Life Cycle of a Candidate Project

How it’s planned.  How it’s scored.  How it’s funded.
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

Coastal Corridor (Route 17)
Crescent Corridor (I-64)
Eastern Shore Corridor (Route 13)
Heartland Corridor (US 460)
North Carolina to West Virginia Corridor (Route 220)
North-South Corridor (New)
Northern Virginia Corridor (I-66)
Seminole Corridor (Route 29)
Southside Corridor (Route 58)
Washington to North Carolina Corridor (I-95)
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>
</tr>
<tr>
<td>Regional Network</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes, with a resolution of support from relevant entity</td>
</tr>
<tr>
<td>Urban Development Area</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</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.
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 on one of several weighting frameworks depending on location in Commonwealth – NOVA is in category A.

<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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<td>15%</td>
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<td>20%</td>
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<td>Category C</td>
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<td>Category D</td>
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<td>15%</td>
<td>30%</td>
<td>10%</td>
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</table>

^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

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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