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

Map of Virginia with various corridors labeled:

- A Coastal Corridor (Route 17)
- B Crescent Corridor (I-64)
- C East-West Corridor (I-64)
- D Eastern Shore Corridor (Route 13)
- E Heartland Corridor (US 460)
- F North Carolina to West Virginia Corridor (Route 229)
- G North-South Corridor (New)
- H Northern Virginia Corridor (I-66)
- I Seminole Corridor (Route 28)
- J Southside Corridor (Route 58)
- K Washington to North Carolina Corridor (I-95)
- 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
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

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Regional Entity (MPOs/PDCs)</th>
<th>Locality (Counties/Cities/Towns)</th>
<th>Public Transit Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor of Statewide Significance</td>
<td>Yes</td>
<td>Yes, with a resolution of support from relevant regional entity</td>
<td>Yes, with a resolution of support from relevant regional entity</td>
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<tr>
<td>Regional Network</td>
<td>Yes</td>
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<tr>
<td>Urban Development Area</td>
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</table>
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.
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 on one of several weighting frameworks depending on location in Commonwealth – NOVA is in category A

<table>
<thead>
<tr>
<th>Table 4.2</th>
<th>Factor Weights by Category</th>
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<tr>
<td>Factor</td>
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<tr>
<td>Category B</td>
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<tr>
<td>Category C</td>
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<tr>
<td>Category D</td>
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*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.
### Sample Project Scoring

<table>
<thead>
<tr>
<th>Measure Score</th>
<th>Measure Weight</th>
<th>Weighted Measure Score</th>
<th>Raw Factor Score</th>
<th>Factor Weighting (Typ. A)</th>
<th>Weighted Factor Score</th>
<th>Project Score</th>
<th>Total Project Cost</th>
<th>Score Divided by Total Cost</th>
<th>HB2 Cost</th>
<th>Score Divided by HB2 Cost</th>
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Project "A" - located in Typology A

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<th>Weighting (Typ. A)</th>
<th>Score</th>
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**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