield the greatest benefits for the Commonwealth.

Project planning begins by identifying deficiencies or needs, and providing recommendations through the local planning departments during the long range planning process. These recommendations are reviewed and included in the state's long range plan as unconstrained needs. As shown in this diagram, these projects are further refined as "candidate projects" and will be considered in the prioritization process.



+ Select the right projects + Engage the public + Ensure transparency

HB 2 directs the CTB to develop a prioritization process.

- The Secretary of Transportation's office is leading the efforts to develop the prioritization process with support from VDOT, DRPT and the Office of Intermodal Planning and Investment.
- The CTB will solicit candidate projects from local communities. Candidate projects will be screened to determine whether they meet a need identified in VTrans 2040 and then they will be evaluated and scored.
- The prioritization process must be used to develop the FY2017-2020 SYIP and must be objective and quantifiable, and consider at least the following factors: congestion mitigation, economic development, accessibility, safety and environmental quality
- Legislation excludes the following projects and types of funding from the prioritization process:
 - Repair and reconstruction
 - NEPA complete and fully funded
 - Revenue Sharing
 - Northern Virginia and Hampton Roads regional revenues
 - CMAQ and RSTP federal funds
 - Highway Safety Improvement Program federal funds
 - Transportation Alternatives Program federal funds
 - Secondary and urban formula funds

Successful implementation will help advance three key goals:

- Promote performance in the selection of projects
- Provide stability to the Six-Year Improvement Program
- Establish project pipeline that links planning to programming

Collaboration and coordination with the public and other stakeholders will be integral to the development of the prioritization process.

THE LEGISLATIVE FRAMEWORK OF HOUSE BILL 2



The CTB members will approve the prioritization process once it is established. As candidate projects are identified and prioritized, allocations will be applied to projects based on available revenues, schedules and estimates. The CTB members will approve the projects to be included in the SYIP.

- Regional Surface Transportation Program (RSTP) funds are allocated by eligible Metropolitan Planning Organizations (MPO).
- Congestion Mitigation and Air Quality (CMAQ) funds are allocated by the CTB, in coordination with MPOs, in air quality non-attainment and maintenance areas.
- Bridge funds are allocated based on priorities defined by structural deficiency and other technical factors.
- Highway Safety Improvement Program (HSIP) funds are allocated based on eligibility criteria related to safety issues and mitigated with a cost/benefit or risk analysis of the proposed treatment.
- Transportation Alternatives Program funds (formerly Transportation Enhancement and Safe Routes to School) are allocated by the CTB and in coordination with certain MPOs.
- Revenue Sharing funds are allocated by the CTB.

DRPT Process—Rail, Transit, and Transportation Demand Management

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 only 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

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