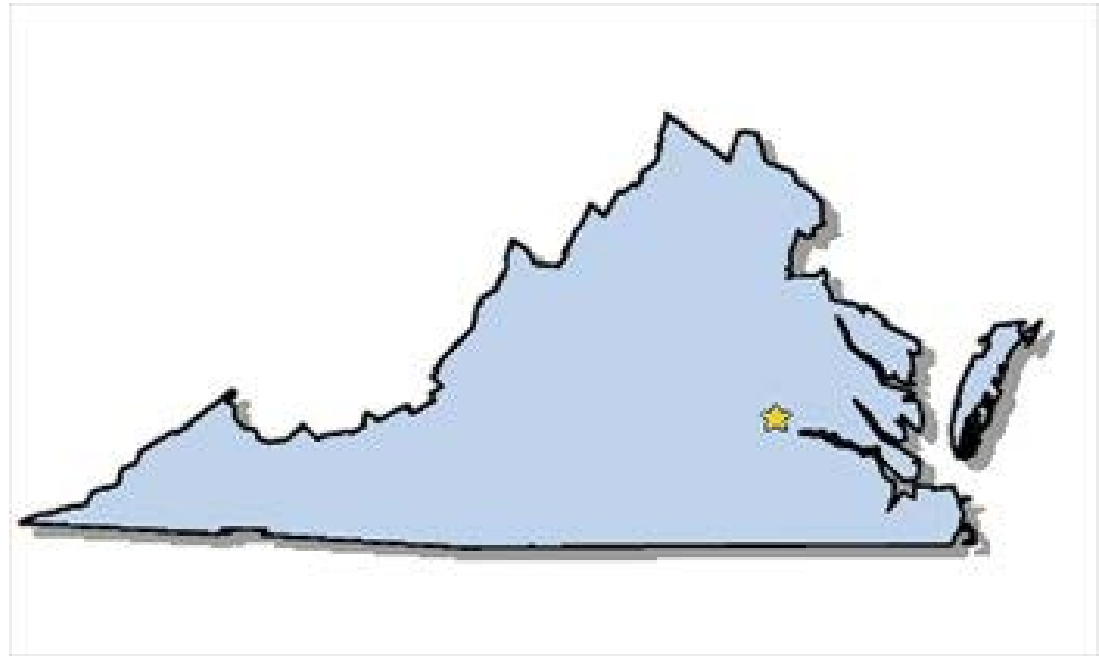


P3



Virginia Department of Transportation

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Transportation and Mobility Planning Division Director
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Federal Programs Management Division Director
804 225-3552



We Keep Virginia Moving

p3 & P3

The local and state perspective.

Everyday opportunities . . . Local perspective

Virginia Transportation Research Report (2013 document)

Case studies:

Proffers (Proffer guidelines, service district, big bonds and big growth)

Impact Fees (\$, \$, \$ Enabling legislation Code of VA 15.2-2317 – 2327)

Bonds (University Growth, Collaboration)

Service Districts (Service district - regional shopping ctr repaid bonds)

Local Road Funding in Virginia: Lessons Learned

Peter Ohlms, AICP
434-293-1991
peter.ohlms@vdot.Virginia.gov

Document available at:

http://www.virginiadot.org/vtrc/main/online_reports/pdf/15-r2.pdf

Chapter 527 – 2006 Legislation (background)

- Localities submit development proposal for VDOT review at three key stages of land use: $\frac{3}{4}$ Comprehensive plans and amendments, $\frac{3}{4}$ Rezoning (to include TIA), and $\frac{3}{4}$ Site Plans (to include TIA)
- At each of these key stages, VDOT has a fixed timeframe to review and comment on the traffic impact of proposed change. VDOT Comments are shared with local decision-makers and the public.



Regional Funding: House Bill 2313

Northern Virginia & Hampton Roads

- On April 3, 2013, the Governor's substitute for House Bill 2313 ("HB 2313") was adopted by the Virginia General Assembly. HB 2313 provided a dedicated funding stream for transportation projects in **Northern Virginia**. HB 2313 provided a permanent, annual source of revenue for the Authority.
- On January 8, 2014, SB513, Chapter 19 Created **Hampton Roads** Transportation Authority.
- Staffing, Responsibilities, Decisions, Funding
- Authority to Issue Bonds

Hampton Roads Regional Transportation Priority Projects

“Moving Projects Forward – HRTF Investments”



Projects Planned and Prioritized by HRTPO, Powered by HRTAC



Big P3 – VDOT

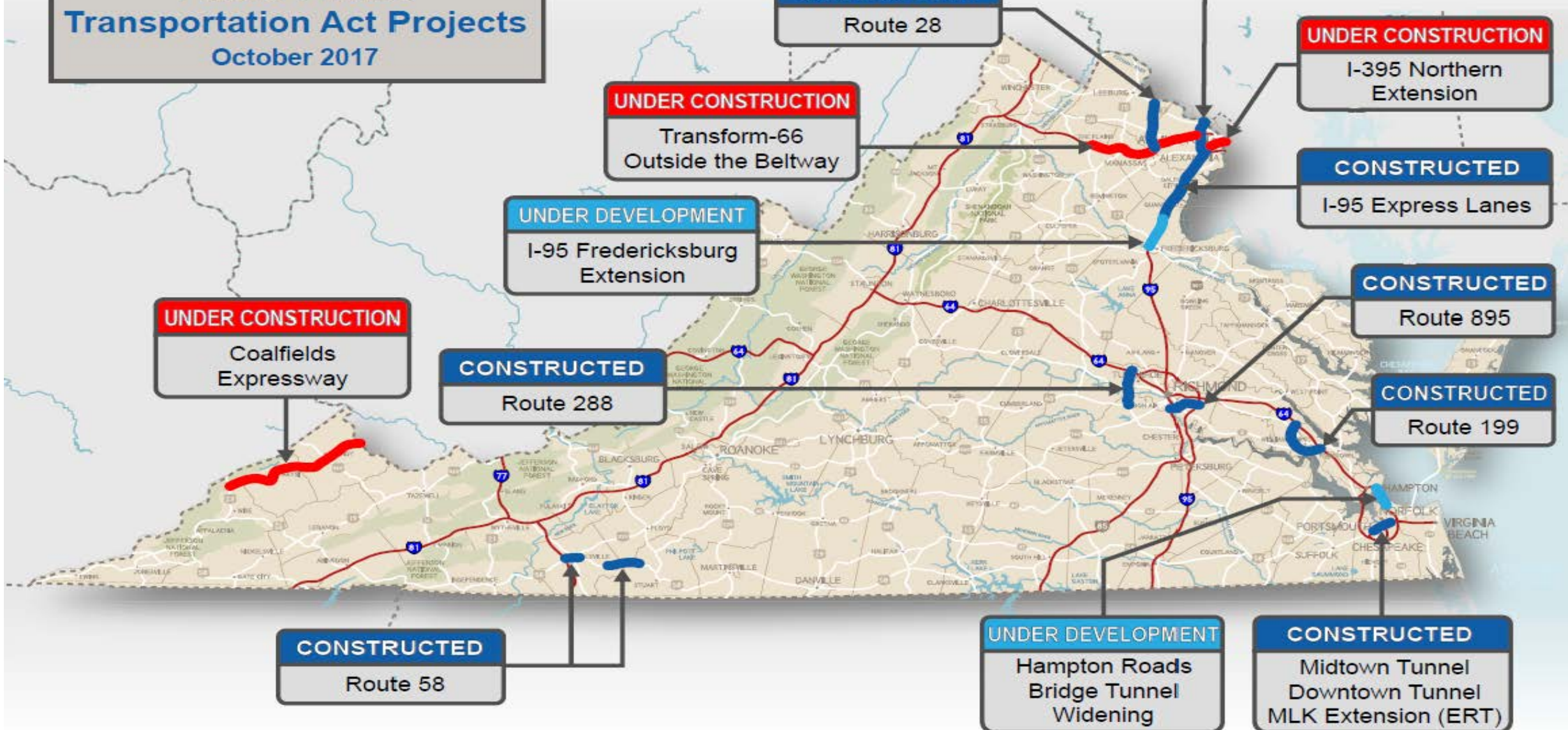
P3 Office



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Public-Private Transportation Act Projects

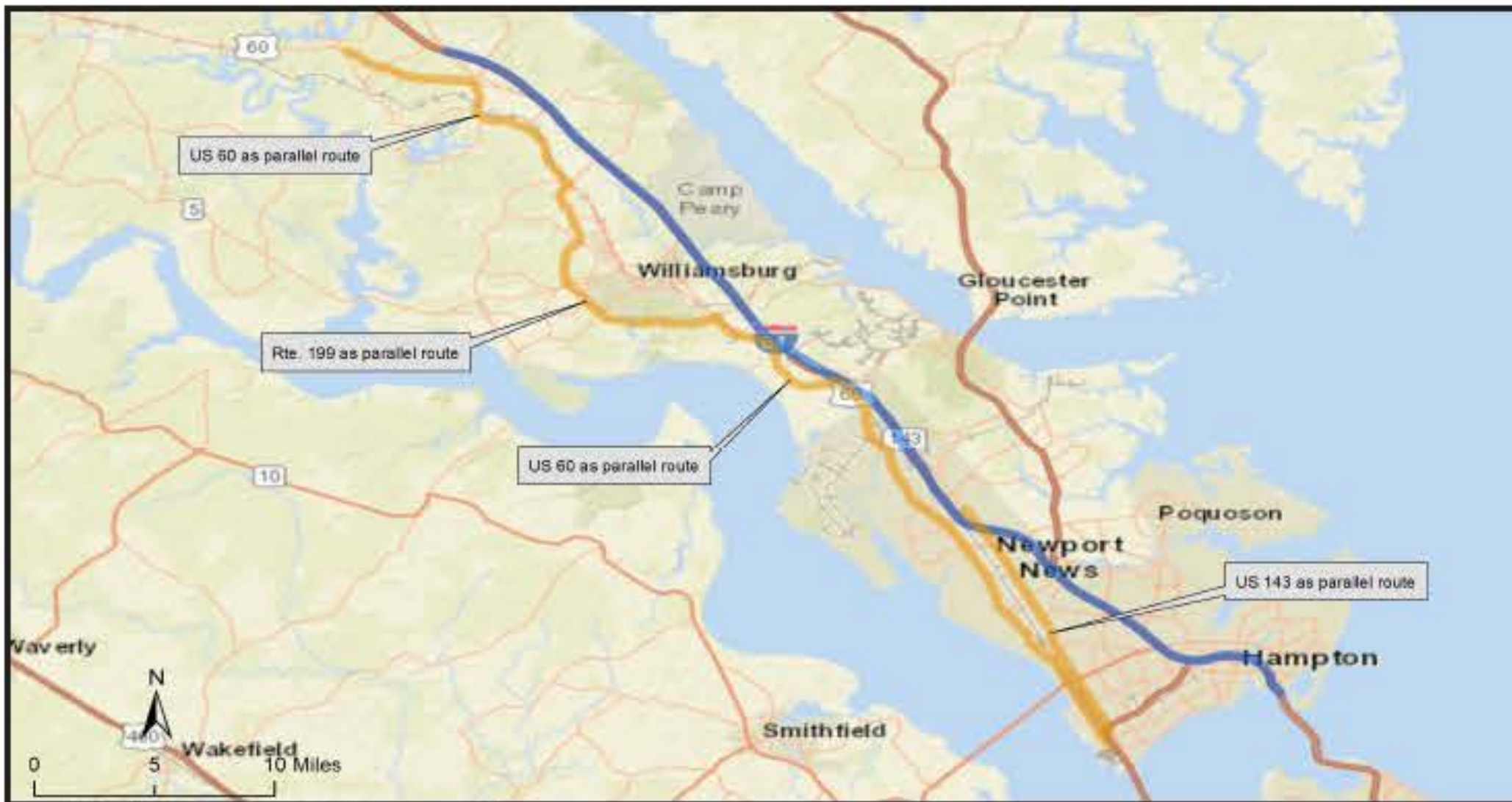
October 2017



Statewide Multimodal Planning



Identify Needs,
Identify Recommendations,
Identify Possible Funding Sources



Project Reference Number: HR05

Short Project Description: I-64 Active Traffic Management System in James City County, Hampton and Newport News

VDOT District: Hampton Roads

Jurisdiction: City of Newport News, City of Hampton, James City County, York County



We Keep Virginia Moving

VTrans2040 Multimodal Transportation Plan (VMTP)

2025 Tier 1 Recommendation Profile

Based on Analysis of VMTP Needs Assessments

Recommendation Details

Project Reference Number

Short Description

I-64 HOV to HOT conversion, Multi-jurisdictional

VDOT District

Hampton Roads

Local Jurisdiction

Multiple

SMART SCALE Needs Categories (Place X in all applicable boxes)

Corridor of Statewide Significance Regional Network UDAs Safety

Needs Addressed from VMTP Needs Assessment (List needs as numbered in reports)

2040 Coll Segment CS Needs T, 2025 Hampton Roads Regional Needs A

Project Status:

new, unique recommendation

Recommendation Features

Type (Place X in all applicable boxes)

Highway Bike/Pedestrian Bus Transit Rail Transit Freight Rail Travel Demand Management

Detailed Description of Improvements

I-64 HOV lane to HOT lane conversion from Blind Blvd. in Newport News to Cunningham Dr. in Hampton to reduce congestion. Project would also explore the dynamic HOT lanes west of the terminus following the completion of I-64 widening projects.

Potential Funding Sources

(Place X in all applicable boxes)

SMART SCALE TAP CMAG HSP Preopening Other:

Estimated Project Cost (in \$M)

Right of Way Required for Project

If Applicable: Smart Scale Project Feasibility

Based on Qualitative Review of Project

Comments

Safety

Reduction in congestion reduces crashes and increases safety

Congestion Mitigation

Reduction in congestion from increased use of HOT lane

Accessibility

Accessibility increase from decrease in congestion and increase in reliability

Land Use

No anticipated support for in-fill adjacent to project

Environment

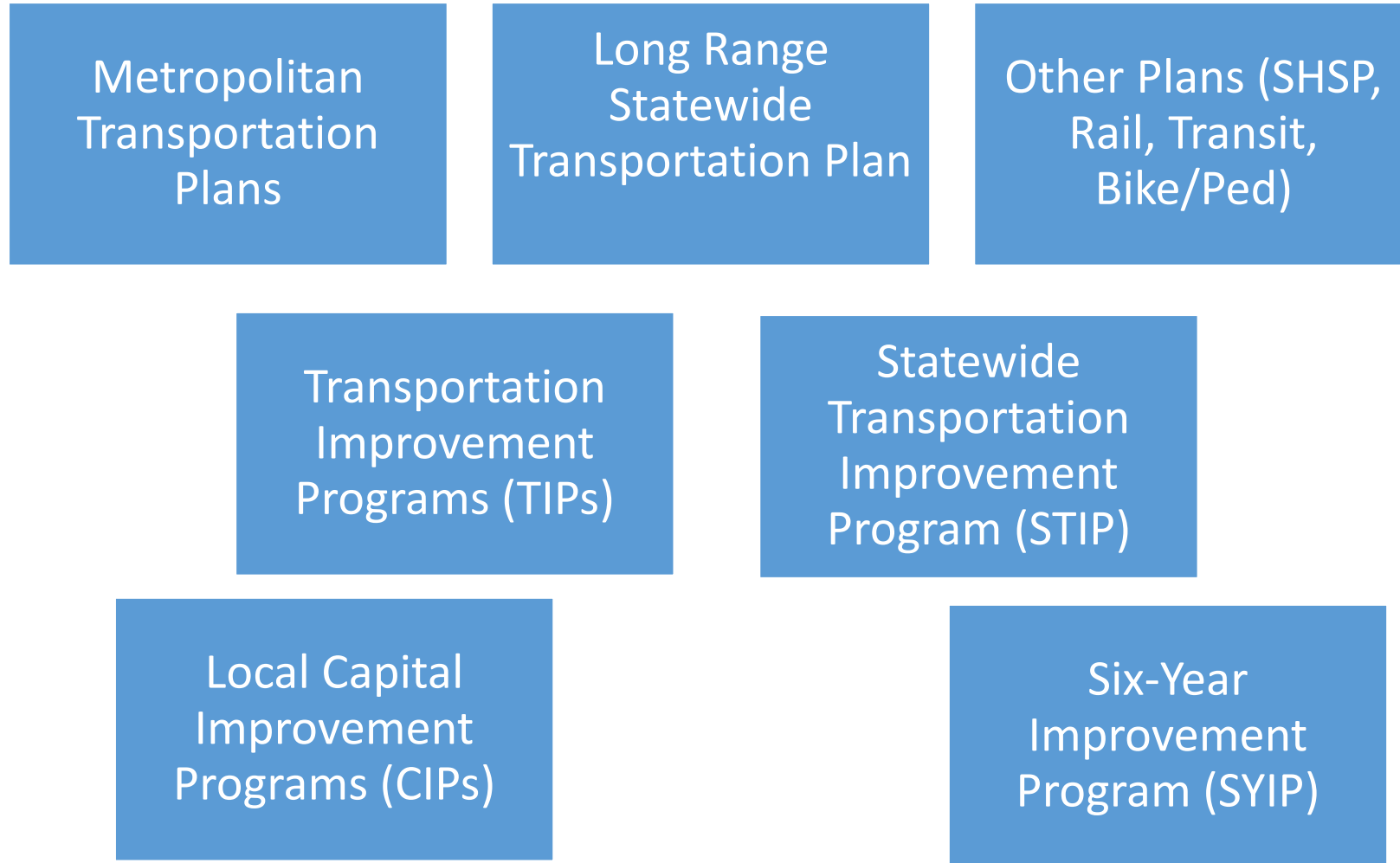
Reduction in congestion results in reduced delay and environmental impacts

Economic Development

Increase in travel time reliability and support for area commerce



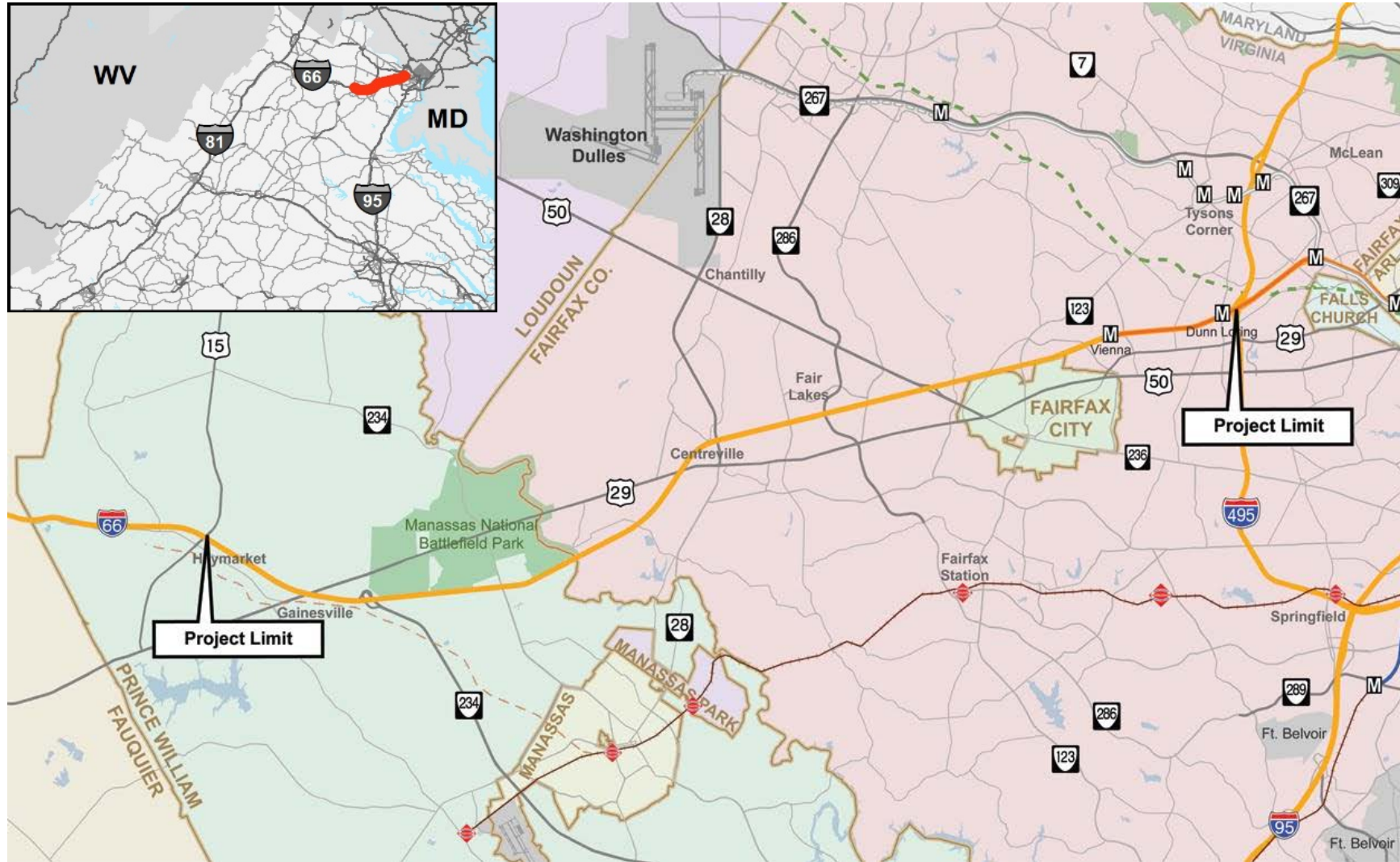
From planning to programming



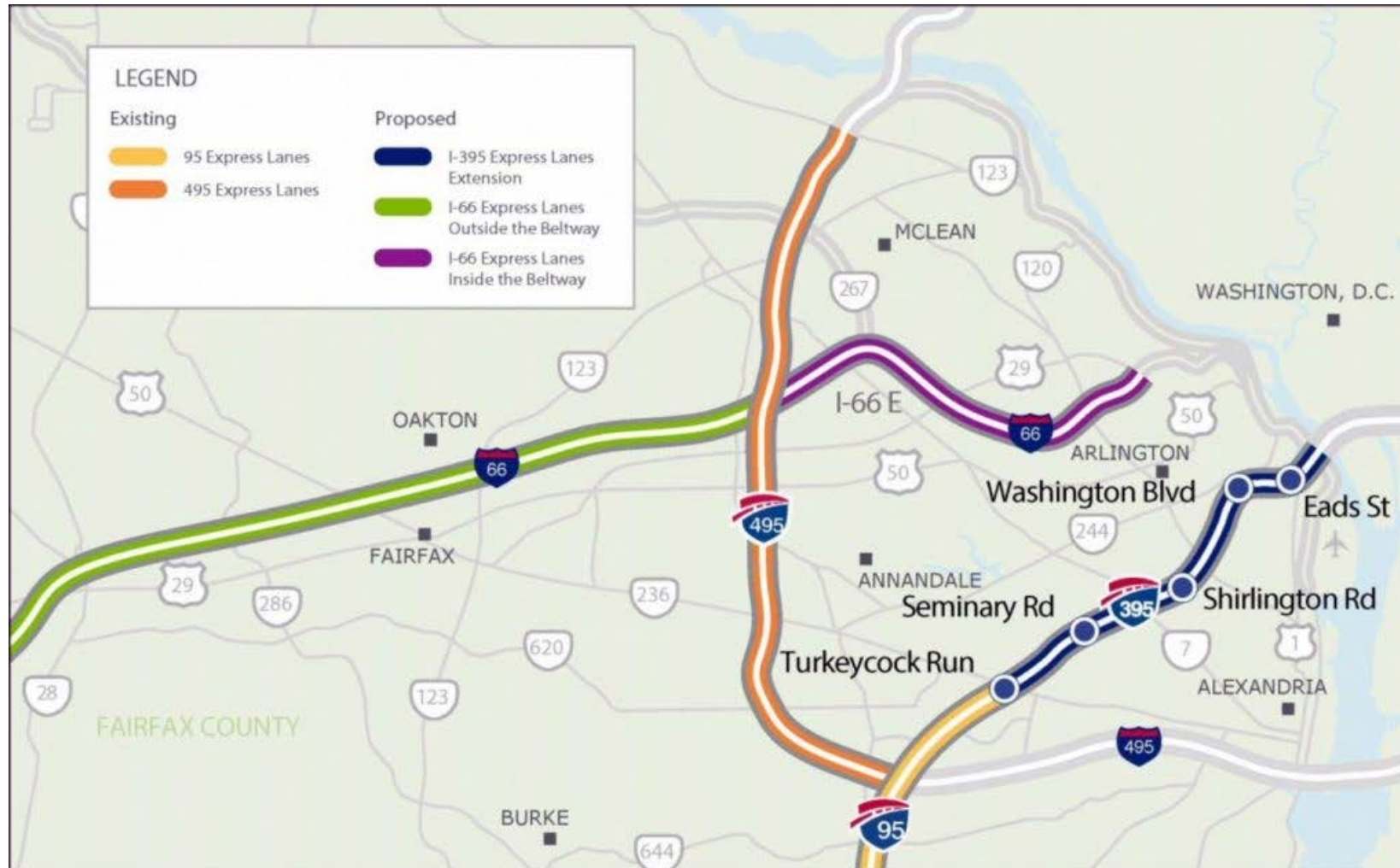
Thinking about financial constraint and federal requirements

- What are the project delivery expectations and needs?
 - Scope
 - Estimate
 - Schedule
 - Big “P” projects as pieces and parts
- What are the procurement timelines and deliverables?
- Who is bringing funding to the table?
- What are the sources of anticipated funding?
 - Reasonably anticipated to be available
 - Available and committed

I-66 Outside the Beltway



395 Express Lanes Extension



TIP/STIP Keys to Success for P3s

- Understand regulatory requirements and timelines
- Be flexible (and creative)
 - Evolving projects
 - Iterative
- Communicate, communicate, communicate
 - Planning partners
 - P3 office
 - Project delivery
 - FHWA Division