House Bill 2 Update

Nick Donohue
Deputy Secretary of Transportation
June 16, 2015
HB2 Public Outreach

- 27 CTB hearings on SYIP and HB2
- Stakeholder sessions in each district in 2015
- Individual meetings with every MPO
- Numerous presentations at stakeholder and association conferences
HB2 Prioritization Process

- Application Process
- Weighting Frameworks
- Evaluation Measures
Eligible Applicants – High Priority Projects

<table>
<thead>
<tr>
<th>High Priority Projects</th>
<th>Regional Entities</th>
<th>Local Governments</th>
<th>Transit Agencies</th>
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<tbody>
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<td>Corridors of Statewide Significance</td>
<td>Yes</td>
<td>Yes, with support from relevant regional entity</td>
<td>Yes, with support from relevant regional entity</td>
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<tr>
<td>Regional Networks</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes, with support from relevant entity</td>
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Projects must be located within the boundaries of the applying agency

Board may choose to submit up to 2 projects for consideration per solicitation
Eligible Applicants – Construction District Grants

• Only local governments may submit projects for consideration

• Project must be located within the boundary of the relevant local government

• Local governments may submit a joint application for projects that cross the boundary of a single local government
Application Process – Screening Process

- High Priority Projects – Project must meet a need identified for
  - Corridor of Statewide Significance
  - Regional Network
- Construction District Grant Programs – Project must meet a need identified for—
  - Corridor Statewide Significance
  - Regional Network
  - Urban Development Area
  - Safety
## Factor Weighting Frameworks

### Factor Weighting Framework – March 2015

<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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<tr>
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### Recommended Factor Weighting Framework – June 2015

<table>
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<tr>
<th>Factor</th>
<th>Congestion Mitigation</th>
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</table>
Factor Weighting Categories by MPO and PDC (March Draft)
Factor Weighting Categories by MPO and PDC (Recommended)
Evaluation Measures

• Safety factor area
  – 50% based on expected reduction in fatal and severe injury crashes on the facility
  – 50% based on expected reduction in the rate of fatal and severe injury crashes on the facility

• Congestion factor area
  – 50% based on expected reduction in person hours of delay up to posted speed limit
  – 50% based on expected increase in person throughput in the corridor
Evaluation Measures

- Economic Development factor area
  - 60% based on support for economic development plans
  - 20% based on expected improvements to travel time reliability of the facility
  - 20% based on improved intermodal access and efficiency
Evaluation Measures

- **Accessibility factor area**
  - 60% based on cumulative increase in access to jobs in the region
  - 20% based on cumulative increase in access to jobs for disadvantaged populations in the region
  - 20% based on increase in access to multimodal choices
Evaluation Measures

- **Environmental factor area**
  - 50% on the degree to which the project is expected to reduce in air emissions and greenhouse gases
  - 50% on potential impact to natural, cultural and historic resources from the project (revised)

- **Land Use factor area**
  - 100% on the support of transportation efficient land use patterns (revised)
Environment - Potential Impacts to Natural and Cultural Resources (May Draft)

- Sum the total acreage of land (within ¼ mile of project) in four categories:
  - Conservation Land
  - Species/Habitat
  - Cultural Resources
  - Wetlands

- Scaling Impact and Assigning Points (based on type of environmental document expected):
  - Environmental Impact Statement – 100% of acreage will be used for scoring; maximum of 80 points
  - Environmental Assessment – 50% of acreage will be used for scoring; maximum of 80 points
  - Categorical Exclusion – projects in this category will receive 100 points for this measure
Environment – Potential Impacts to Natural and Cultural Resources (Recommended)

- Sum the total acreage of land (within ¼ mile of project) in four categories:
  - Conservation Land
  - Species/Habitat
  - Cultural Resources
  - Wetlands

- Scaling Impact and Assigning Points (based on type of environmental document expected):
  - Environmental Impact Statement – 50% of acreage used
  - Environmental Assessment – 30% of acreage used
  - Categorical Exclusion – 10% of acreage used
  - Points based on amount of potentially impacted area divided by the total buffer area (Lowest impact =100 points)
Land Use Factor Area (May Draft)

- **Land Use Policy Consistency - points awarded based on:**
  - Promoting walkable/bicycle-friendly mixed-use development
  - Supporting in-fill development
  - Reducing regional VMT – calculated using MPO plan and regional model
  - Promoting designated Urban Development Areas (UDA)
  - Having an access management plan or corridor overlay in place

- **Points scaled based on number of non-SOV users**
Land Use Factor Area (Recommended)

- Land Use Policy Consistency – up to 5 points awarded based on:
  - Promoting walkable/bicycle-friendly mixed-use development
  - Supporting in-fill development
  - Having an access management plan or corridor overlay in place that exceeds VDOT minimum standards
- Points scaled based on activity density within 1 mile buffer:
  Future Employment + Future Population
  Acres Within the Buffered Area
HB2 Prioritization Process

- Board to consider adoption of HB2 process for 1st round of projects – FY17-23 SYIP update
  - $500M for High Priority Projects
  - $500M for Construction District Grants
HB2 Implementation – Moving Forward

• Call for projects opens on August 1 for two month period
  – VDOT and DRPT staff available to assist project sponsors
  – Information will be made available on WEBSITE to assist project sponsors with identification of potential projects
• Evaluations will take place from October to January
HB2 Implementation – Future Discussion Items

• Frequency of project solicitation and updates to Six-Year Improvement Program
• Programming rules to develop draft SYIP
  – Developing list of recommended projects
  – Co-mingling of funds between programs
  – Smart roadway and unpaved roads set-asides
• Process for consideration of modifications to the HB2 prioritization process