

HB2 STATEWIDE PRIORITIZATION PROCESS STATUS REPORT

Presented By:

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BACKGROUND

- ✘ *The Office of the Secretary of Transportation is coordinating stakeholder input during the development of the House Bill 2 (HB2) prioritization process.*
- ✘ *An HB2 Implementation Stakeholder District Forum for the Hampton Roads Construction District was held at the offices of the Hampton Roads Transportation Planning Organization on February 19, 2015.*
- ✘ *The purpose of the session was:*
 - + *To engage local and regional government agency staff on the House Bill 2 (HB2) requirements and issues*
 - + *To gather input on draft prioritization measures*
 - + *To discuss progress to date and where we are going next*
- ✘ *The Stakeholder District Forums were a follow up to the Stakeholder Outreach Sessions that were held during January 2015.*

MEASURES

Factor: Safety

- ✦ Recommended Measures were:
 - + 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.

Stakeholder Comments

- Important to identify and use a standard set of Crash Modification Factors (CMFs) statewide for this evaluation.
- CMFs may not be available for some types of projects. The state needs to have a process for evaluating those types of projects.
- Stakeholders agreed with the above measures and weights.

MEASURES

Factor: Congestion Mitigation

- ✘ Recommended Measures were:
 - + 50% of score – Decrease in the person hours of delay in the corridor.
 - + 50% of score – Increase in peak-period person throughput in the corridor.

Stakeholder Comment

- Recommended measures not applicable to non-recurring, incident-related issues. For this reason, operational improvements to reduce delays caused by traffic incidents - increasing safety service patrols, decreasing time to clear accidents, etc. – may tend to not score well.

MEASURES

Factor: Accessibility

- ✘ Recommended Measures were:
 - + 60% of score – Increase in the cumulative access to jobs accessible within 45 minutes in a region.
 - + 20% of score – Increase in the cumulative access to essential destinations accessible within 30 minutes in a region.
 - + 20% of score – Increase in the access to travel options in a corridor.

Stakeholder Comments

- Stakeholders agreed with the above measures and weights.
- There was some discussion regarding whether tourist destinations and entertainment venues were included as “recreational facilities” with respect to the second measure. The Secretary’s staff clarified that, for the purposes of the second measure, recreational facilities were generally park-type facilities that people could use without cost.

MEASURES

Factor: Environmental

- ✘ Recommended Measures were:
 - + 50% of score – Degree to which a project is likely to improve air quality and reduce greenhouse gas emissions.
 - + 40% of score – Change in number of jobs accessible within 45 minutes for disadvantaged populations.
 - + 10% of score – Change in the number of essential destinations accessible within 30 minutes for disadvantaged populations.

Stakeholder Comments

- Measures should take into account minimizing impacts to natural resources such as streams, rivers, wetlands, threatened and endangered species, etc. This is about more than satisfying the NEPA process – it is about preserving quality of life.
- Volatile organic compound (VOC) emissions should be included in the in the evaluation under the first measure.
- Otherwise, stakeholders generally agreed with the above measures and weights.

MEASURES

Factor: Economic Development

- ✘ Recommended Measures were:
 - + 70% of score – Based on support for new economic activity within project area.
 - + 30% of score – Based on freight efficiency and intermodal access.

Stakeholder Comments

- Evaluation should take into account the level of confidence regarding the expected economic activity.
- With regard to predicting the transportation-related effects of various types of expected economic development, a recommendation was made to use the ITE Trip Generation formulae to estimate number of employees, number of trips, etc.
- Otherwise, stakeholders generally agreed with the above measures and weights.

MEASURES

Factor: Land Use Coordination

- ✘ Recommended Measures were:
 - + 50% of score – Degree to which a project will support transportation efficient land use patterns and local policies.
 - + 50% of score – Degree to which the regionally adopted long-range transportation plan reduces or minimizes growth in per capita vehicle miles traveled.

Stakeholder Comments

- The HRTPO TTAC has recommended that this factor be included for all areas of the Commonwealth.
- Otherwise, stakeholders generally agreed with the above measures and weights.

WEIGHTING OF FACTORS

Stakeholder Comments

- The HRTPO TTAC has recommended limiting the number of weighting frameworks for the sake of consistency and transparency. While the TTAC recommended limiting the number of weighting frameworks to two, the stakeholders generally agreed with the four frameworks presented.
- Safety should be weighted higher than economic development, environmental quality, and land use. Stakeholders recommended the following factor weights:
 - Congestion Mitigation – 35%
 - Economic Development – 10%
 - Accessibility – 25%
 - Safety – 20%
 - Environmental Quality – 5%
 - Land Use – 5%

ADDITIONAL COMMENTS

- ✘ *Summary Comments document was distributed to participating stakeholders for review.*
- ✘ *Additional comments received were appended, in their entirety, to the summary document.*
- ✘ *Summary Comments, as appended, were forwarded to the Office of the Secretary of Transportation.*
- ✘ *Individuals may submit additional comments directly to:*
Transportation1@governor.virginia.gov

NEXT STEPS

- ✘ *March – Draft process presented to CTB***
- ✘ *March/April – Public Comment Period***
- ✘ *May – Revised process presented to CTB***
- ✘ *June – Final process considered for adoption by CTB***