



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

HB2 and HB1887 Update

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Virginia Department of Rail and Public Transportation



HB2 Legislation

- **Requires Commonwealth Transportation Board to adopt statewide prioritization process to evaluate projects for funding**
- **Process must be used to developed 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




Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	35%**	10%	25%	10%	10%	10%*
Category B	15%	20%	25%	15%	10%	15%*
Category C	10%	20%	30%	30%	10%	
Category D	10%	30%	20%	30%	10%	

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.

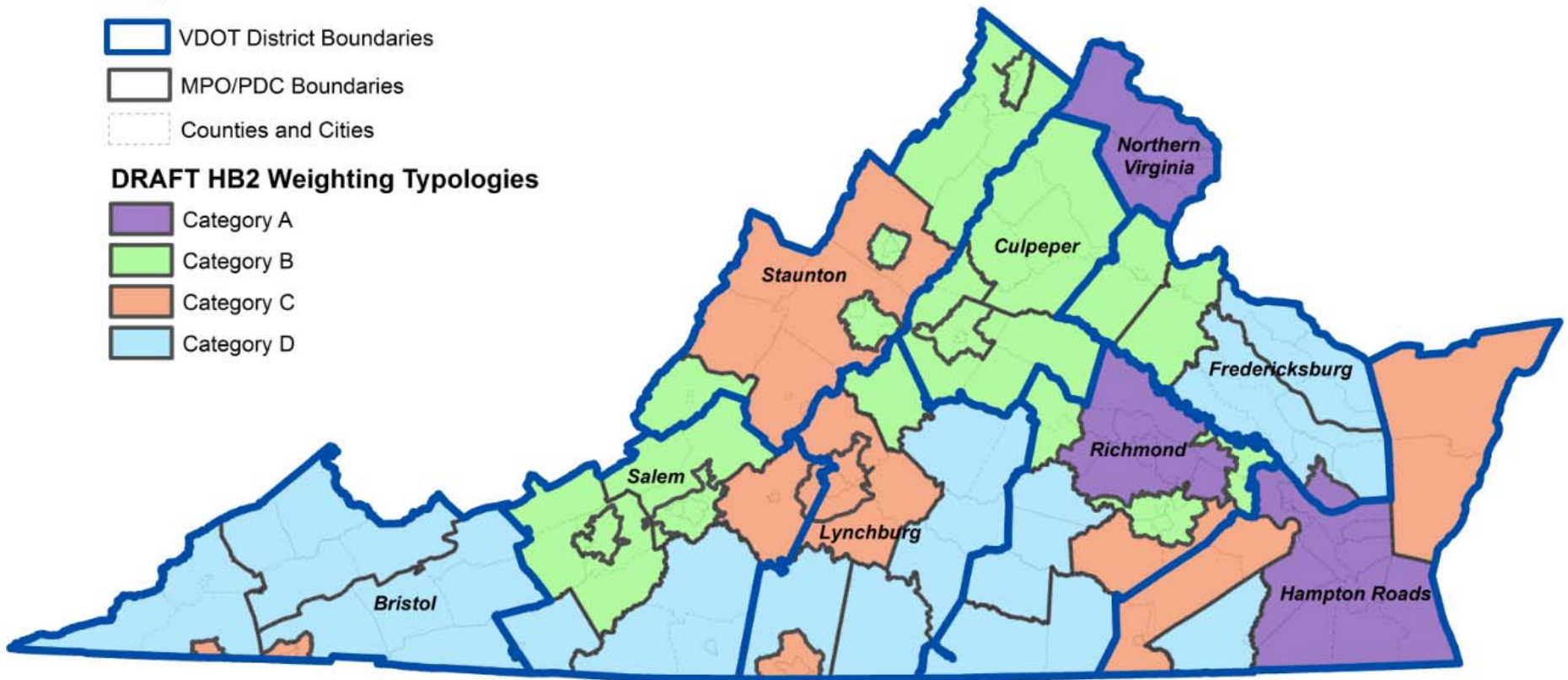
Draft Area Types

Legend

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

DRAFT HB2 Weighting Typologies

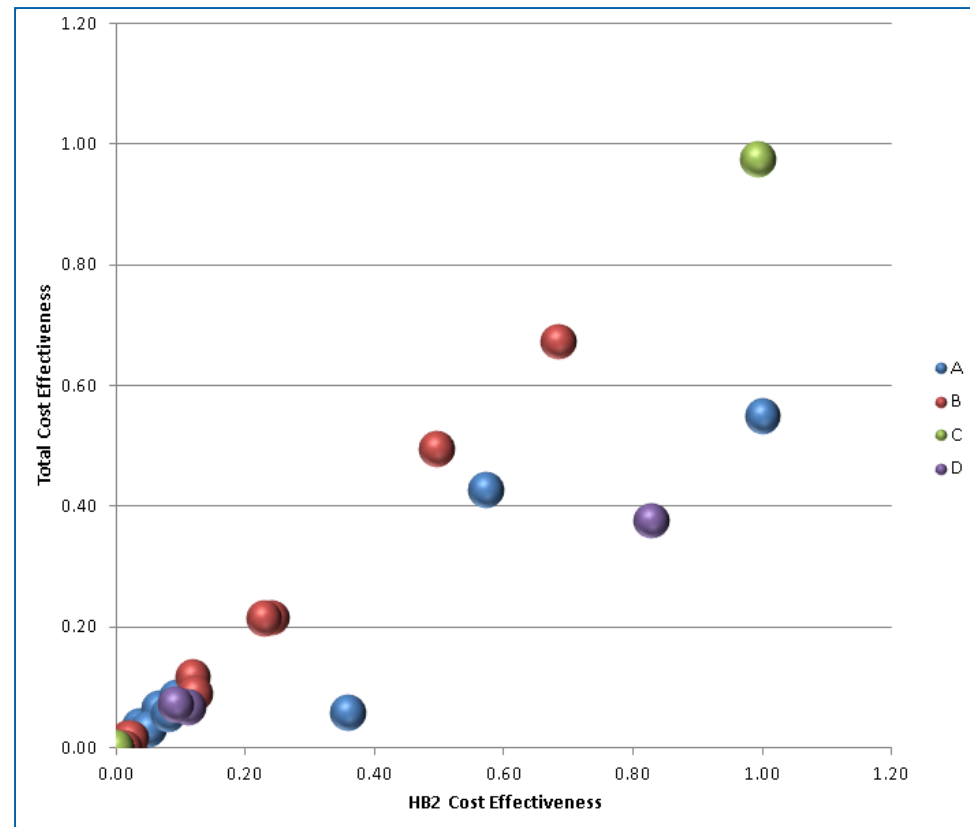
-  Category A
-  Category B
-  Category C
-  Category D



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

Congestion Mitigation: C.2: Reduction in Person Hours of Delay			
	Project 1	Project 2	Project 3
Measure Value	10 Hrs	500 Hrs	900 Hrs
Measure Score	1.1	55.5	100

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**

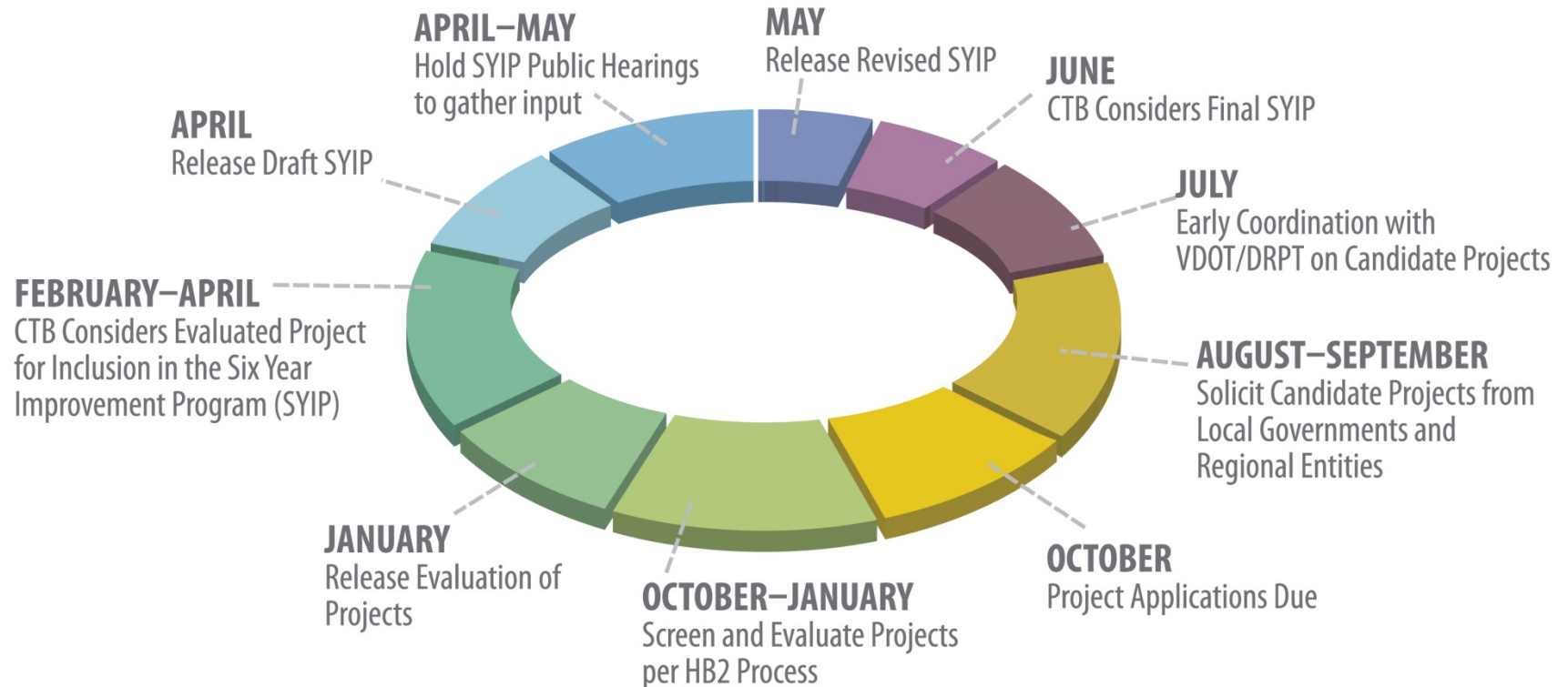
- **50% of score – Degree to which project will support transportation efficient land-use patterns and local policies**
- **50% of score – Degree to which regionally adopted long-range plan reduces or minimizes growth in per-capita vehicle miles travelled (excluding trips that start and end outside of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



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
- **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

Typology	A	B	C	D	Total
Train Station	1				1
Bus Expansion	1				1
Fixed Route Transit	1				1
New Location Roadway		2			2
Widen Existing Roadway	8	4	2	1	15
Reconstruction w/ Added Capacity				1	1
Interchange Improvements	4	8	2	1	15
Bridge Replacement			1		1
Safety			1		1
Multimodal – Park and Ride		1			1
Total	15	15	6	3	39

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

HB1887 Construction Programs	Percentage	FY16 to FY21 Total
District Grants		
Bristol	7.0%	\$27.7M
Culpeper	6.2%	\$24.4M
Fredericksburg	6.9%	\$26.9M
Hampton Roads	20.2%	\$79.2M
Lynchburg	7.1%	\$28.0M
Northern Virginia	20.7%	\$81.4M
Richmond	14.4%	\$56.7M
Salem	9.6%	\$37.7M
Staunton	7.8%	\$30.6M
High Priority Projects Program		\$392.6M
TOTAL		\$785.2M

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**