



## Fifth Annual Richmond Regional Transportation Forum

Main Street Station  
Thursday, November 30, 2017

Carlos M. Brown  
Commonwealth Transportation Board Member  
Richmond District Representative

## CTB member perspective - for your consideration

- Regional Efforts – History and Success
- Quick summary of Statewide and District statistics
- Looking Ahead for the Region
- SMART SCALE
  - Hampton Roads Example
  - NOVA Example
  - Potential Opportunity in Richmond

## Regional Efforts - Transportation Planning in the Richmond Region

### ▪ **Thank you!**

- Region has done great work.
- The Richmond Region has and will continue to step up to the challenge.

### ▪ **Important regional considerations** that influence your planning efforts:

- Region is critically located on National North/South I-95 Corridor
- Region is interconnected with other metropolitan areas
  - Adjacent to Tri-Cities MPO to the south
  - Hampton Roads Urbanized area to the east
  - Northern Virginia and Fredericksburg Urbanized areas to the north
- Region has variety of land use types – rural, suburban, urban
- Transportation funding opportunities are limited.

## Regional Successes

### • **Recognition of successful Transportation Planning efforts by FHWA**

- Positive comments in recent Federal Certification Review

### • **Successful Partnering in Multi Modal Transportation Visionary Efforts**

- Recent update of Regional Long Range Transportation Plan
- Regional Transit Vision Plan

### • **Successful Participation in initial rounds of SMART SCALE**

- Round 1 (FY 17-22): 22 projects, \$200 million
- Round 2 (FY 18-23): 26 projects, \$152 million
- Round 3 (FY 19-24): Project applications will be due August 1, 2018

### • **Willingness to evaluate successful efforts in other areas**

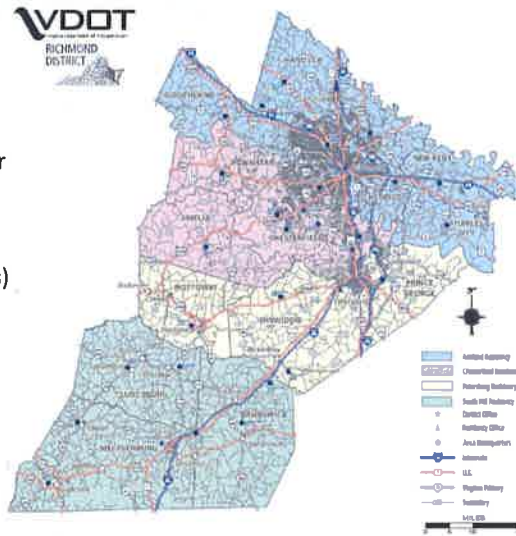
- At last year's forum Michael Hipple from HRTAC and Martin Nohe from NVTA gave their experiences with the creation of regional transportation coalitions in their areas.

## Looking Ahead for the Region

- **VISION** - Successful Partnering in Multi Modal Transportation Efforts
  - Continue work with multi-modal partners
  - Need to outline an appropriate vision of our regional transportation needs
  - Need to continue to expand on good work in the Region - there is still room to grow and expand our efforts.
    - An ad-hoc committee on Regional Transportation Needs and Funding Challenges - created 05/17.
    - Committee meets quarterly and updates the RRTPO board.
    - Expectation is that the RRTPO staff would continue to work with regional partners to identify anticipated regional transportation needs over the next 18 years.
  
- **STRATEGY** - Determine best ways to address Transportation needs of the Region
  - Build on past successes
    - Recognize the good work that has been done historically in the region
    - Learn from what has worked successfully in other regions
  - Create a strategy and path forward to achieve regional goals

## Initiatives in the District

- **VDOT Major Initiatives**
  - Focus on infrastructure
  - I-64 Widening (Henrico & New Kent Counties)
  - I-95 Corridor Improvements in Richmond Region
  - Lewistown Road Bridge Replacement over I-94 (Hanover County)
  - Interchange Improvements and Roundabout at I-95 and Temple Avenue (City of Colonial Heights)
  
- **DRPT Major Initiatives**
  - Acca Yard Bypass & Richmond Area Improvements
  - Staples Mill Station Improvement
  - GRTC Pulse Bus Rapid Transit
  - Plans to improve public transit access to RIC





## Benefits of the SMART SCALE process

- **Planning Process**
  - There is a greater emphasis on the planning process and linkage to VTrans needs. Regional planning efforts are a critical component.
- **Project Development**
  - Projects must be sufficiently developed such that benefits can be calculated - requires scoping of projects prior to funding decisions. Efforts by localities, regional planning bodies, and transit providers is critical.
- **Importance of Cost / Leveraging Opportunities**
  - Need to focus the project scope on solving the problem/needs and don't let perfect get in the way of good
  - Wants versus Needs - Reinforcing the concept of value engineering – applicants are seeing the importance of lean and focused scope of work
  - Benefits of leveraging opportunities – significant impact on application ranking

7



## How does cost affect the SMART SCALE score?

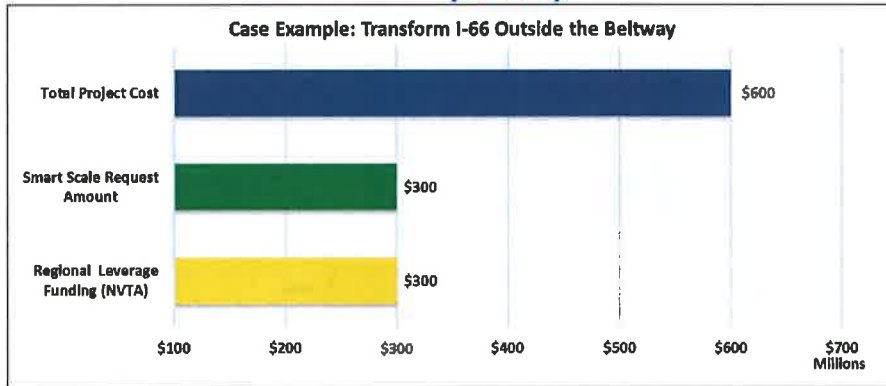
- **Official SMART SCALE Score compares benefits to cost:**

$$\frac{\text{Benefit Score}}{\text{Requested \$}}$$

- **The greater the benefit, and the lower the amount of SMART SCALE funding requested – the better the project will score!**

8

## How Leveraging Helps Smart Scale Case Study: NOVA (NVTA)



This project is one of five, in NOVA, that was recommended for SMART SCALE funding in part due to the benefit of utilizing NVTA regional funding in rounds 1 and 2. Those projects include:

- Transform 66 OTB
- Route 7 Widening Phase 1
- Route 28 Widening
- Route 7 Widening Phase 2
- Route 1 Widening

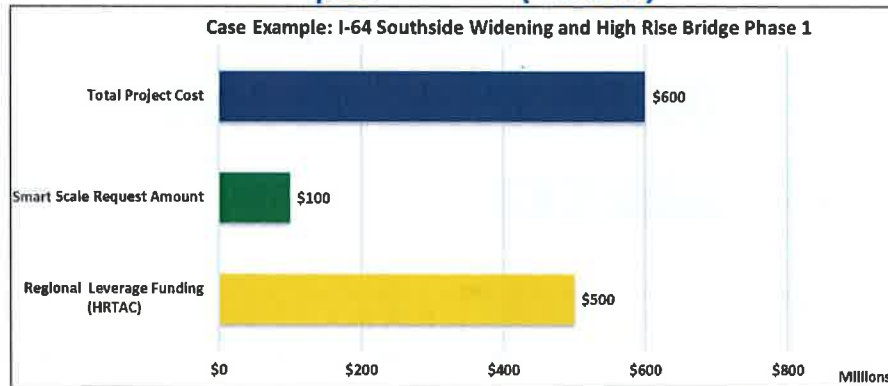
## How Leveraging Helps Smart Scale Case Study: NOVA (NVTA)



This project is one of five, in NOVA, that was recommended for SMART SCALE funding in part due to the benefit of utilizing NVTA regional funding in rounds 1 and 2. Those projects include:

- Transform 66 OTB
- Route 7 Widening Phase 1
- Route 28 Widening
- Route 7 Widening Phase 2
- Route 1 Widening

## How Leveraging Helps Smart Scale Case Study: Hampton Roads (HRTAC)

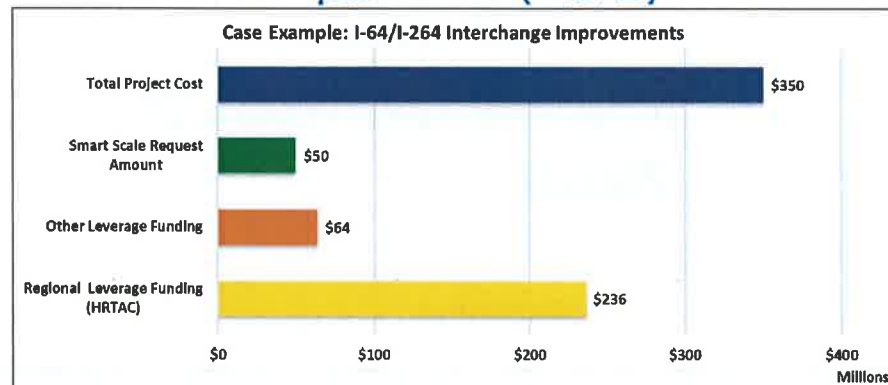


This project is one of three, in Hampton Roads, that was recommended for SMART SCALE funding in part due to the benefit of utilizing HRTAC regional funding in rounds 1 and 2. Those projects include:

- I-64 Southside Widening and High Rise Bridge Phase 1
- I-64/I-264 Interchange Improvements
- I-64 Widening (Capacity Improvement Segment III)

11

## How Leveraging Helps Smart Scale Case Study: Hampton Roads (HRTAC)

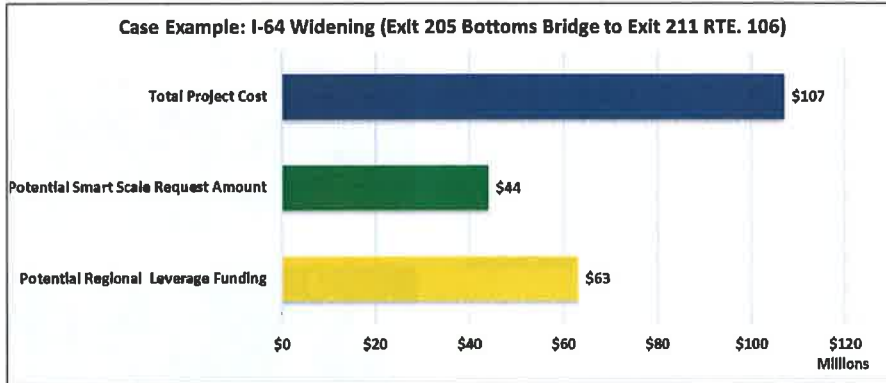


This project is one of three, in Hampton Roads, that was recommended for SMART SCALE funding in part due to the benefit of utilizing HRTAC regional funding in rounds 1 and 2. Those projects include:

- I-64 Southside Widening and High Rise Bridge Phase 1
- I-64/I-264 Interchange Improvements
- I-64 Widening (Capacity Improvement Segment III)

12

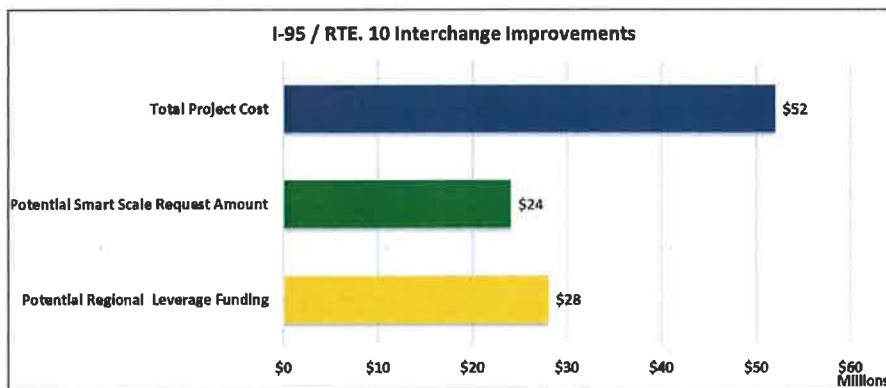
## How Leveraging Helps Potential for Regional Funding Case Study: Richmond



This project is one of several, in Richmond, that might have been recommended for SMART SCALE funding if regional leveraging funding was available in rounds 1 and 2.

13

## How Leveraging Helps Potential for Regional Funding Case Study: Richmond



This project is one of several, in Richmond, that might have been recommended for SMART SCALE funding if regional leveraging funding was available in rounds 1 and 2.

14

## How Leveraging Helps Potential for Regional Funding Case Study: Richmond

### Transit Expansion in the Region

- Five potential BRT corridors were identified in the Greater RVA Transit Vision.
  - Total Estimated Cost: \$450 to \$870 million.



### The Pulse

- Funding for the Pulse BRT was leveraged through a combination of state and federal level sources.
  - Total Approximate Cost: \$65 million.



### Future of Transit

- The potential leveraging of funding sources on a regional level could prove vital in securing the expansion of future efforts like the Pulse.