

RRRC Rural Transportation Committee

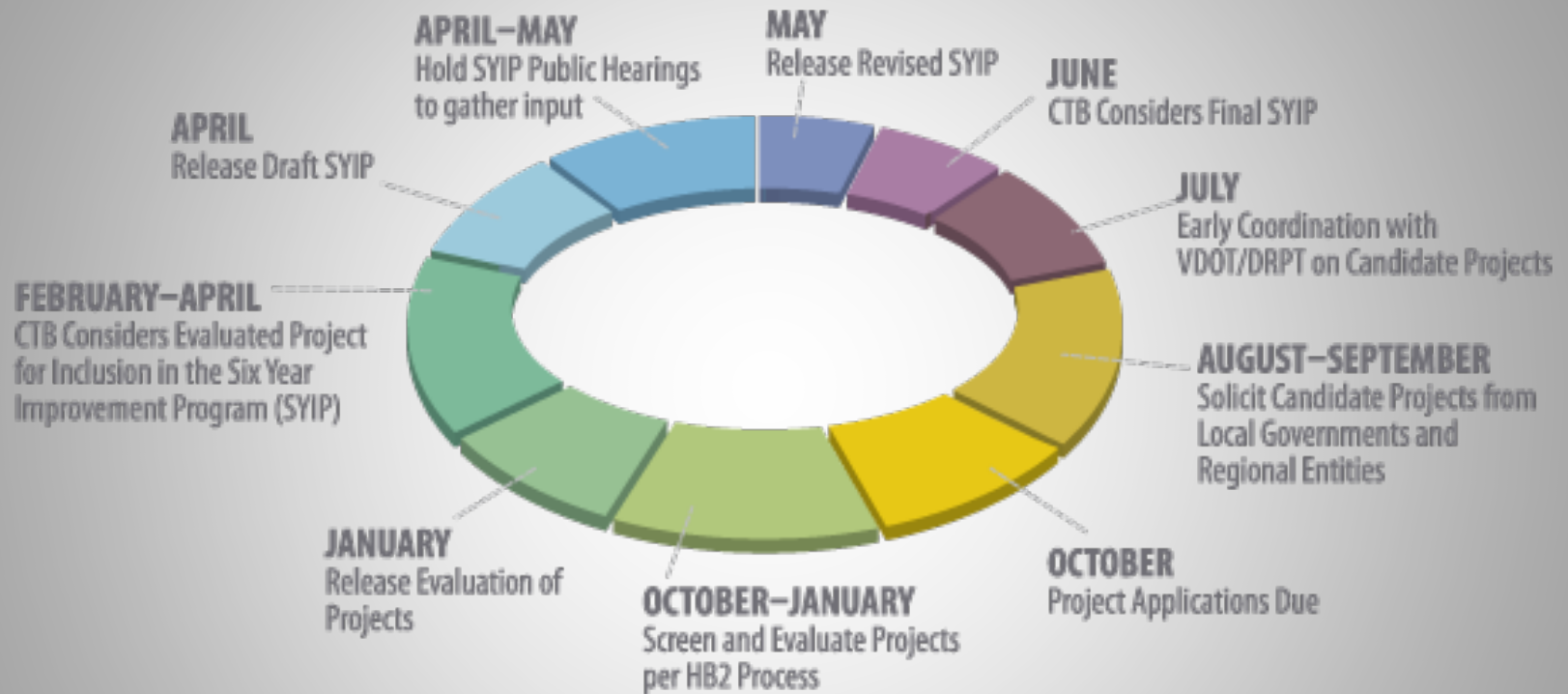
HB2 & HB1887 Process

August 6, 2015



Anticipated HB2 Yearly Cycle

Source: <http://www.virginiahb2.org>



HB2/HB1887 Application Timeline

August 1: Application Process Opens

<http://hb2app.virginiahb2.org/>

September 30: Application Deadline

January 15, 2016: Project Scores released (CTB meeting)

Potential for HB2 application cycle to move to every other year (beginning with 2016 application period)

HB2/HB1887 Application Resources

<http://www.virginiahb2.org/resources.html>

- Pre-Application Coordination Form (Fillable .doc of the online application)
- Measure Responsibility: What data project sponsor must provide
- Data Sources

HB2 Measure Data Responsibility

	Responsibility	
	State	Applicant
All Measures		
Detailed description of improvement		X
Project location		X
Safety		
S1. Reduction in # of Fatal and Severe Injury Crashes	X	
S2. Reduction in # of Fatal and Severe Injury Crash Rate	X	*
Congestion Mitigation		
C1. Increase in Person Throughput	X	*
C2. Decrease in Person Hours Delay	X	*
Accessibility		
A1. Increase Access to Jobs	X	
A2. Access to jobs for disadvantaged population	X	
A3. Checklist of multimodal elements included in the project (transit, bike/ped, park&ride, etc.)		X
A3. Number of non-SOV users	X	*
Environment		
E1. Checklist of project elements that contribute to reduced pollutant emissions and/or energy use (transit, bike/ped, park&ride, energy-efficient facilities, etc.)		X
E1. Location of improvement on roadways with truck use > 8%	X	
E1. Improvements that benefit freight rail or intermodal facilities		X
E2. Environmental/Natural resource impacts	X	
Economic Development		
ED1. Transportation project consistency with Local Comprehensive Plan or Local Economic Development Strategy		X
ED1. Transportation project consistency with Regional Economic Development Strategy		X
ED1. List of Development projects supported by the transportation improvement (within roughly 1 mile) including description, square footage, distance from the transportation project, and directness of access that the transportation improvement provides		X
ED1. Development project consistency with locality Comprehensive Plan/Zoning		X
ED1. Development project site plan status		X
ED1. Development project site utilities status		X
ED2. Improve access to distribution, intermodal and manufacturing facilities		X
ED2. Improve STAA truck route	X	
ED2. Improve access reduce congestion ports/airports	X	
ED2. Tonnage (1000's) per day	X	
ED3. Improvement in Travel Time Reliability	X	
Land Use and Transportation Coordination		
L1. Promotes walk/bike-friendly, mixed-use development		X
L1. Promotes in-fill development		X
L1. Corridor/Access management plan that exceeds VDOT standards		X
<p>* On non-VDOT roadway facilities, the applicant will need to provide year 2025 peak period volume data. For non-roadway (transit, park&ride, bike/ped) projects, applicant will need to provide expected year 2025 peak period usage.</p> <p>Applicants will be encouraged to provide supplemental data and analysis, but will not be required</p>		

Role of VTrans 2040 in HB2 application process

- VTrans 2040 currently in development, led by OIPI
- HB2 projects must address a need identified in VTrans 2040
- Source: [VTrans 2040 Vision Plan](#)
- Source: [2025 Virginia Multimodal Transportation Plan \(VMTP\) Needs Assessment](#) [DRAFT – Comment Period Closes August 17]
 - Needs Assessment grouped by:
 - Corridors of Statewide Significance (Route 29 Example)
 - Regional Networks (Little to No Applicability in region)
 - Urban Development Areas

VTrans 2040 Vision Plan

- Guiding Principles
 - Optimize Return on Investment
 - Ensure Safety, Security, and Resiliency
 - Efficiently Deliver Programs
 - Consider Operational Improvement and Demand Management First
 - Provide Transparency and Accountability through Performance Management
 - Improve Coordination Between Transportation and Land Use
 - Ensure Efficient Intermodal Connections

VTrans 2040 Vision Plan

- Goals and Objectives
 - Economic Competitiveness and Prosperity
 - Reduce VMT in severe congestion
 - Reduce number and severity of freight bottlenecks
 - Improve reliability on key corridors for all modes
 - Accessible and Connected Places
 - Reduce average peak-period travel times in metropolitan areas
 - Reduce the combined housing and transportation costs for Virginians
 - Safety for all users
 - Reduce motorized fatalities and severe injuries
 - Reduce non-motorized fatalities and sever injuries

VTrans 2040 Vision Plan

- Goals and Objectives
 - Proactive System Management
 - Improve the condition of bridges based on deck area
 - Increase the lane miles of pavement in good or fair condition
 - Increase the percent of transit vehicles and facilities in good or fair condition
 - Healthy and Sustainable Communities
 - Reduce per capita vehicle miles traveled
 - Reduce transportation related NOX, VOC, PM and CO emissions

VMTP 2025 Needs Assessment

- HB2 Pre-Application Coordination Form: To identify safety needs refer to the VMTP Needs Assessment as the source of this information.
- Corridor of Statewide Significance Assessments
- Urban Development Areas
 - Fauquier County: Bealeton & Marshall listed as designated UDAs; The Plains listed as 'Other Local Designated Growth Area'
 - Culpeper County: Previously repealed UDAs listed as 'Other Local Designated Growth Areas'
 - Orange County: Town of Orange UDA-overlay district, Town of Gordonsville and Germanna/Wilderness area listed as 'Other Local Designated Growth Areas'

Urban Development Areas – Fauquier County

UDA Needs Profile: All UDAs

Fauquier County has two UDAs: the Bealeton UDA located around the intersection of Route 28 and U.S. 17, and the Marshall UDA located near the I-66/U.S. 17 interchange.

Location Characteristics

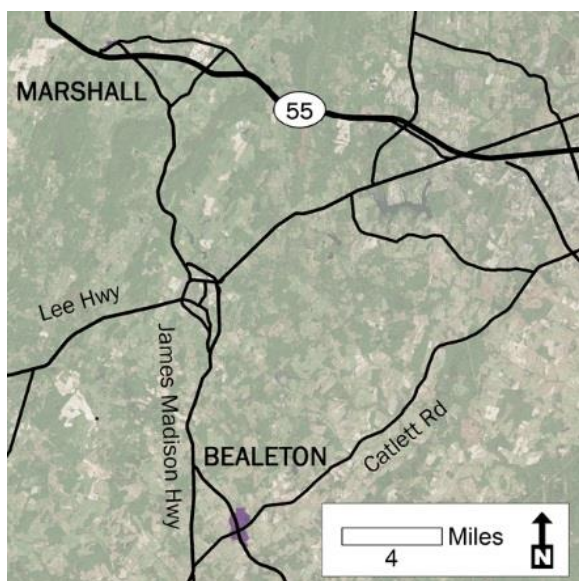
PDC – Rappahannock-Rapidan Regional Commission

UDA Size – 1.1 square miles

Year Designated – 2014

Comprehensive Plan Detail - The designation of Urban Development Areas is consistent with the land use plans for the town center core area of the Bealeton Service District and the downtown core (Main Street and Salem Avenue) of the Marshall Service District. Land uses within these two areas include mixed-use neighborhoods and a mix of housing types. The service district plans for Bealeton and Marshall provide specific guidance in the employment of traditional town design standards applicable to the designated UDAs.

Geographic Location



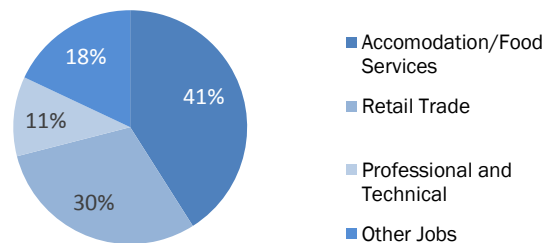
Socio-Economic Characteristics

UDA Characteristics: (Source: LEHD, 2010)

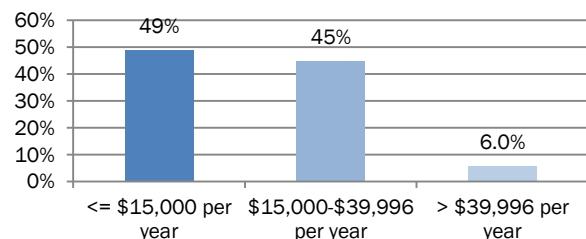
Total Population - 1,827 persons

Total Primary Jobs – 80 jobs

Jobs by Industry



Total Jobs by Earnings



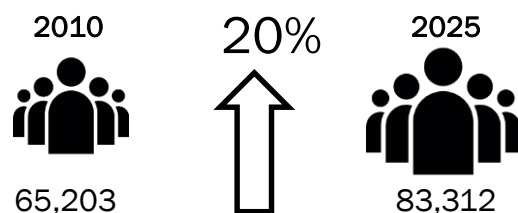
Jobs Within a 45 Minute Drive
26,398

Working Age Population Within a 45 Minute Drive
55,205

Source: EPA Smart Location Database (U.S. Census tract data)

Jurisdiction Characteristics:

Population Growth (Source: [Weldon Cooper Center](#))



Urban Development Areas – Fauquier County

Current Place Type - Small Town or Suburban Center

Planned Place Type - Small Town or Suburban Center



Refer to the DRPT Multimodal System Design Guidelines, Chapter 3, for more details.

Future Transportation Needs

Internal UDA Needs

High

- ✓ Pedestrian infrastructure
- ✓ Complete streets improvements

Moderate

- ✓ Street grid (better street connectivity)
- ✓ Bicycle infrastructure
- ✓ Safety features
- ✓ Intersection design improvements
- ✓ Signage/wayfinding
- ✓ Traffic calming features
- ✓ Improvements to the natural environment

External UDA Needs

High

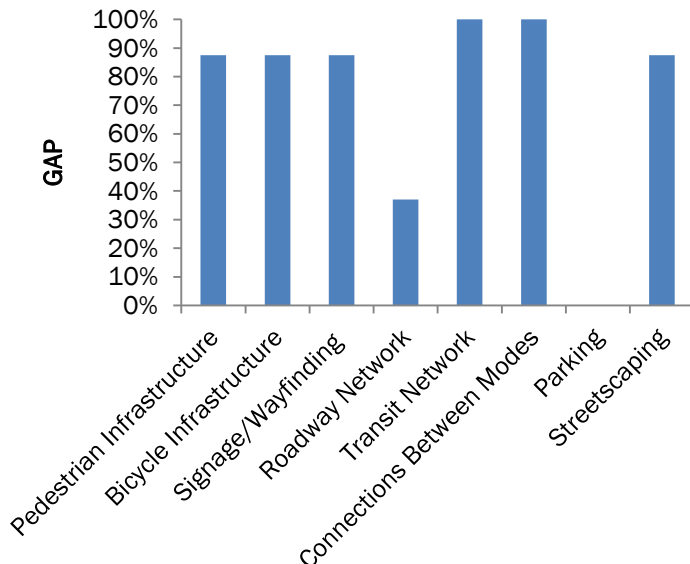
- ✓ Pedestrian infrastructure

Moderate

- ✓ Bicycle infrastructure
- ✓ Safety features
- ✓ Signage/wayfinding
- ✓ Improvements to the natural environment

Existing Internal Needs Gap (% shortfall)

Transportation system gap by need category (represents the gap to fully promote UDA)



Highest Rated Overall Needs within UDA

Localities ranked transportation needs within their UDAs (1 being the highest need, to 4 the lowest)



Safety for all users

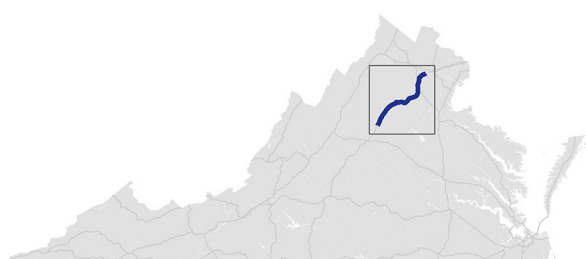


Friendly pedestrian and bicycle environment

I3 SEGMENT NEEDS

Summary of Needs - I3 Segment

A.		Safety concerns at the intersection of US 29 and US 33 in Greene County
B.		US 17/US 29 near interchange with US 17-Business south of Warrenton: Weekend Reliability Index >0.6
C.		No parallel highway facility for US 29 south of junction with VA 28
D.		No intercity bus service to Culpeper
E.		No intercity bus service to Warrenton
F.		VA 28 between US 29 and US 17 near Bealton: 24 severe crashes; Weekday Reliability Index >0.4
G.		US 29 between US 17 and Vint Hill Rd east of Warrenton: 101 severe crashes
H.		US 29 between US 17 and US 15 around Warrenton: moderate person-hours of delay; significant freight ton-hours of delay
I.		Unreliable Amtrak service from Culpeper station. Average departure delay is 31 minutes totaling over 3,600 person-hours of delay from this segment.



RRRC and Rural Transportation Committee role

- Review proposed project submissions
 - Corridor of Statewide Significance projects require Resolution of Support from Regional Commission
 - Resolutions not required at application deadline; Must be forwarded by December 1, 2015
 - RRRC staff are able to work with jurisdiction to have resolution prior to September 30 application deadline or by December 1
 - RRRC Meetings: August 26; October 28
 - Rural Transportation Committee review and endorsement
 - RRRC staff request that non-CoSS projects are discussed for good of the committee and Commission
- RRRC staff also able to provide technical assistance and support with application development (data provision, etc.)

RRRC and Rural Transportation Committee role

- Potential Projects