



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

# Picking the Right Projects: House Bill 2 and VTrans2040

Nick Donohue

Deputy Secretary of Transportation

June 26, 2014



# Picking the Right Projects

- **Transportation is not an end unto itself but a means to an end**
- **Functioning system is critical to Virginia's economic growth and competitiveness**
  - **Efficient movement of goods produced by Virginia businesses**
  - **Attracting a talented and skilled workforce for the 21<sup>st</sup> century**
- **Transportation investments should advance this goal**

# What Does House Bill 2 Require?

- **Directs the Commonwealth Transportation Board to develop a statewide prioritization process**
- **Board must use quantifiable and objective measures for the following factors:**
  - **Congestion mitigation**
  - **Economic development**
  - **Accessibility**
  - **Safety**
  - **Environmental quality**
  - **Land use and transportation coordination**

# House Bill 2 – How are measures scored?

- **Board will weight measures differently for each region**
- **At a minimum the Board must weight the factors by the construction districts**
- **Projects will be considered against other projects on a statewide basis**

<b>Example District</b>	<b>Weighting</b>
Congestion mitigation	15%
Economic development	30%
Accessibility	15%
Safety	30%
Environmental quality	10%
TOTAL	100%

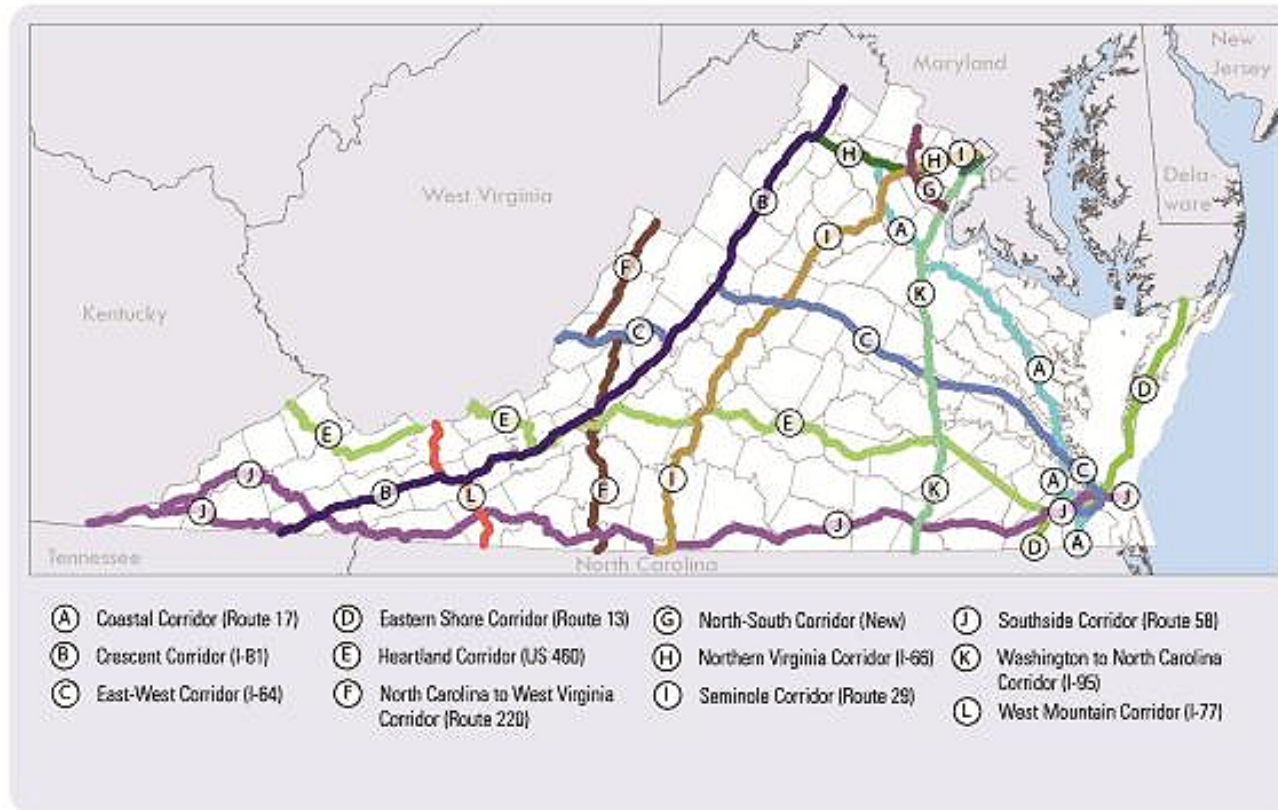
# House Bill 2 - Funding

- **Funds that must be prioritized include state and federal highway funds**
- **Legislation excludes reconstruction and rehabilitation projects, certain federal funding sources, revenue sharing program, and secondary/urban formula funds**
- **Funding allocations under the CTB \$500M formula still apply and funds will be prioritized within the following allocations**
  - **High Priority Projects**
  - **Public-Private Partnerships**
  - **Smart Roadway Projects**

# House Bill 2 – Screening Process

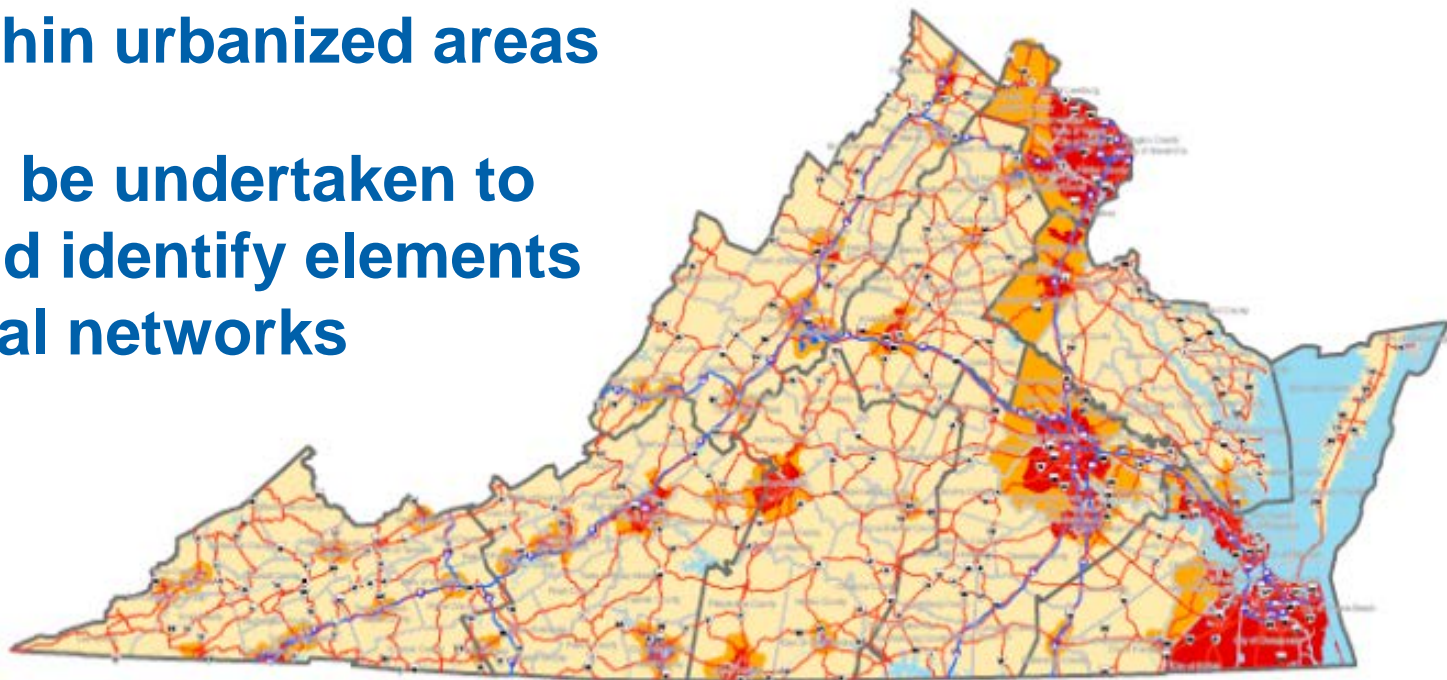
- **Only projects that meet a capacity need identified in VTrans 2040 will be prioritized**
  - **Corridors of Statewide Significance**
  - **Regional Networks**
  - **Improvements to promote urban development areas**
- **Board must consider highway, transit, rail, road, operational improvements and transportation demand management projects**

# Corridors of Statewide Significance



# Regional Networks

- Intent is to focus on multimodal network that facilitates intra-regional travel within urbanized areas
- Work will be undertaken to define and identify elements of regional networks





# Urban Development Areas

---

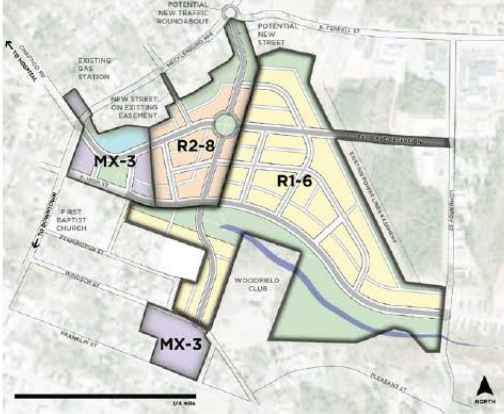
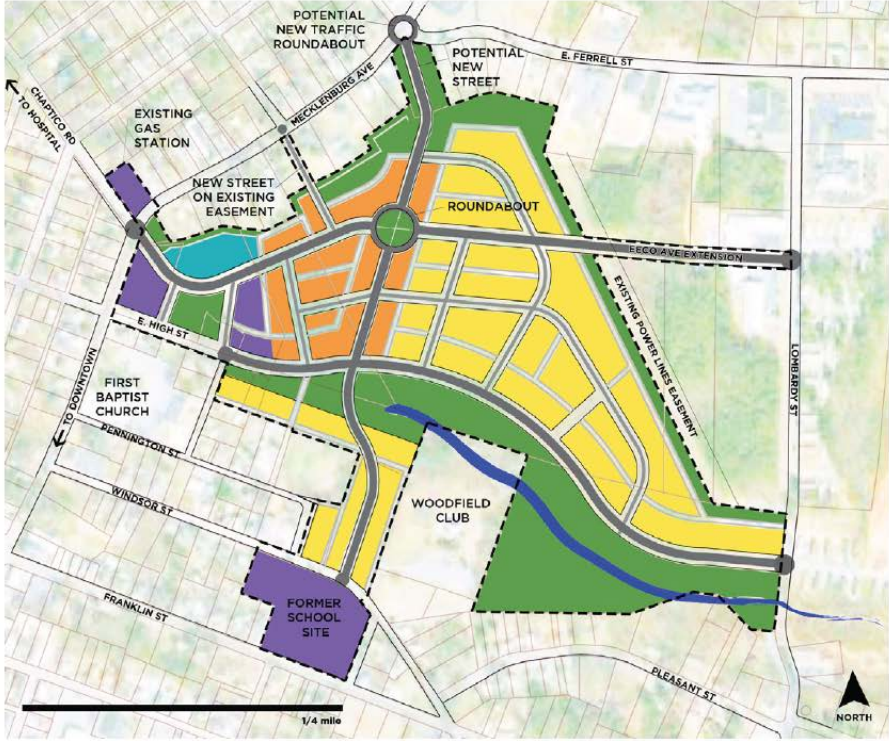
- **Areas voluntarily designated by local governments as prime areas for future economic growth pursuant to 15.2-2222.1**
- **Must contain transportation efficient land use principles, including**
  - **Mixed-use land use**
  - **Interconnected streets**
  - **Moderately compact growth**

# Urban Development Areas

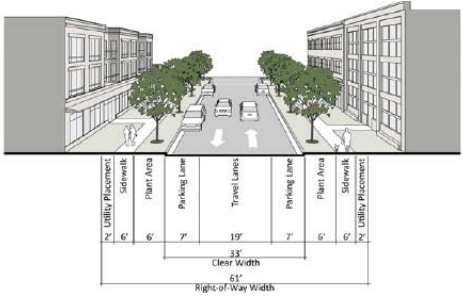
---

- **Currently designated in both rural and urban areas. Examples include:**
  - **Cumberland County**
  - **Bedford County**
  - **Fauquier County**
  - **Gloucester County**
  - **Mecklenburg County**
  - **Stafford County**
  - **City of Martinsburg**
  - **Town of Blacksburg**

# Urban Development Areas: Mecklenburg County/Town of South Hill



**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.



# House Bill 2 – Public Input

---

- **There will be significant public input as the process is developed**
  - **Public meetings**
  - **MPO and PDC meetings**
  - **Association meetings**
  - **Other public events**
- **Regional workshops will be held on draft recommendations in winter/spring 2014-2015**

# House Bill 2 – Moving Forward

- **Secretary Layne established Executive Workgroup to oversee implementation with focus on**
  - **Identify impacts to the Six-Year Improvement Program**
  - **Measuring outcomes for required factors**
  - **Coordinating with local governments and regions on weighting of factors**
  - **Developing a process to solicit candidate projects for screening and prioritization**

# House Bill 2 – Six-Year Improvement Program

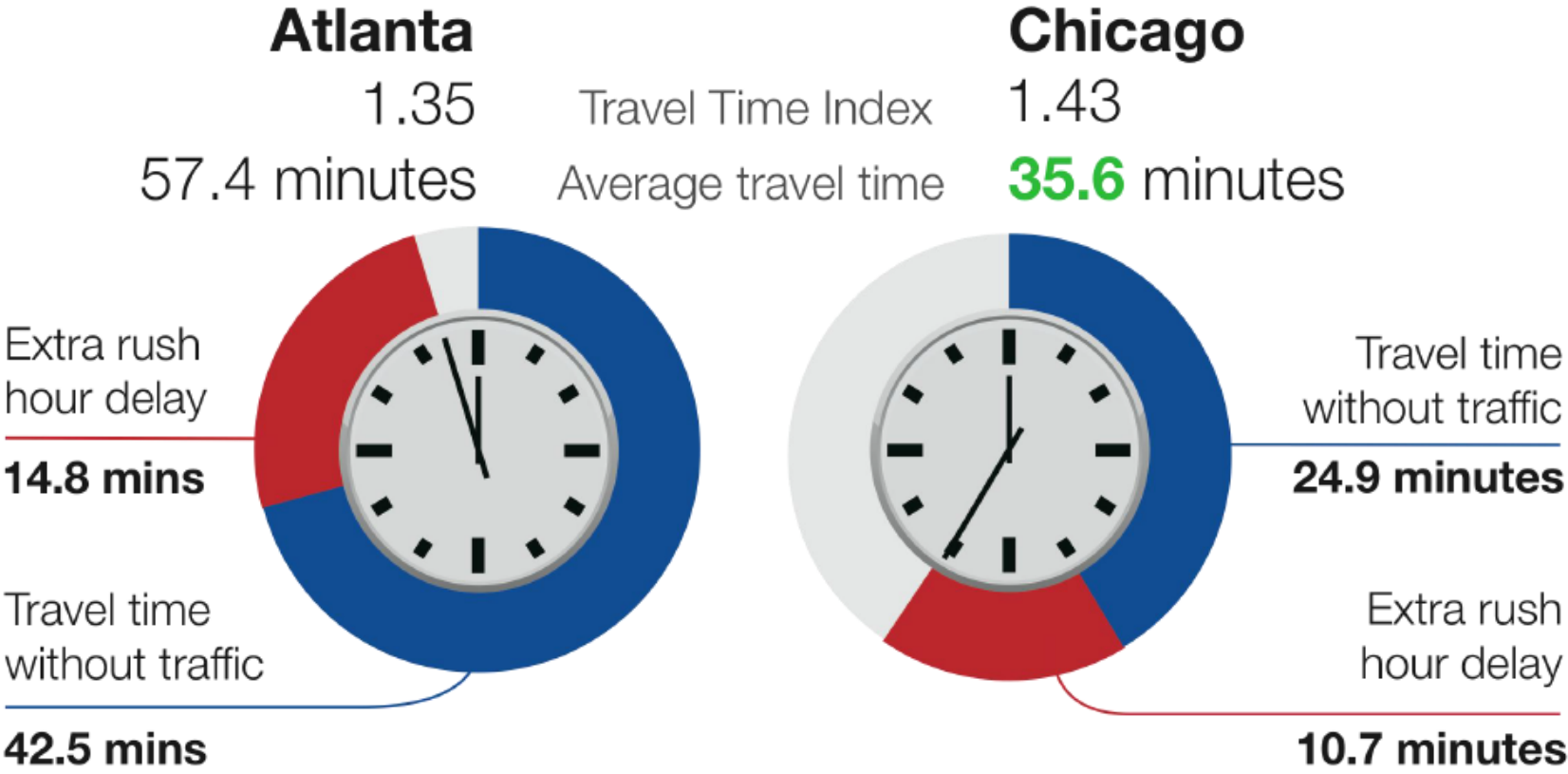
- **Workgroup is reviewing FY15-20 Six-Year Improvement Program to identify projects that will be subject to de-allocation**
- **Draft plan will be released in late September-early October**
- **Public hearings will be held in conjunction with Fall SYIP meetings**
- **Board will consider revised FY15-20 SYIP at the November meeting**

# House Bill 2 – Measuring Outcomes

---

- **Staff are reviewing practices of other states and MPOs for lessons learned**
- **Executive Workgroup will establish a peer group of experts from outside Virginia to provide insights and guidance throughout the process**
  - **MPOs, University Transportation Centers, think tanks, etc**

# Measuring Outcomes



Though Atlanta has a much lower (better) Travel Time Index (TTI), Chicago commuters spend 20 minutes less per peak period trip.



# Measuring Outcomes

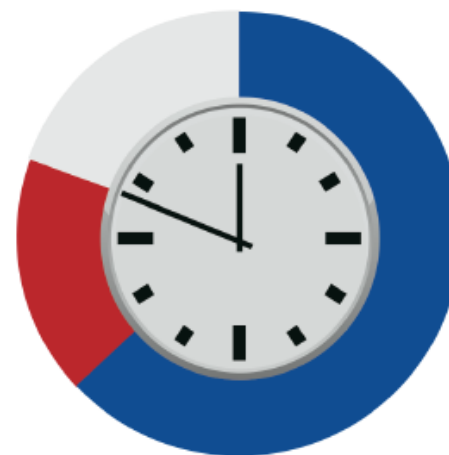
## Denver 1982

1.09  
50.6 minutes  
46.4 mins  
4.2 mins

Travel Time Index  
Average travel time  
Travel time without traffic  
Extra rush hour delay

## Denver 2007

1.31  
49.6 minutes  
37.9 minutes  
11.7 minutes



# House Bill 2 – Request of FAMPO

---

- **Engage in the development of VTrans2040 and statewide prioritization process**
- **Provide examples of measures the Board believes accurately examines the required factors**
- **Initiate a discussion of the importance of the required factors for the region**