

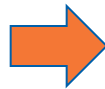


House Bill 2 Update for HRTAC

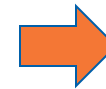
**Commissioner Kilpatrick
May 21, 2015**

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 will outline the policy vision for Virginia's transportation system over the next 25 years.**
- **The VTRANS 2040 Multimodal Transportation Plan (VMTP) will serve as the guiding document for Virginia's transportation agency business plans and statewide transportation funding programs until the next update in five years.**
- **The VMTP will identify future needs for all modes of travel across the Commonwealth.**
- **The policy and recommendations of the plan will focus on corridors of statewide significance, identified regional networks, and local designated growth areas.**



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 transportation projects

- Some types of projects and funding are exempt from HB 2

The process of scoring includes five factors

- Congestion Mitigation
- Economic Development
- Accessibility
- Safety
- Environmental Quality
- A Land Use factor is required for areas over 200k in population



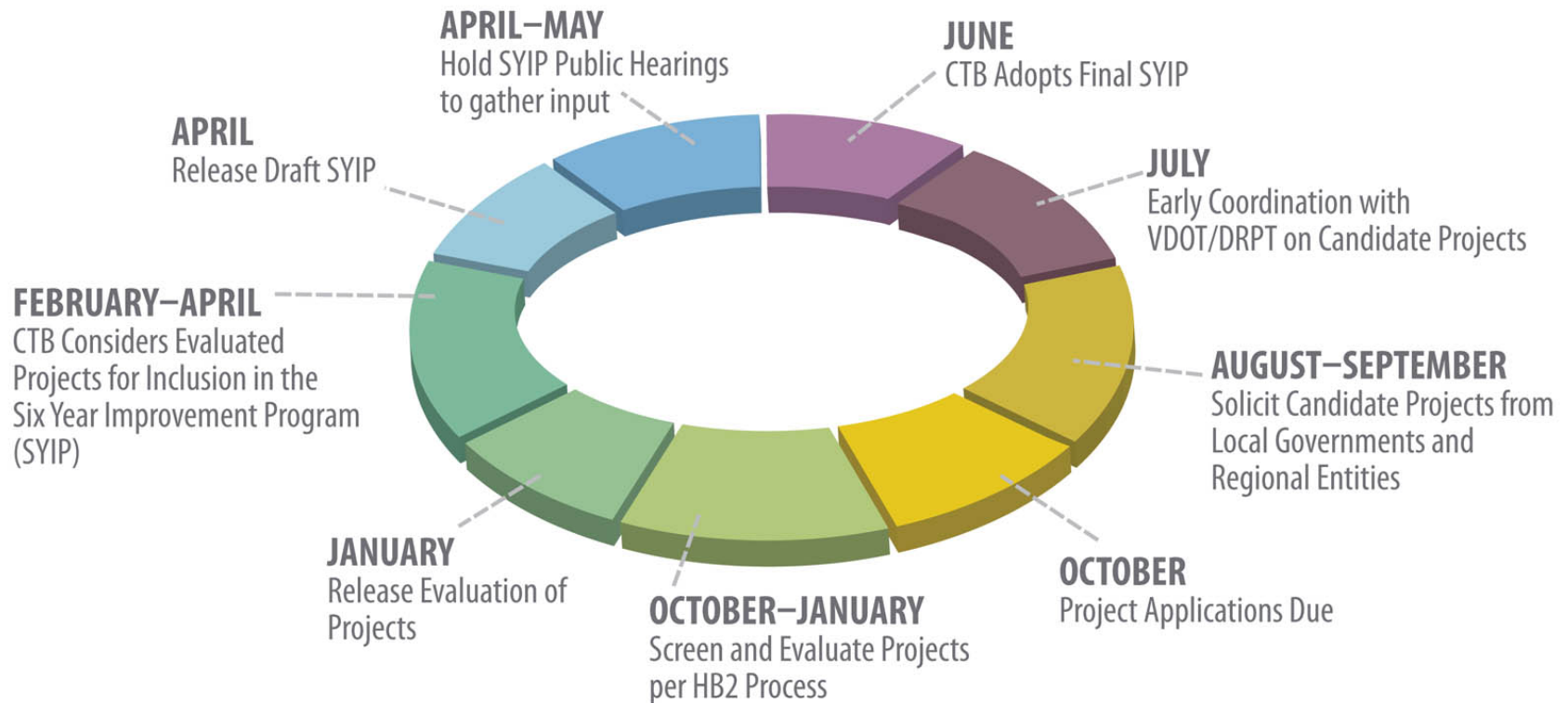
Score will be based on various weighting frameworks

Draft HB 2 Implementation Policy Guide issued in March

Revised process presented to CTB in May and expected to be adopted in June

Draft HB 2 Process Timeline for Implementation

Anticipated HB2 Yearly Cycle



Safety Factor Measures

- 50% of score – Expected reduction in total fatalities and severe injuries (100% of score for transit projects)
- 50% of score – Expected reduction in the rate of fatalities and severe injuries per 100 million vehicle miles traveled

Congestion Factor Measures

- 50% of score – Change in peak period corridor total (multimodal) person throughput in the project corridor
- 50% of score – **Change in the amount of peak period person hours of delay in LOS E or worse conditions in the project corridor**

Accessibility Factor Measures

- 60% of score – Change in cumulative job accessibility (within 45 minutes)
- **20% of score - Change in cumulative accessibility to essential destinations (within 30 minutes)**
- **20% of score – Assessment of the project support for connections between modes, and promotion of multiple transportation choices**

Environmental Quality Factor Measures

- 50% of score – Potential of project to reduce criteria air pollutant and greenhouse gas emissions
- **40% of score – Change in cumulative job accessibility for disadvantaged populations and accessibility for non-auto modes (within 45 minutes)**
- **10% of score – Change in cumulative essential destination accessibility for disadvantaged populations and accessibility for non-auto modes (within 30 minutes)**

Economic Development Factor Measures

- 70% of score – Assessment of progress made towards new economic development (new and expansion of existing)
- 30% of score – **Rate projects based on the extent to which the project is deemed to enhance access to critical intermodal locations, interregional freight movement, and/or freight intensive industries**

Land Use Coordination Factor Measures

- 50% of score – Degree to which project will support transportation efficient land use patterns and local policies
- **50% of score – Forecasted percentage change in the VMT per capita for the MPO region**

Summary of Findings from Pilot Test

- **Pilot scoring of sample projects conducted to test the application of the evaluation measures, factor weights, and overall prioritization process**
- **38 projects were selected representing typical projects expected to apply for HB2 funding including 2 transit projects**
- **Projects had already been funded and are either in construction or completed**
- **District and DRPT staff provided inputs to the evaluation based on local knowledge**

Key Findings of Pilot Scoring

- **Does not appear to be any clear biases based on area type or size of project.**
- **Projects with low “raw scores” can have high relative scores when cost is considered**
- **Projects tend to score well in a few but not all of the factors**
- **Highest raw score was 60.4 out of a possible 100 and the average raw score was 14.7 out of 100**
- **Refinement of language for ratings-based measures is necessary to improve consistency**
 - Original language for economic development resulted in wide disparity of the development considered

How it's funded.

HB 1887

- **HB 1887 removes the 40-30-30 formula put in place in by the 1986 Special Session legislation**
- **New construction formula established, effective FY 2021 available funds distributed:**
 - State of Good Repair – 45 percent
 - High-Priority Projects Program* – 27.5 percent
 - Highway Construction District Grant Programs* – 27.5 percent
- **In the interim, funds not programmed to projects are to be distributed 50/50 to the High-Priority Projects Program and Highway Construction District Grant Programs**

*(to be programmed according to HB 2 in FY17)

Funds Available for HB 2

(in millions)

HB 1887 Grant Programs	Percentage	6-Year Total
District Grant Program		\$392.6
<i>Bristol</i>	7.0%	27.7
<i>Culpeper</i>	6.2%	24.4
<i>Fredericksburg</i>	6.9%	26.9
<i>Hampton Roads</i>	20.2%	79.2
<i>Lynchburg</i>	7.1%	28.0
<i>Northern Virginia</i>	20.7%	81.4
<i>Richmond</i>	14.4%	56.7
<i>Salem</i>	9.6%	37.7
<i>Staunton</i>	7.8%	30.6
High Priority Projects Program (Statewide)		392.6
Total	100.0%	\$785.2

Next Steps

- **Updated Policy Guide Appendices posted to HB2 Website (virginiaHB2.org)**
- **Consideration of additional changes requested by CTB**
- **June CTB – Final process considered by Board**
- **July – Early coordination with VDOT and DRPT staff on candidate projects**
- **August through September – Applications submitted**