



2015 Committee Members

<i>Name</i>	<i>Representing</i>
E. Olsen*	Blacksburg Transit
J. Hurt**	City of Radford
K. Drake	Montgomery County
J. Linkous	Pulaski County
L. Martin	Floyd County
R. McCoy	Giles County
D. Brugh	NRVMPD
H. Spencer	Town of Glen Lyn
<i>Vacant</i>	Town of Rich Creek
B. Kast	Town of Narrows
R. Tawney	Town of Pearisburg
<i>Vacant</i>	Town of Pembroke
A. McClung	Town of Blacksburg
B. Helms	Town of Christiansburg
B. Parker	Town of Dublin
B. Pedigo	Town of Pulaski
<i>Vacant</i>	Town of Floyd
F. Streff	NRCC
R. Saville	Radford University
M. Dunn	Virginia Tech
G. Heinline	Pulaski Area Transit
B. Booth	Radford Transit
T. Trimble	VTTI
M. Gray	VDoT
D. Clarke	VDoT

* Indicates current Chairperson
 ** Indicates current Vice Chairperson

2015 Meeting Schedule:

- March 17th
- May 19th
- July 21st
- September 15th
- November 17th

Meeting Location:

New River Valley Business Center
 6580 Valley Center Drive
 Radford, VA 24141

Primary Staff Contact:

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 Director of Planning & Programs
 NRV Planning District Commission
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**New River Valley
 Transportation Technical Advisory Committee**

Meeting Agenda
 January 20, 2015 1:30 p.m.

CALL TO ORDER.....Chair Olsen

PUBLIC COMMENTS.....Open Floor

NEW BUSINESS.....Committee

- Local Projects Update – Members share the latest news on roadways, rail, air, transit, bicycle, and pedestrian improvements in their community.
- Elections: January 2015 – January 2017 Chair and Vice Chair
- House Bill 2 – develop input to be shared with the Secretary of Transportation’s office, to refine transportation project selection criteria.

STAFF REPORTS.....PDC Staff

- Ride Solutions
- NRVPCD Transportation Work Program FY16
- NRVPCD Name Change
- DRPT Section 5310 Program
- Upcoming Meetings:
 - January, MPO Passenger Rail Study Kick-off
 - February 12th, Livability Action Planning

OTHER BUSINESS AND ANNOUNCEMENTS.....Committee

ADJOURNMENT.....Chair Olsen



Funding the Right
Transportation Projects

House Bill 2 Implementation
Stakeholder Outreach Session
(Detailed Version)

This detailed version of the presentation is intended as a resource for stakeholders in advance of the session on January 8th. The presentation for the January 8th session will be condensed to facilitate meaningful discussion and input from stakeholders.



Purpose of the Upcoming Session

- **To engage local and regional government agency staff on House Bill 2 (HB 2) requirements and issues**
- **To gather input on potential measures and process being developed**
- **To discuss progress to date and where we are going next**

We want to know what you think!



Progress to Date

- **Literature Review**
- **Peer Exchange**
- **Survey released at Governor's Transportation Conference (278 respondents)**
- **Follow-up survey sent to MPO, PDC, and local officials and other stakeholders across the state (157 responses received so far)**
- **Various outreach sessions**
 - **MPO meetings**
 - **Virginia Transit Association**
 - **Fall Transportation Meetings**
 - **Governor's Transportation Conference**
 - **VACO/VML meeting**
 - **VTCA**
 - **VAMPO**
 - **VDOT Local Program's Workshop**

Background

HB2 Overview

- **HB2 directs the Commonwealth Transportation Board to develop and implement a statewide process to identify, score and select projects for funding by July 1, 2016**
- **HB2 identifies five factors that will help evaluate future transportation projects. The CTB must use quantifiable and objective measures for the following factors:**
 - **Safety**
 - **Congestion mitigation**
 - **Accessibility**
 - **Environmental quality**
 - **Economic development**
- **Sixth Factor for areas with over 200,000 people**
 - **Land use and transportation coordination**

HB2 Implementation *Schedule*

- **Dec 2014/Feb 2015:**
 - Regional Meetings: Work with stakeholders to develop process and measures recommendations
 - Project website – *coming this month*
- **March 2015:** Release of draft process and measure recommendations at Commonwealth Transportation Board meeting
- **March - May 2015:** Continue public outreach
 - Surveys
 - Six-Year Improvement Program hearings for feedback
- **June 2015:** CTB approval of HB2 implementation procedures
- **August 2015 - Dec 2016:** Project submittals and evaluation
- **Jan 2016 – June 2016:** Six Year Program Development
- **July 1, 2016:** CTB project selection according to HB2 becomes effective



Background

HB2 Overview - Funding

- **House Bill 2 does not change the allocation of funds**
- **Funds that must be prioritized include state and federal highway funds**
- **Legislation excludes the following types of funding from the prioritization process**
 - Revenue Sharing
 - Northern Virginia and Hampton Roads regional revenues
 - CMAQ federal funds
 - RSTP federal funds
 - Highway Safety federal funds
 - Transportation Alternatives federal funds
 - Secondary and urban formula funds
 - State Mass Transit Capital and Operating Funds
 - FTA Formula Funds

- **Project types included:**

- **Highway improvements**

- Widening projects
- Operational improvements
- Access management
- Turn lanes

- **Transit and rail capacity expansion projects**

- **Transportation demand management**

- Van Pools
- Park & Ride facilities
- Telecommuting

- **Passenger Rail**

- **Project types excluded:**

- **Structurally deficient bridges**
- **Reconstructive paving**
- **Routine maintenance**
- **Transit and Rail State of Good Repair projects**

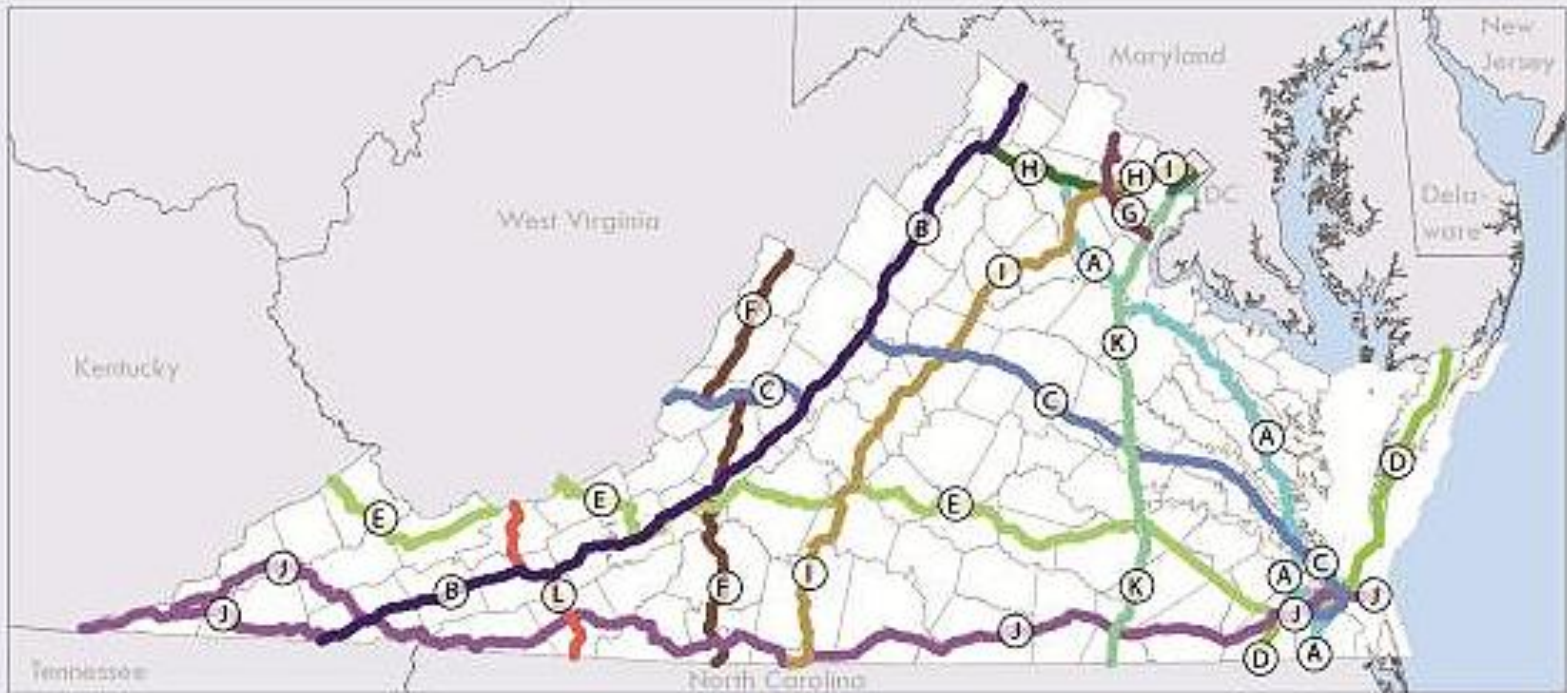
Project Eligibility and Screening

- **Projects will be screened to see if they meet a capacity need identified in VTrans 2040 for the following areas:**
 - **Corridors of Statewide Significance**
 - **Regional Networks**
 - **Improvements to promote Urban Development Area**
- **Only projects that pass the screening will be scored**



Funding the Right
Transportation Projects

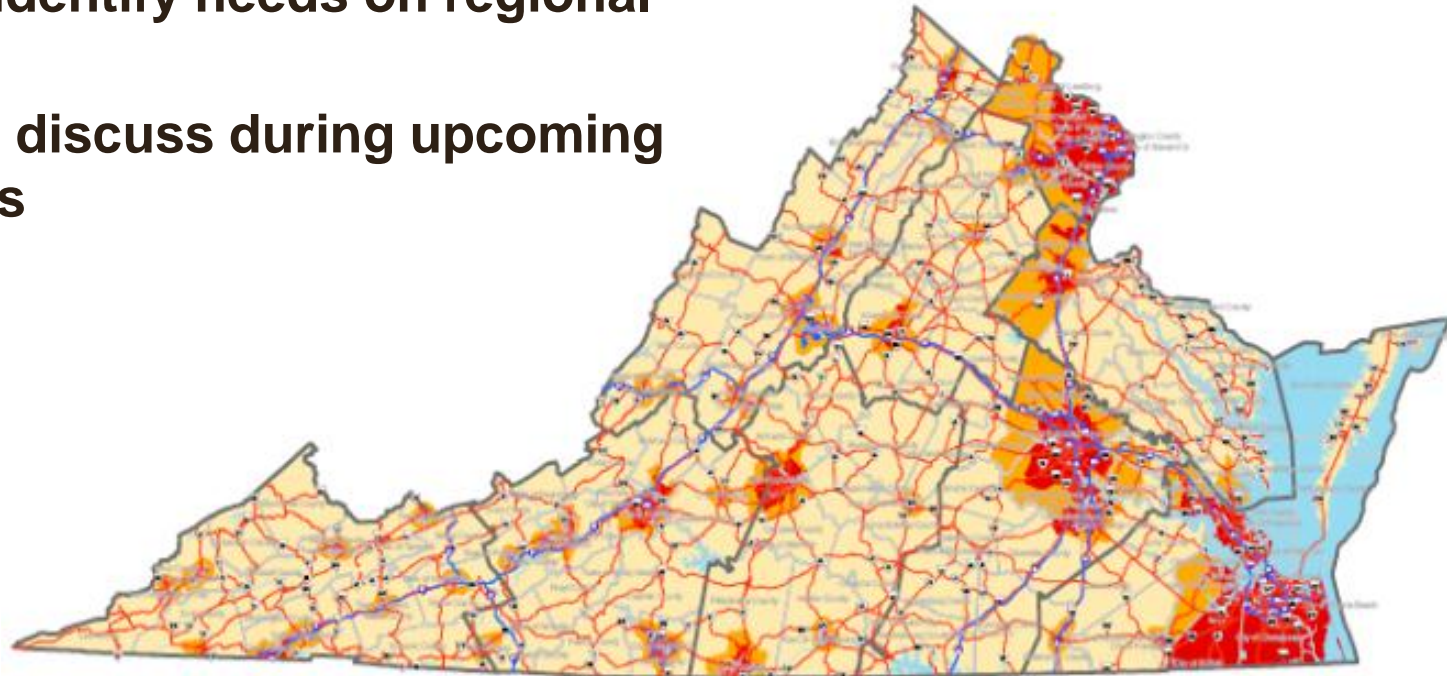
Project Eligibility and Screening Corridors of Statewide Significance



- | | | | |
|---------------------------------|--|---------------------------------------|--|
| (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) |

Project Eligibility and Screening *Regional Networks*

- Intent is to focus on multimodal network that facilitates travel within urbanized areas
- VTrans will identify needs on regional networks
 - CTB will discuss during upcoming meetings



Project Eligibility and Screening

Urban Development Areas

- 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.





Project Eligibility and Screening Project Solicitation

Recommendation for eligible agencies to submit projects:

- **Type of agency is based on capacity need being addressed by the project:**
 - Capacity needs on Corridors of Statewide Significance – only regional entities may submit projects
 - Capacity needs on Regional Networks – both regional entities and local governments may submit projects
 - Improvements to promote Urban Development Areas – only local governments may submit projects



Funding the Right
Transportation Projects

Weighting Factor Areas

- **Projects will be considered against other projects on a statewide basis**
- **CTB will weight factors differently for each region**
- **At a minimum the CTB must weight the factors by the construction districts**
- **Several options may be considered by the CTB:**
 - **District-based weighting of factors**
 - **Urban and rural weighting of factors**
 - **PDC-based weighting of factors**
 - **PDC and MPO-based weighting of factors**

Factor	Weighting
Congestion mitigation	15%
Economic development	30%
Accessibility	15%
Safety	30%
Environmental quality	10%
TOTAL	100%

SAMPLE



Funding the Right
Transportation Projects

Weighting Factor Areas

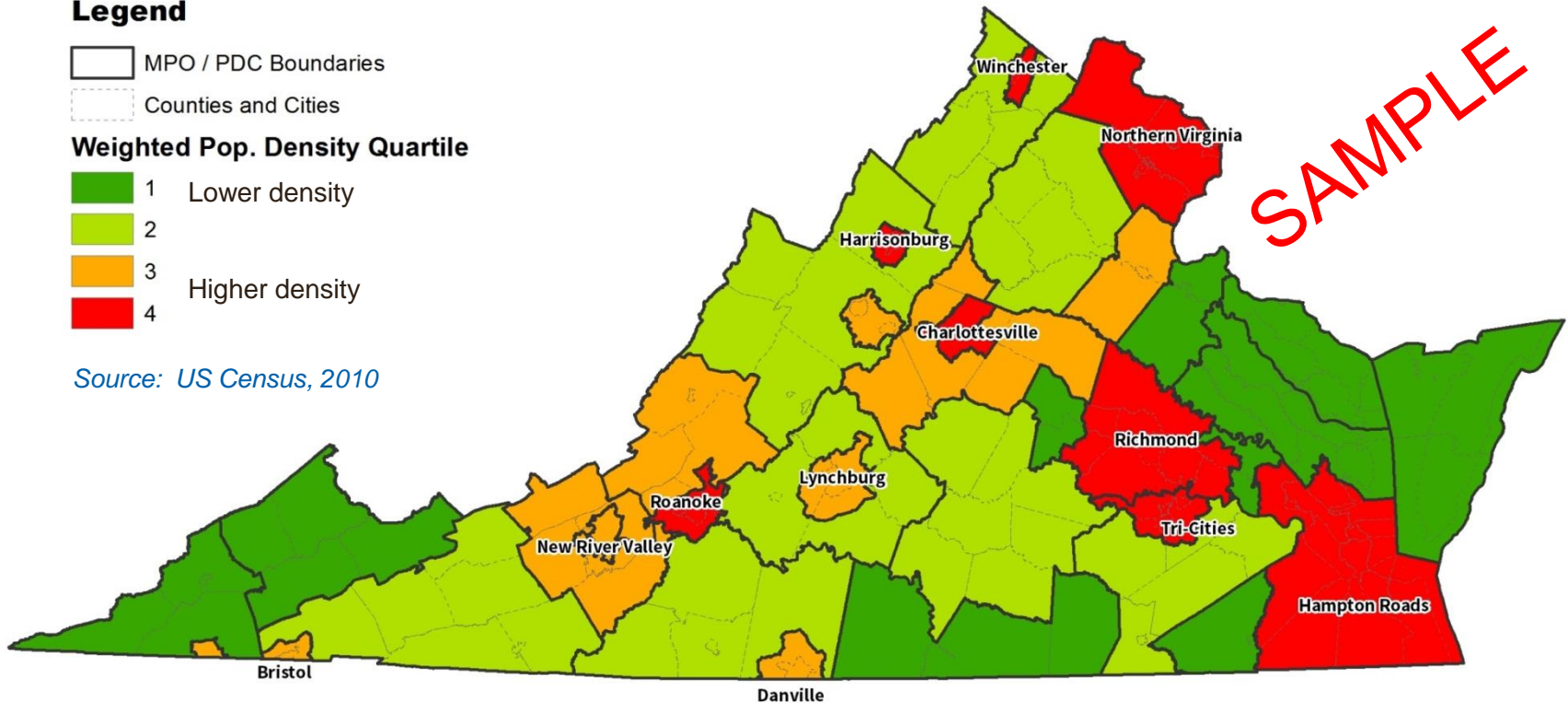
Legend

- MPO / PDC Boundaries
- Counties and Cities

Weighted Pop. Density Quartile

- 1 Lower density
- 2
- 3 Higher density
- 4

Source: US Census, 2010



Analysis of various indicators, including population density, at the PDC and MPO level is being used to facilitate CTB's discussion about possible area types

Weighting Factor Areas - Geographic Scale

- **Across the Commonwealth there are significant variances regarding transportation outcomes and needs**
- **Using too many weighting frameworks would reduce the transparency and ease of use of the HB2 process**
 - For example, if each MPO and PDC had their own weighting frameworks there would be 35 frameworks
- **Recommendation for weighting factor areas:**
 - **Develop 4 weighting frameworks based on analysis of relevant factors across the Commonwealth including population growth, density, safety, economic performance, pollution, etc.**
 - **Allow MPOs and PDCs to select which one of the 4 weighting frameworks they would like to apply within their boundaries for projects**



Funding the Right
Transportation Projects

Weighting Factor Areas - Example

Factor	Accessibility	Congestion Mitigation	Economic Development	Environmental Quality	Safety	Land Use
Large Urban*	Medium	High**	Low	Low	Medium	Low
Other Urban	High	Medium	Low	Low	Medium	Medium
Rural 1	High	Low	Medium	Low	High	
Rural 2	Medium	Low	High	Low	High	

Low ≤ 15% < Medium < 25% ≤ High

Note* - For metropolitan planning areas with a population over 200,000 (TPB, HRTPO, RRMPO, FAMPO, RVTPO), the prioritization process shall also include a factor based on the quantifiable and achievable goals in VTrans (referred to as the Transportation-Land Use Coordination factor).

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



HB2 Implementation - Measures

- **Transparent and understandable process**
 - Easy to communicate to project sponsors
 - Ability to evaluate projects with available resources
- **Measures applicable statewide and across modes**
- **Meet implementation schedule**
 - Establish process that can be implemented in Year 1 and improved over time



Potential Measures

Factor Areas

- **Safety**
- **Congestion mitigation**
- **Accessibility**
- **Environmental quality**
- **Economic development**
- **Land use and transportation coordination (areas with over 200,000 people)**

HB2 Implementation - Measures

Types of Measures

- **Measures Relating to Presence of Addressable Conditions (Existing Conditions)**
 - Typically data driven
 - Can be mapped – based on where project is located
- **Measures Relating to Project Benefits**
 - Some benefits can be quantified – Project benefits can be calculated numerically
 - Some benefits are qualitative or rating-based – Project benefits are rated based on project definition consistency with factor objectives

Potential Measures

Safety

- **Located in corridor/area that currently experiences:**
 - High severe injury or fatal crash density (per mile)
 - High severe injury or fatal crash rate (per VMT)
 - Is on or part of an evacuation route
- **Potential of a project to:**
 - Reduce fatal crashes or crashes with injuries
 - Improve cyclist and pedestrian safety
 - Address a transit safety issue
 - Mitigate conflicts between modes
 - Shift Users to a safer mode of transportation
 - Address potential natural hazards associated with climate change

Potential Measures

Congestion Mitigation

- **Located in corridor/area that currently experiences:**
 - High intensity of congestion
 - Long duration of congestion
 - Experiencing a broad extent of congestion (distance)
- **Potential of a project to:**
 - Benefit a larger number of users
 - Increase travel time reliability
 - Reduce travel/peak hour delay
 - Increase transit ridership
 - Reduce travel in severe congestion
 - Reduce number of auto trips, such as by diverting auto trips to other modes
 - Increase person-throughput

Potential Measures

Accessibility

- **Located in corridor/area that currently:**
 - Serves areas with high density of population
 - Has good proximity to activity centers
- **Potential of a project to:**
 - Enhance access to job centers
 - Promote regional connection or connect communities
 - Promotes access to non-work activity centers (food, entertainment, schools, tourism, jobs, residences, etc.)
 - Increase business access to employees
 - Increase multimodal connections, improve walkability or biking, increase HOV, ridesharing, etc.
 - Enhances access to traveler information (dynamic message signs, information kiosks, 511 information, etc.)

Potential Measures

Environmental Quality

Project definition or location expected to:

- **Minimize environmental impacts to:**
 - Natural resources, such as streams, wetlands, threatened and endangered species, agriculture, protected lands, etc.
 - Cultural and historic resources and properties
 - Noise impacts
- **Supports environmental justice**
- **Minimizes the need for additional right-of-way acquisition**
- **Provide reductions in air quality emissions or energy use by promoting alternative modes of travel**

Potential Measures

Economic Development

Extent to which project:

- Supports local economic development strategies
- Supports expected population growth
- Supports distressed areas
- Provides access to labor markets
- Positively impacts land values
- Improves the movement of freight and goods

Potential for:

- Long-term job creation
- Productivity or increased productivity
- Promotion of future economic growth
- Reduction of transportation costs per commuter



Potential Measures

Land Use Coordination and Transportation

- **Potential of project to:**
 - **Improve jobs/housing balance (promoting shorter commutes)**
 - **Increase number of jobs with access to transit and HOV**
 - **Reduce vehicle miles traveled (VMT)**

- **Extent to which project:**
 - **Increases access to bicycle or pedestrian facilities**
 - **Increases multimodal travel options**
 - **Other suggestions**

Evaluation of Co-Funded Projects

- **House Bill 2 requires that the benefits produced by a project be analyzed on a basis of relative costs**
- **Which costs should be considered when determining a project's relative benefit to its costs?**
 - **Total cost of a project**
 - **Cost of a project minus any non-state controlled funding**
 - **State cost to complete project, excluding toll-based financing costs, and non-state controlled funding sources**
 - **Should all tolls be treated the same? HOT Lanes vs. full facility tolling**
 - **Cost of a project minus non-state funding sources, toll-based financing costs, and exempt state funding sources**

Evaluation of Co-Funded Projects

- **Staff recommended to the CTB that funds directly under the control of the CTB be included and other funds be excluded from a project's cost for purposes of determining the project's relative benefits**
- **Excluded funds would include:**
 - Non-state public funding (local and regional funds)
 - Private equity
 - Federal Regional Surface Transportation Program funds and Congestion Mitigation Air Quality funds controlled by MPOs
- **Included funds:**
 - Federal Highway Safety Improvement Program
 - State revenue sharing program funds
- **No recommendation at this time on toll-based financing**



Evaluation of Co-Funded Projects – Project Examples

- Project Example #1**

Fund Category	Fund Types	Total Project Cost (Funding) (\$Millions)	Project Cost minus Exempt Non-State controlled Funds (\$Millions)	Project Cost Minus All Exempt Funds (\$Millions)
HB2 Eligible Funds	NHS, IM	\$2.6	\$2.6	\$2.6
HB2 Exempt (State Controlled)	HSIP	\$1.1	\$1.1	
HB2 Exempt (Non-State Controlled)	Urban Formula, Local Project Contributions	\$2.4		
Totals		\$6.1	\$3.7	\$2.6



Evaluation of Co-Funded Projects – Project Examples

- Project Example #2**

Fund Category	Fund Types	Total Project Cost (Funding) (\$Millions)	Project Cost minus Exempt Non-State controlled Funds (\$Millions)	Project Cost Minus All Exempt Funds (\$Millions)
HB2 Eligible Funds	NHPP, NHS, CPR Bonds, Primary Formula, EB	\$40.8	\$40.8	\$40.8
HB2 Exempt (State Controlled)	PTF	\$1.9	\$1.9	
HB2 Exempt (Non-State Controlled)	RSTP, Revenue Sharing	\$15.0		
Totals		\$57.7	\$42.7	\$40.8



Evaluation of Co-Funded Projects – Project Examples

- Project Example #3**

Fund Category	Fund Types	Total Project Cost (Funding) (\$Millions)	Project Cost minus Exempt Non-State controlled Funds (\$Millions)	Project Cost Minus All Exempt Funds (\$Millions)
HB2 Eligible Funds	Primary Formula	\$12.3	\$12.3	\$12.3
HB2 Exempt (State Controlled)	PTF, Bridge	\$0.6	\$0.6	
HB2 Exempt (Non-State Controlled)	Local Project Contributions, SAFETEA-LU Earmark, Fed Dem, Special Grant, RSTP	\$404.0		
Totals		\$416.9	\$12.9	\$12.3



Evaluation of Co-Funded Projects – Project Examples

- Project Example #4**

Fund Category	Fund Types	Total Project Cost (Funding) (\$Millions)	Project Cost minus Exempt Non-State controlled Funds (\$Millions)	Project Cost Minus All Exempt Funds (\$Millions)
HB2 Eligible Funds	NHPP, STP, CPR Bonds, Primary Formula	\$16.9	\$16.9	\$16.9
HB2 Exempt (State Controlled)	Bridge	\$0.9	\$0.9	
HB2 Exempt (Non-State Controlled)	Local Project Contributions	\$16.6		
Totals		\$34.4	\$17.8	\$16.9



Annual HB2 Cycle

- **August**
 - Notification of type and amount of funds expected to be available for HB2 prioritization
 - Call for HB2 candidate project applications to screen and score
 - VDOT District/DRPT coordination/consultation with stakeholders
- **September/October**
 - HB2 candidate project applications due to be screened and scored
- **November/December**
 - HB2 candidate projects are screened and scored
- **January**
 - Results of HB2 screening/scoring presented to CTB and public
 - CTB identifies priority projects for HB2 funding
- **February**
 - CTB member coordination on HB2 programming
- **April**
 - Draft SYIP presented to CTB
 - Public hearings
- **May**
 - Adjustments considered for HB2 programming
- **June**
 - CTB adopts SYIP



Other Process Issues for Discussion

- **Application process**
- **Screening and scoring process**
- **Changes to selected projects**
 - **Cost**
 - **Scope**
 - **Funding availability**
- **Project readiness**



Conclusion

Next Steps

- **Dec 2014/Feb 2015:** Regional meetings to work with stakeholders to develop process and measures recommendations
- **March 2015:** Release of draft process and measure recommendations at Commonwealth Transportation Board meeting
- **March - May 2015:** Continue stakeholder and public outreach

To submit comments on HB2 process or measures, please send an e-mail to:

Transportation1@governor.virginia.gov