



**Presentation to DATA on
VTrans 2040 / HB2**

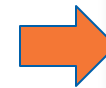
October 21, 2015

Life Cycle of a Candidate Project

How it's planned.

How it's scored.

How it's funded.



How it's planned.

VTrans2040

- VTRANS 2040 serves two functions, and produces two independent, but connected documents.
 - The VTRANS 2040 Vision Document.
 - The VTRANS 2040 Multimodal Transportation Plan (VMTP)
- The VMTP will identify future needs for all modes of travel across the Commonwealth (used to screen candidate HB2 projects)
- The policy and recommendations of the plan will focus on corridors of statewide significance, identified regional networks, local designated growth areas and safety.

Corridors of Statewide Significance (CoSS)

- Approved by the CTB
- Demonstrate the following characteristics:
 - Multiple modes and/or an extended freight corridor
 - Connection among regions, states and/or major activity centers
 - High volume of travel
 - Unique statewide function and/or fulfillment of statewide goal
- Includes parallel/connecting facilities, rail lines, ports, airports, etc (not just the Interstates)

Virginia CoSSs

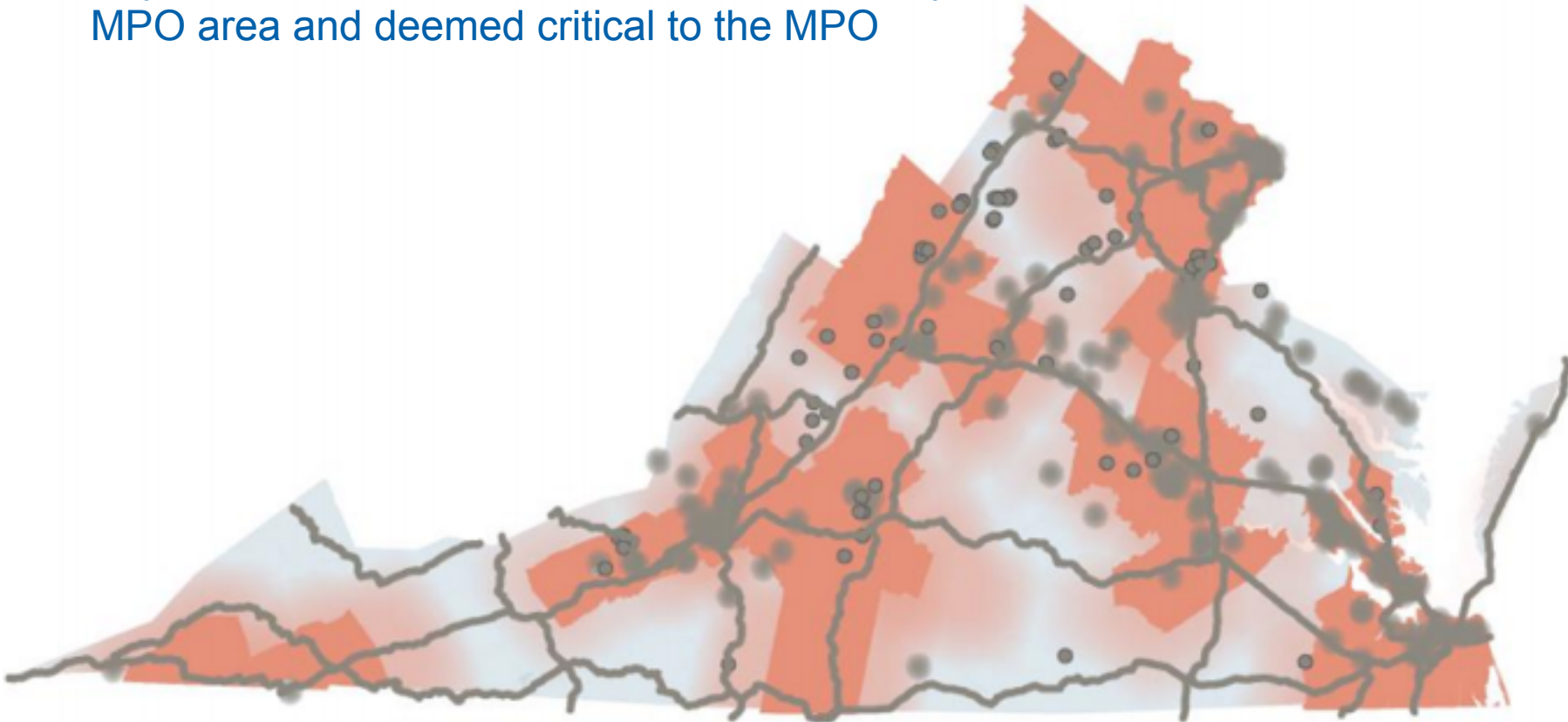


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|---------------------------------|--|---------------------------------------|--|
| (A) Coastal Corridor (Route 17) | (D) Eastern Shore Corridor (Route 13) | (G) North-South Corridor (New) | (J) Southside Corridor (Route 58) |
| (B) Crescent Corridor (I-81) | (E) Heartland Corridor (US 460) | (H) Northern Virginia Corridor (I-66) | (K) Washington to North Carolina Corridor (I-95) |
| (C) East-West Corridor (I-64) | (F) North Carolina to West Virginia Corridor (Route 220) | (I) Seminole Corridor (Route 29) | (L) West Mountain Corridor (I-77) |

Regional Networks

Defined as:

- Jurisdictions that are included either in whole or in part within MPO Planning Area Boundaries
- Any additional element of the transportation system that is connected to the MPO area and deemed critical to the MPO



Urban Development Areas UDAs

- Areas voluntarily designated by local governments as prime areas for future economic growth pursuant to 15.2-2223.1
- Must reflect transportation- efficient land use principles including
 - Mixed-use land use
 - Interconnected streets
 - Moderately compact growth



Neighborhood Street
The Neighborhood Street is a major local street intended for use where the predominant character is residential. This street is used to connect residential neighborhoods.



How it's scored.

HB 2

- House Bill 2 (HB 2) is a new state law that requires the implementation of a process for prioritizing projects
- Some types of projects and funding are exempt from HB 2
 - Congestion Mitigation and Air Quality
 - Highway Safety Improvement Program
 - Transportation Alternatives
 - Revenue Sharing
 - Secondary/Urban Formula Funds
 - Regional funds for NOVA, Hampton Roads
- Projects not exempt will follow prescribed process to determine eligibility for funding and ultimate rating as compared to other projects submitted.
- HB2 process currently under development



Screening

All projects submitted for the HB2 process must pass through an initial screening

VTrans 2040 assesses the State's transportation needs on these scales:

- Corridors of Statewide Significance (COSS) – interregional travel market

- Regional Networks – intraregional travel market

- Urban Development Areas (UDAs) – local activity center market

- Safety

Consistent with VTrans 2040, projects will be screened according to criteria established for each scale

Entities Eligible to Submit Projects

Project Type	Regional Entity (MPOs/PDCs)	Locality (Counties/Cities/Towns)	Public Transit Agencies
Corridor of Statewide Significance	Yes	Yes, with a resolution of support from relevant regional entity	Yes, with a resolution of support from relevant regional entity
Regional Network	Yes	Yes	Yes, with a resolution of support from relevant entity
Urban Development Area	No	Yes	No

Scoring: HB2 Factor Areas

- The process of scoring includes 5 factor areas:
 1. Congestion Mitigation
 2. Economic Development
 3. Accessibility
 4. Safety
 5. Environmental Quality
 - A Land Use factor is required for areas over 200k in population
- Within each factor area, measures were identified with the goal that they:
 - Analyze what matters to people and have meaningful impact
 - Ensure fair and accurate benefit-cost analyses
 - Are both transparent and understandable
 - Work for both urban and rural areas
 - Work for all modes of transportation
 - Minimize overlap between measures

Scoring: HB2 Measures

Safety Factor

50% of score – reduction in the number of fatalities and severe injuries

50% of score – reduction in the rate of fatalities and severe injuries per
100 million vehicle miles traveled

Congestion Factor

50% of score – decrease in the person hours of delay in the corridor

50% of score – increase in the peak-period person throughput in the
corridor

Measures (continued)

Accessibility Factor

- 60% of score – increase in the cumulative access to jobs accessible within 45 minutes in a region (60 minutes for transit)
- 20% of score – increase in the cumulative job accessibility for disadvantaged populations within 45 minutes (60 minutes for transit)
- 20% of score – increase in the access to travel options in a corridor

Environmental Factor

- 50% of score – degree to which a project is likely to improve air quality and reduce greenhouse gas emissions
- 50% of score – potential of project to minimize impact on natural and cultural resources.

Measures (continued)

Economic Development Factor

- 60% of score – project consistency with regional and local economic development plans and policies
- 20% of score – project potential to enhance access to critical intermodal locations, interregional freight movement and/or freight intensive industries
- 20% of score – improvement in travel time reliability

Land Use Coordination Factor

- 100% of score – degree to which project will support mixed use development, in-fill development and corridor access management policies

Weighting

- Score will be based one of several weighting frameworks depending on location in Commonwealth – NOVA is in category A

Table 4.2 Factor Weights by Category

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	45% ^b	5%	15%	5%	10%	20% ^a
Category B	15%	20%	25%	20%	10%	10% ^a
Category C	15%	25%	25%	25%	10%	
Category D	10%	35%	15%	30%	10%	

^a For metropolitan planning areas with a population over 200,000, the prioritization process shall also include a factor based on the quantifiable and achievable goals in VTrans. TPB, HRTPO, RRTPO, FAMPO and RVTPO all meet this definition.

^b For Northern Virginia and Hampton Roads construction districts, congestion mitigation is weighted highest among the factors in the prioritization process.

Project "A" - located in Typology A	Congestion		Safety		Accessibility			Environ.		Econ. Dev.			Land Use
	Through put	Delay	F &SI Crashes	F &SI Crash Rate	Access to Jobs	Access to Jobs (Dis. Pop.)	Multi modal Choices	Air Quality	Natural & Cult. Resources	Economic Development	Goods Movement	Travel Time Reliability	Trans . Efficient Land Use
Measure Score	62	48	20	32	10	20	10	38	28	30	20	20	17
Measure Weight	50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Weighted Measure Score	31	24	10	16	6	4	2	19	14	18	4	4	17
Raw Factor Score	55		26		12			33.0		26.0			17
Factor Weighting (Typ. A)	45%		5%		15%			10%		5%			20%
Weighted Factor Score	24.8		1.3		1.8			3.3		1.3			3.4
Project Score	35.9												
Total Project Cost	\$20,000,000												
Score Divided by Total Cost	18.0												
HB2 Cost	\$10,000,000												
Score Divided by HB2 Cost	35.9												

Status and Next Steps

- Application period closed September 30, 2015 at 11:59pm
- All 9 VDOT Districts are currently reviewing applications as part of “Validation” process.- expected to conclude this month.
- All applications will be screened by the Office of Intermodal Planning and Investment against VTrans 2040 Needs
- Scoring of projects will follow and continue through December.
- Results will be presented to CTB for consideration in January 2016, and ultimately projects selected will be incorporated into SYIP

