HB2 and HB1887 Update

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Deputy Secretary of Transportation
April 20, 2015
HB2 Legislation

- Requires Commonwealth Transportation Board to adopt statewide prioritization process to evaluate projects for funding
- Process must be used to develop FY17-22 Six-Year Improvement Program
- Applies to flexible funds used to enhance or expand transportation capacity
- Does not apply to maintenance, major rehabilitation, and specialized programs
HB2 Legislation

- Board required to consider the following factors:
  - Congestion mitigation
  - Economic development
  - Accessibility
  - Safety
  - Environmental quality
  - Land use coordination (in areas over 200,000)

- Board required to weight factors based on needs of various areas within the Commonwealth
HB2 Public Outreach

- Significant public outreach has been undertaken
  - 18 CTB hearings on SYIP and HB2 in 2014
  - 9 regional stakeholder meetings in 2015
  - Met with the boards of all 14 Virginia MPOs and many Planning District Commissions
  - Presentations at relevant conferences
- Board continues to solicit additional public comment
  - 9 additional CTB hearings on SYIP and HB2 in the next 4 weeks
### Factor Weighting Frameworks

<table>
<thead>
<tr>
<th>Factor</th>
<th>Congestion Mitigation</th>
<th>Economic Development</th>
<th>Accessibility</th>
<th>Safety</th>
<th>Environmental Quality</th>
<th>Land Use</th>
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<tbody>
<tr>
<td>Category A</td>
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<td>25%</td>
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<td>Category D</td>
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<td>20%</td>
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</tbody>
</table>

**Note** – For metropolitan planning areas with a population over 200,000 (TPB, HRTPO, RRTPO, 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.
Draft Area Types

Legend
- VDOT District Boundaries
- MPO/PDC Boundaries
- Counties and Cities

DRAFT HB2 Weighting Typologies
- Category A
- Category B
- Category C
- Category D
Project Scoring

Project benefits are to be examined relative to a project’s cost.

Board is considering whether total funding or only HB2 eligible funds should be considered in such determination.
Project Scoring

- Project’s score is also relative to the benefits of the other projects submitted for evaluation.
- Highest measure value will be given a score of 100.

<table>
<thead>
<tr>
<th>Congestion Mitigation: C.2: Reduction in Person Hours of Delay</th>
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<tbody>
<tr>
<td></td>
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<tr>
<td>Project 1</td>
</tr>
<tr>
<td>Measure Value</td>
</tr>
<tr>
<td>Measure Score</td>
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</table>
Draft 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 100M vehicle miles traveled

• **Congestion Mitigation Factor**
  - 50% of score – Reduction in person hours of delay along the corridor
  - 50% of score – Increase in person throughput in the corridor
Draft Measures

• Accessibility Factor
  – 60% of score – Increase in the cumulative access to jobs within 45 minutes
  – 20% of score – Increase in the cumulative access to essential destinations within 30 minutes
  – 20% of score – Increase in the access to travel options in the corridor
Draft Measures

- Economic Development Factor
  - 70% of score – Support for new or expanded economic development activity within the project area
  - 30% of score – Improved freight and intermodal efficiency
- Environmental Factor
  - 50% of score – Degree to which a project is likely to improve air quality and/or reduce GHG emissions
  - 40% of score – Increase in cumulative access to jobs within 45 minutes for disadvantaged populations
  - 10% of score – Increase in the cumulative access to essential destinations within 30 minutes for disadvantaged populations
Draft Measures

• Land Use Factor
  – 50% of score – Degree to which project will support transportation efficient land-use patterns and local policies
  – 50% of score – Degree to which regionally adopted long-range plan reduces or minimizes growth in per-capita vehicle miles travelled (excluding trips that start and end outside of the region)
Project Screening

- **High Priority Projects Program**
  - Meet a need identified in Vtrans2040 for a corridor of statewide significance or a regional network

- **Construction District Grant Program**
  - Meet a need identified in Vtrans2040 for:
    - Corridor of statewide significance
    - Regional network
    - Urban development area
    - Safety deficiency
Draft HB2 Process - Timeline for Implementation

Anticipated HB2 Yearly Cycle

- **APRIL**: Release Draft SYIP
- **APRIL–MAY**: Hold SYIP Public Hearings to gather input
- **MAY**: Release Revised SYIP
- **JUNE**: CTB Considers Final SYIP
- **JULY**: Early Coordination with VDOT/DRPT on Candidate Projects
- **AUGUST–SEPTEMBER**: Solicit Candidate Projects from Local Governments and Regional Entities
- **OCTOBER–JANUARY**: Screen and Evaluate Projects per HB2 Process
- **OCTOBER**: Project Applications Due
- **FEBRUARY–APRIL**: CTB Considers Evaluated Project for Inclusion in the Six Year Improvement Program (SYIP)
- **JANUARY**: Release Evaluation of Projects
HB2 Implementation

- **Draft process was released in March, including proposed**
  - Measures for each factor area
  - Weighting for each MPO and PDC
  - Schedule and application process
  - More information can be found at [www.VirginiaHB2.org](http://www.VirginiaHB2.org)

- **VDOT and DRPT staff are pilot testing draft HB2 process on 39 projects that have been constructed or are under construction**
# Overview of Pilot Projects

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<tr>
<th>Typology</th>
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<th>B</th>
<th>C</th>
<th>D</th>
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<td>Train Station</td>
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<td>Bus Expansion</td>
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<td>Fixed Route Transit</td>
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<td>New Location Roadway</td>
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<td>Widen Existing Roadway</td>
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<td>Reconstruction w/ Added Capacity</td>
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<td>Interchange Improvements</td>
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<td>Bridge Replacement</td>
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<td>Safety</td>
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<td>Multimodal – Park and Ride</td>
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<td>6</td>
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HB1887 Implications

- Repeals primary, secondary and urban formula programs
- Sunsets the $500M “off-the-top” CTB formula
- Implements a new formula for allocation of construction funds starting in FY2021
  - Provides for a transition in FY16-FY20
- All capacity funds are no longer discretionary on a statewide basis
HB1887 Implications

HB1887 establishes new construction formula that applies to all state and federal construction

- First funds are used for crossover, debt service, and specialized programs
- Remaining funds are allocated as follows:
  - 45% will be made available to individual districts based for major rehab of deficient pavements and bridges
  - 27.5% will be for high priority projects through statewide HB2 evaluation process
  - 27.5% will be distributed to districts and projects will be selected through district HB2 process
# HB1887 Implications

<table>
<thead>
<tr>
<th>HB1887 Construction Programs</th>
<th>Percentage</th>
<th>FY16 to FY21 Total</th>
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<tbody>
<tr>
<td>District Grants</td>
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<tr>
<td>Bristol</td>
<td>7.0%</td>
<td>$27.7M</td>
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<tr>
<td>Culpeper</td>
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<td>Fredericksburg</td>
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<td>Hampton Roads</td>
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<td>Lynchburg</td>
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<td>Northern Virginia</td>
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<td>Richmond</td>
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<td>Salem</td>
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<td>High Priority Projects Program</td>
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<td><strong>TOTAL</strong></td>
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<td><strong>$785.2M</strong></td>
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HB2 Next Steps

- April/May–
  - Public comment on draft will be solicited
  - Six-Year Improvement Program hearings
- May CTB – Pilot Results and process revisions presented
- June CTB – Final process considered by Board