



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

## Planning and Prioritization

**Nick Donohue**  
Deputy Secretary of Transportation  
April 2, 2014



# Picking the right projects and Building the best ones

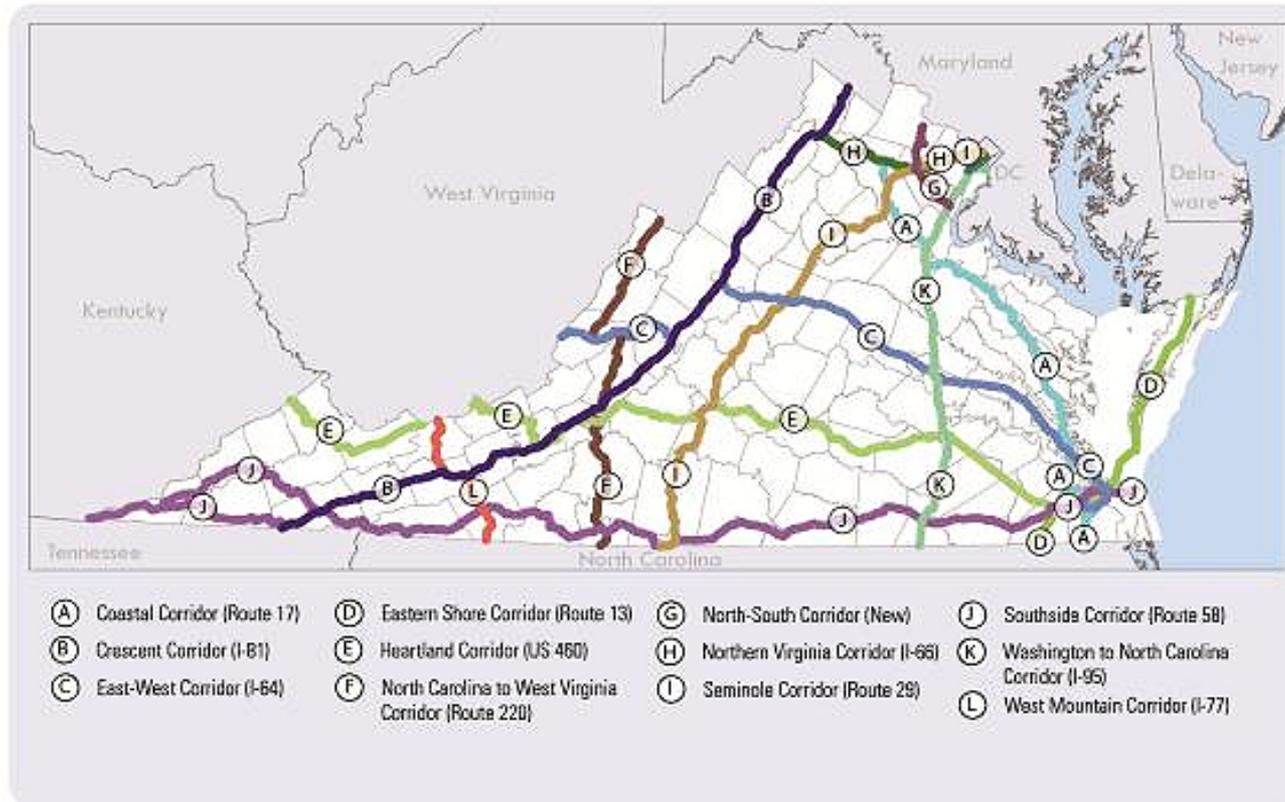
---

- **First major new revenues since 1986**
- **Develop new long-range plan VTrans2040 under new requirements**
- **Develop statewide prioritization process based on House Bill 2 (2014)**

# VTrans 2040: What's included

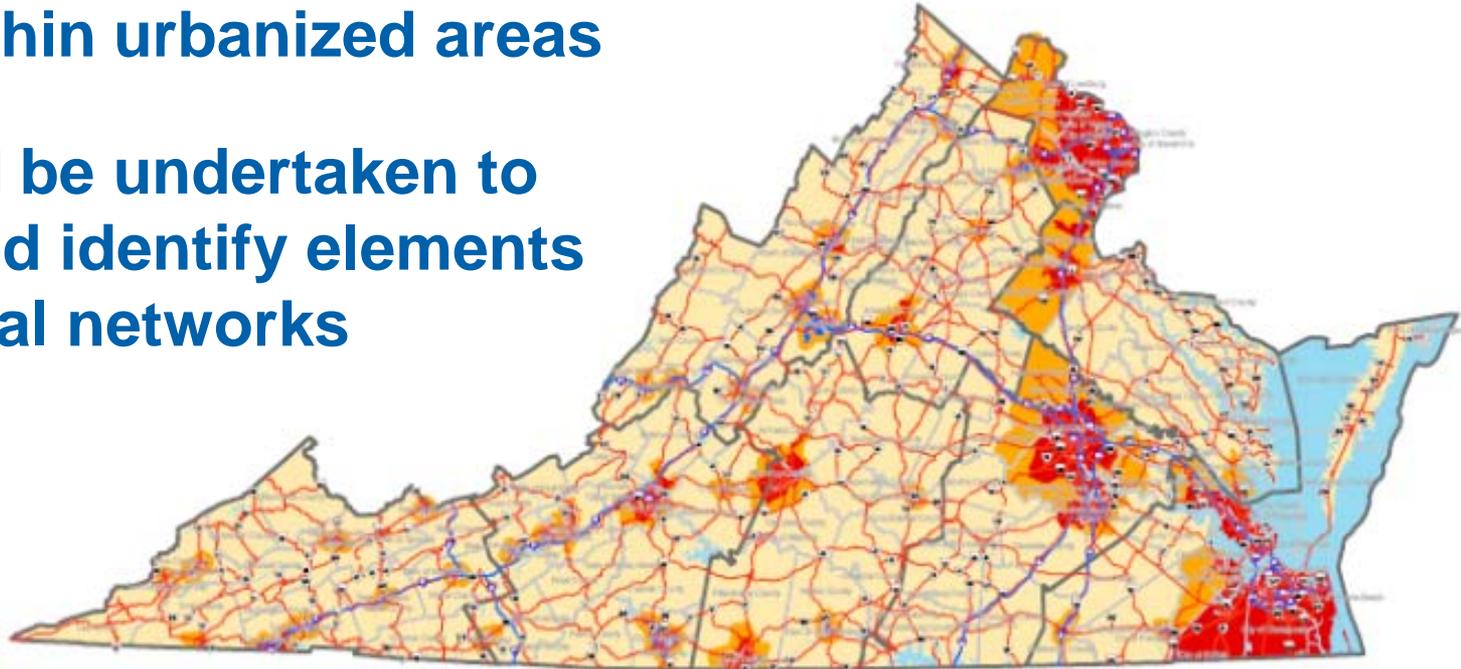
- **Conduct a comprehensive review of statewide transportation needs setting forth an assessment of multimodal capacity needs for**
  - All corridors of statewide significance
  - Regional networks
  - Improvements to promote urban development areas
- **Plan shall promote economic development, intermodal connectivity, environmental quality, accessibility for people and freight, and transportation safety**

# Corridors of Statewide Significance

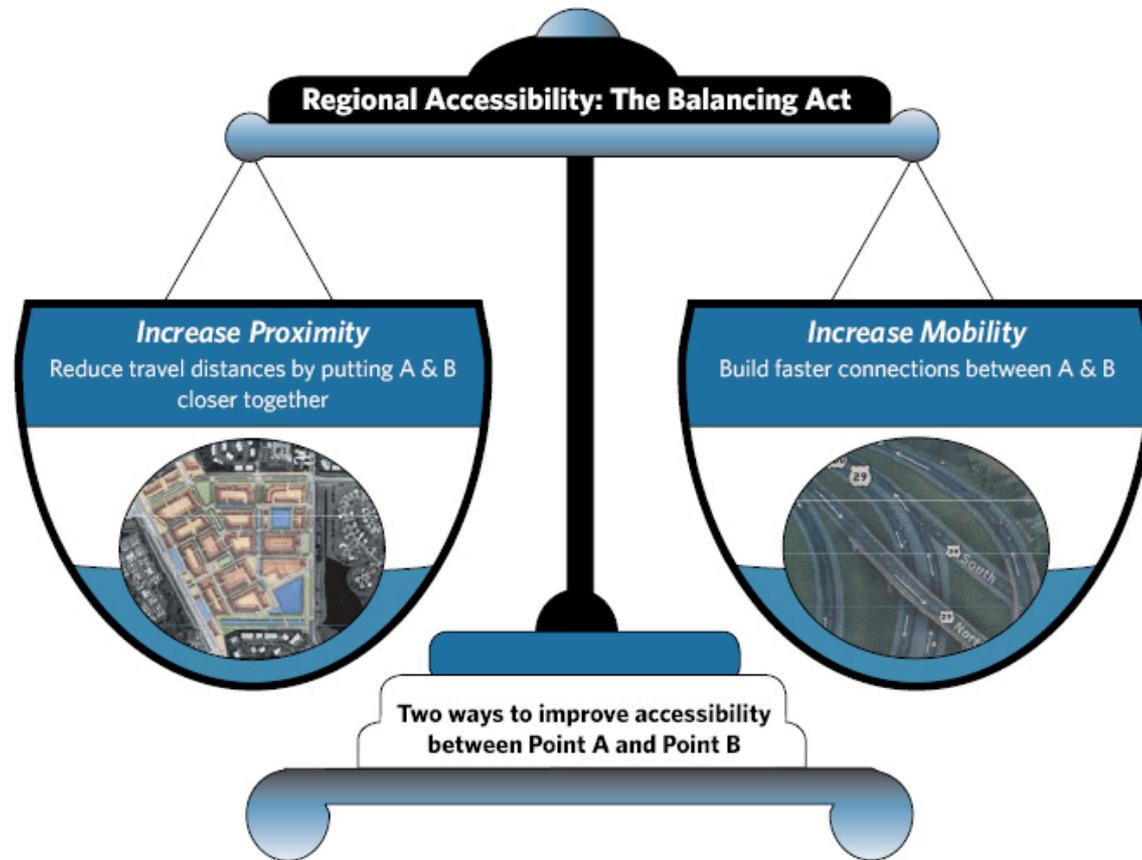


# Regional Networks

- 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



# Regional Networks



# Urban Development Areas

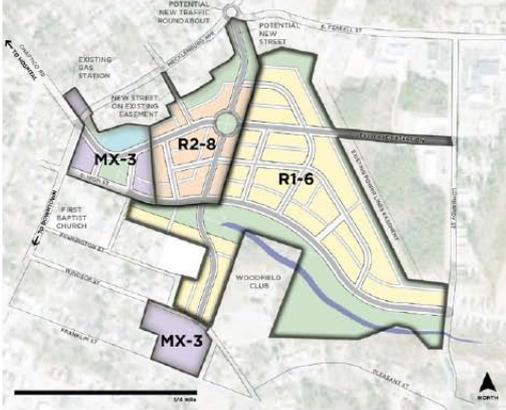
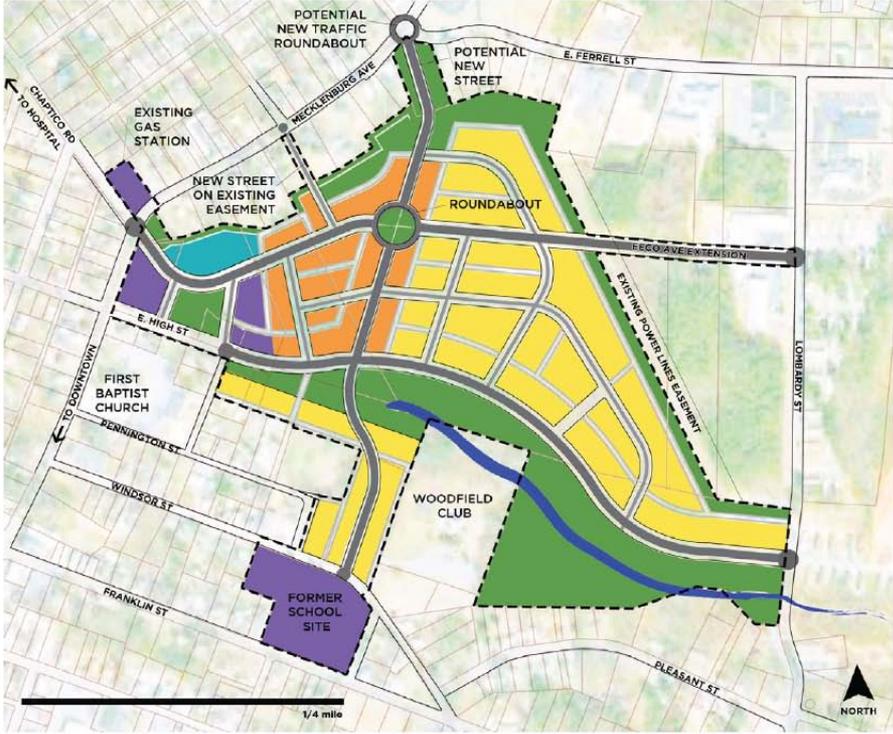
- **Areas voluntarily designated by local governments as prime areas for future economic growth pursuant to 15.2-2223.1**
- **Must contain transportation efficient land use principles, including**
  - **Mixed-use land use**
  - **Interconnected streets with pedestrian friendly road design**
  - **Moderately compact growth**

# Urban Development Areas

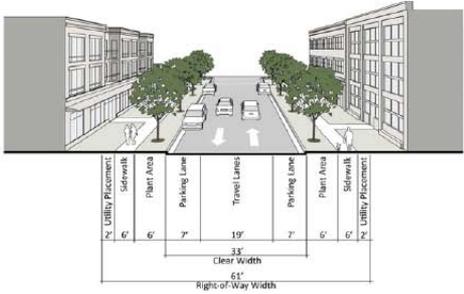
---

- **Currently designated in both rural and urban areas. Examples include:**
  - **Cumberland County**
  - **Dinwiddie 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.



# Urban Development Areas: Fauquier County



## Marshall 'gateway' plan gets Oct. 28 public hearing

Residents, merchants, landowners support project

By DON DEL ROSSO  
Times-Democrat Staff Writer

Fauquier planning commissioner Adrienne Garreau cannot say enough good about a land-use concept for the Winchester Road entrance to Marshall.

Prepared during a two-day public workshop, the proposed design calls for mixed uses (retail, office, industrial and some residential) on a grid street pattern with plenty of pedestrian access, especially along Winchester Road to Main Street.

More than 60 people — many of

them Marshall merchants, landowners and residents — contributed ideas during the Oct. 1 and 2 workshop at the Marshall Community Center.

Design consultants Renaissance Planning Group of Charlottesville and Herd Planning & Design Ltd. Inc. of Leesburg led the workshop and prepared a map depicting the proposed pattern and uses for the village's southern "gateway."

"I think it's a great concept," said Garreau, who attended the two-day

See GATEWAY, Page A5

“ I think it's a great concept. I think they figured out some sticky elements we couldn't. And I think they figured them out elegantly. ”

Adrienne Garreau  
County planning commissioner



Graphic by Thom Kaye



Community Design Committee  
For the Marshall Southern Gateway

### VISUAL PREFERENCE SURVEY

MIXED USE DEVELOPMENT	
3 4 0	4 1 0
2 22 6	2 11 1
10 0 0	5 6 1
1 11 0	3 15 1

IMAGINING THE SOUTHERN GATEWAY AREA 20-30 YEARS IN THE FUTURE, WHAT KIND OF STREETScape DEVELOPMENT CHARACTER IS APPROPRIATE?

Please use the colored dots to indicate your reactions as follows:  
 Red Dots (up to 10 per person) — Images of development that are NOT appropriate for the Southern Gateway  
 Green Dots (up to 10 per person) — Images of development that ARE appropriate for the Southern Gateway  
 Blue Dots (Only 1 per person) — Favorite image of development appropriate for the Southern Gateway

Mixed Use

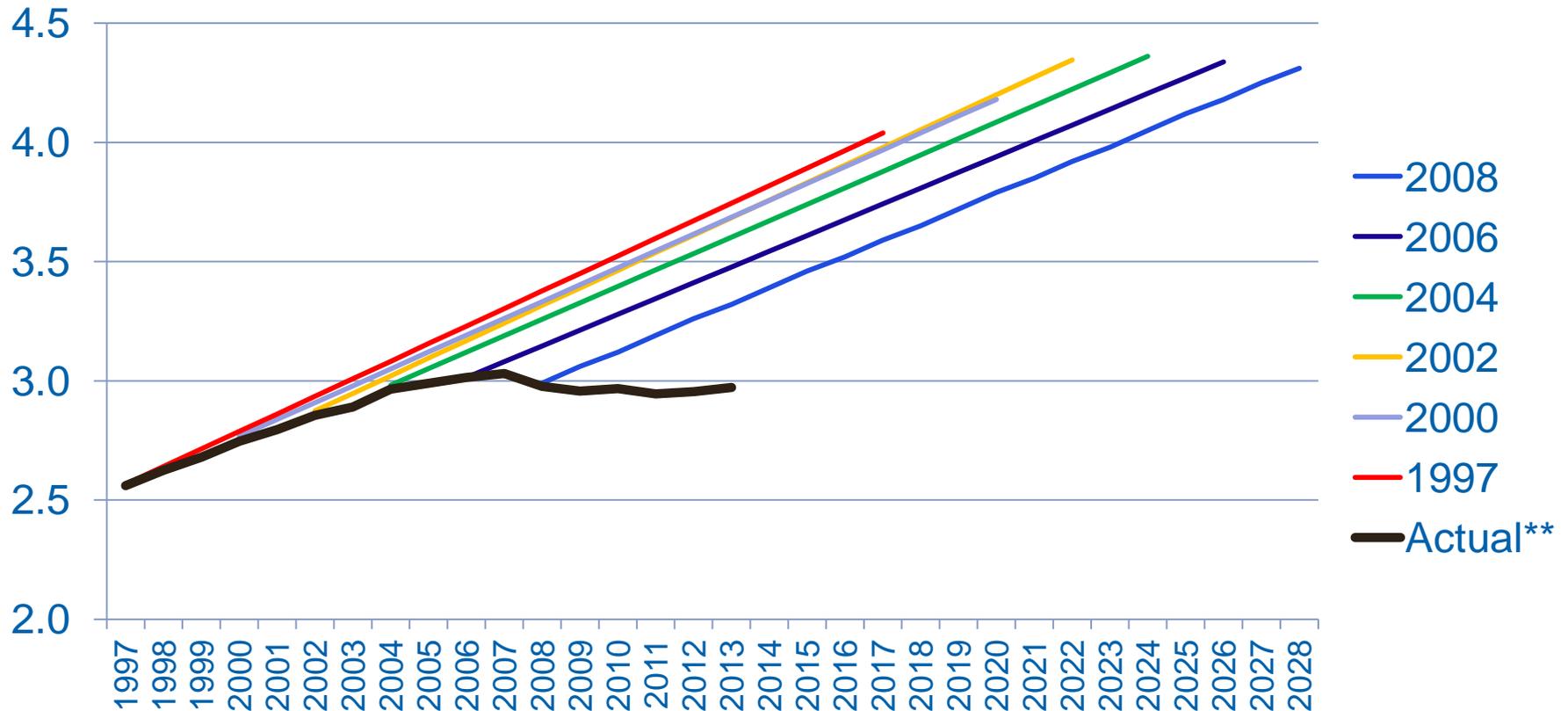


# VTrans 2040 Vision

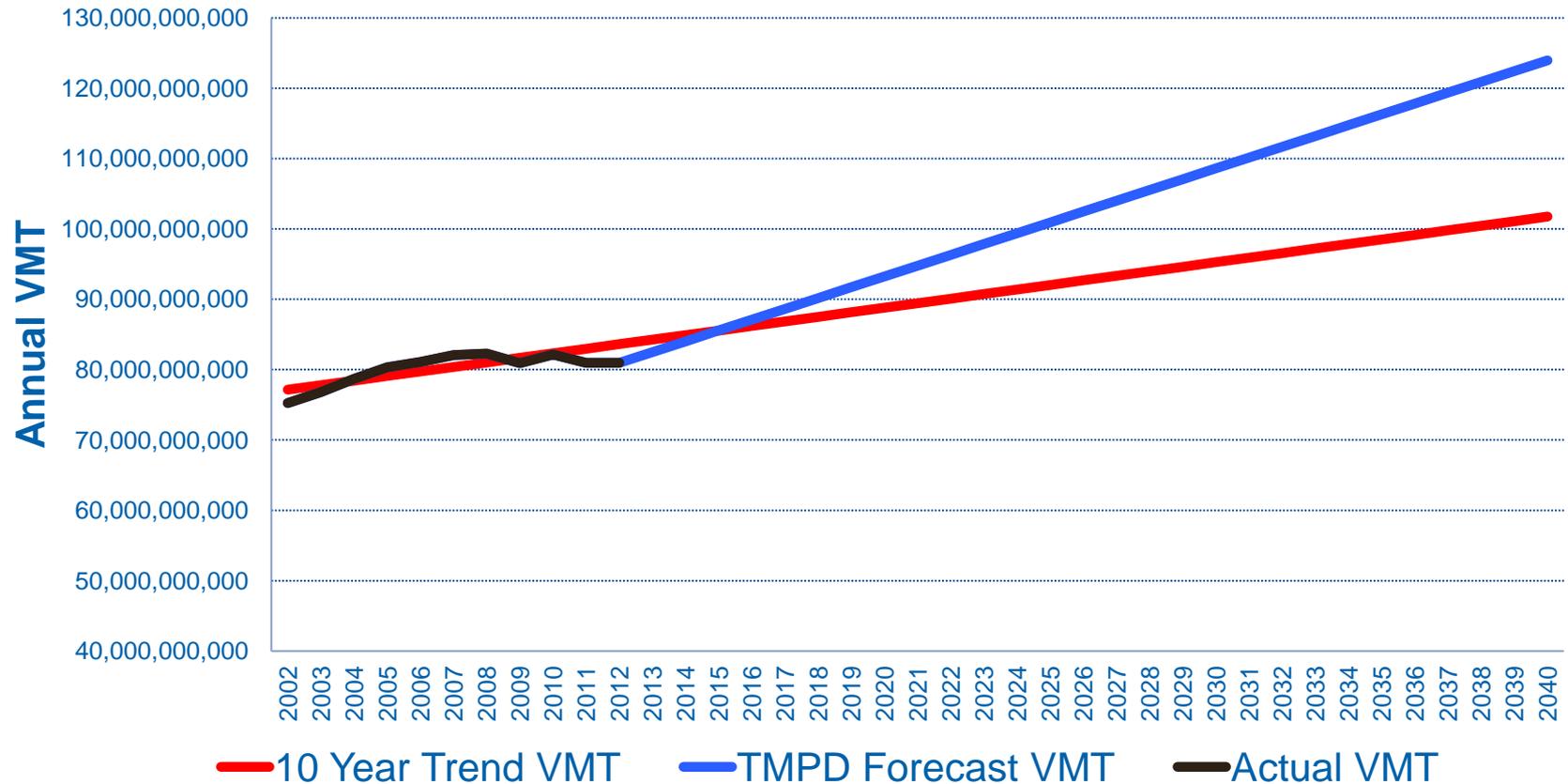
---

- **Serves as the policy document that will guide project selection in the VTrans Multimodal Transportation Plan**
- **Steps include**
  - **Trends analysis**
  - **Vision and Goals**
  - **Guiding Principles**
- **Target completion date of early 2015**

# National Vehicle Miles Traveled: Actual versus Projections



# Projected Vehicle Miles Traveled in Virginia



# Other Recent Trends

- **Percent of people aged 20 to 34 without licenses has increased by 50%**
- **Multifamily housing represented 25% of all housing completed last year**
- **Majority survey by National Association of Realtors indicated preferences for walkable communities with mixed-uses**
- **Analysis of housing values by National Association of Realtors and APTA found that the sales price of residential properties near transit out performed other housing by 41% over last five years**

# VTrans Multimodal Surface Transportation Plan

---

- Will be developed after the VTrans 2040 Vision plan is completed
- Plan contains specific projects based on the policies adopted in the VTrans 2040 Vision
- Target completion date is early 2016
- Will be the first statewide plan to fully incorporate performance-based planning

# What is Performance-Based Planning?

Performance Safety Condition Projects Citizen Survey Finances Management

Commissioner of Highways  
Charles A. Kilpatrick, P.E.

H  
I  
G  
H  
W  
A  
Y



PERFORMANCE

Congestion Free Travel on Interstates  
Daily Updates



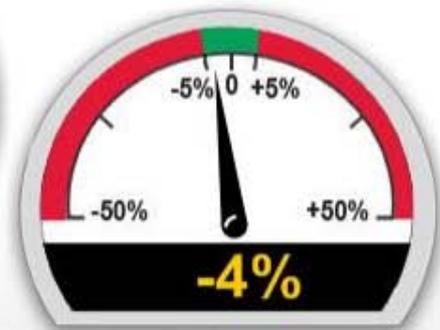
SAFETY

Highway Deaths Since  
the Beginning of the Year



CONDITION

Quality of Road Surface



FINANCE

YTD Planned vs. Actual Expenditures  
(Variance)

## DASHBOARD

Performance Reporting System for Projects and Programs

# Performance-Based Planning

- **Performance-based planning involves**
  - **Determining goals for the future**
  - **Setting targets for performance measures**
  - **Examining how different policy and investment decisions could impact the ability to achieve the targets**
  - **Adopting policies that best help the Commonwealth achieve these targets**
  - **Look back to see if progress that was anticipated was realized**

# House Bill 2: Statewide Prioritization Process

---

- **Directs the Commonwealth Transportation Board to develop a statewide prioritization process for construction funds**
- **Process would be used to develop the FY17-22 Six-Year Improvement Program and future SYIPs**
- **Passed the House 98-0 and Senate 40-0**

# House Bill 2: Statewide Prioritization Process

- **House bill 2 establishes screening process for projects before prioritization**
- **Projects must demonstrate that they meet a capacity need identified in VTrans2040 for one of the following:**
  - **Corridor of statewide significance**
  - **Regional networks**
  - **Improvements to promote urban development areas**

# House Bill 2: Statewide Prioritization Process

- **Requires the Board to use the following factors in the evaluation of projects:**
  - **Congestion mitigation**
  - **Economic development**
  - **Accessibility**
  - **Safety**
  - **Environmental Quality**
- **Areas over 200K would have an additional composite factor based on regional transportation and land use performance measures**

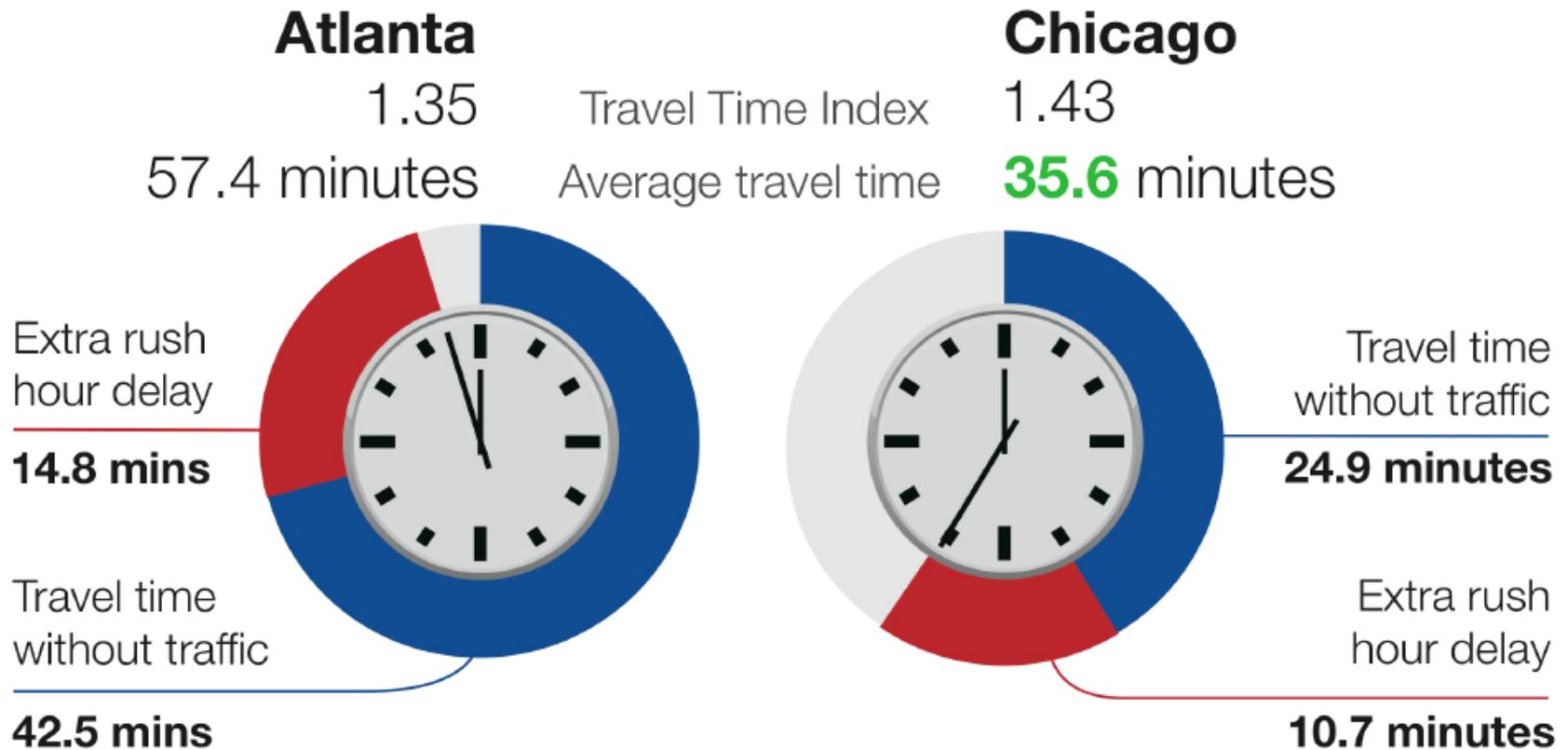
# House Bill 2: Statewide Prioritization Process

- **Factors will be weighted differently in various districts**
- **Prioritization process applies to state and federal highway funds, excluding the following:**
  - **Bridge replacement/rehabilitation**
  - **Pavement reconstruction/rehabilitation**
  - **Revenue sharing program**
  - **Federal Congestion Mitigation Air Quality, Highway Safety Improvement Program, Transportation Alternatives**
  - **Federal Surface Transportation Funds controlled by MPOs in areas over 200,000**
  - **State secondary and urban formula funds**

# House Bill 2: Statewide Prioritization Process

- **Projects fully funded as of June 30, 2014 and that have completed environmental review may be exempt from this process**
- **Significant implications for the Six-Year Improvement Program**
  - **Will require projects in out years of the program to be re-evaluated (FY17 and later years)**
  - **SYIP that will be considered this June will need to be revised off-cycle to de-allocate funding that will need to be run through prioritization**

# Performance-Based Planning



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

# Euclid Avenue in Cleveland, OH

## → Built bus rapid transit system

- Opened in 2008 replacing local bus service
- Ridership increased 54%  
- 14,300 people/day
- Reduced transit travel time 29% along corridor



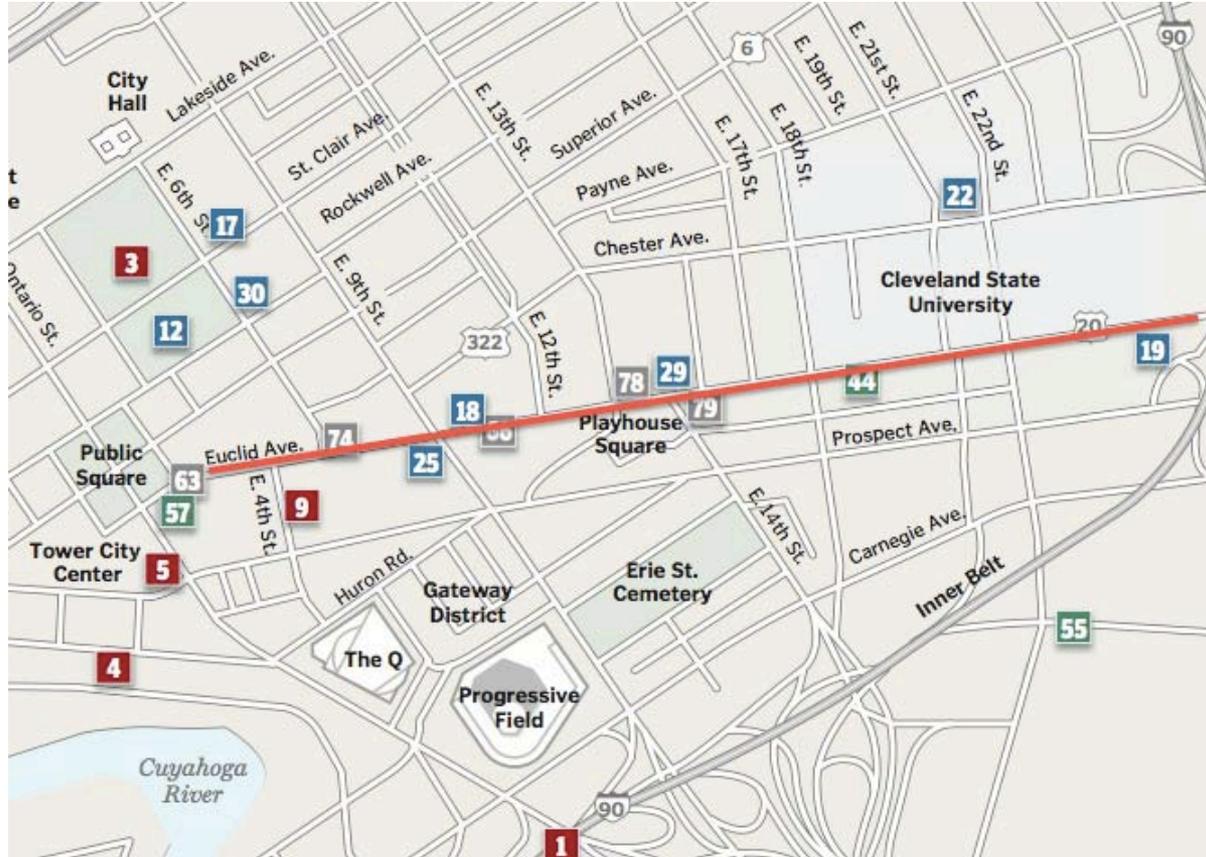
# Euclid Avenue Before



# Euclid Avenue After



# Development along Euclid Avenue



# Denver, Colorado

**Sixth fastest-growing city based Forbes ranking**

**A large portion of population growth is immigration of highly educated workers from other states**



# Performance-Based Planning

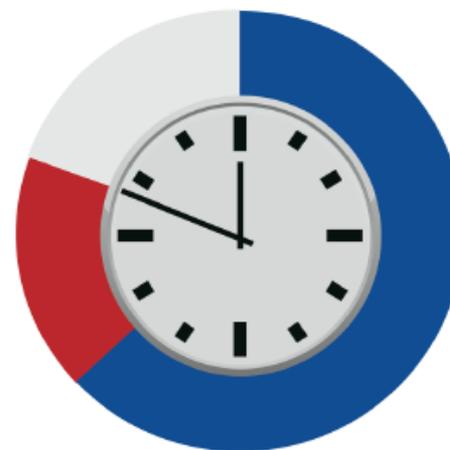
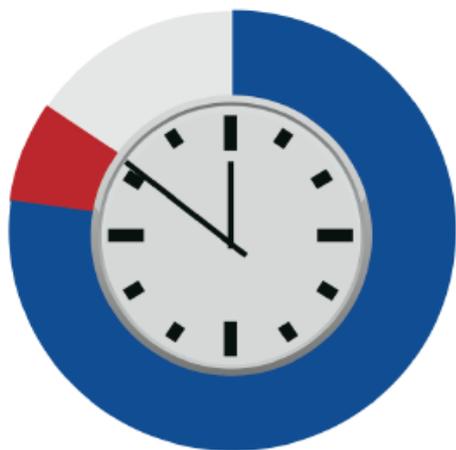
## Denver 1982

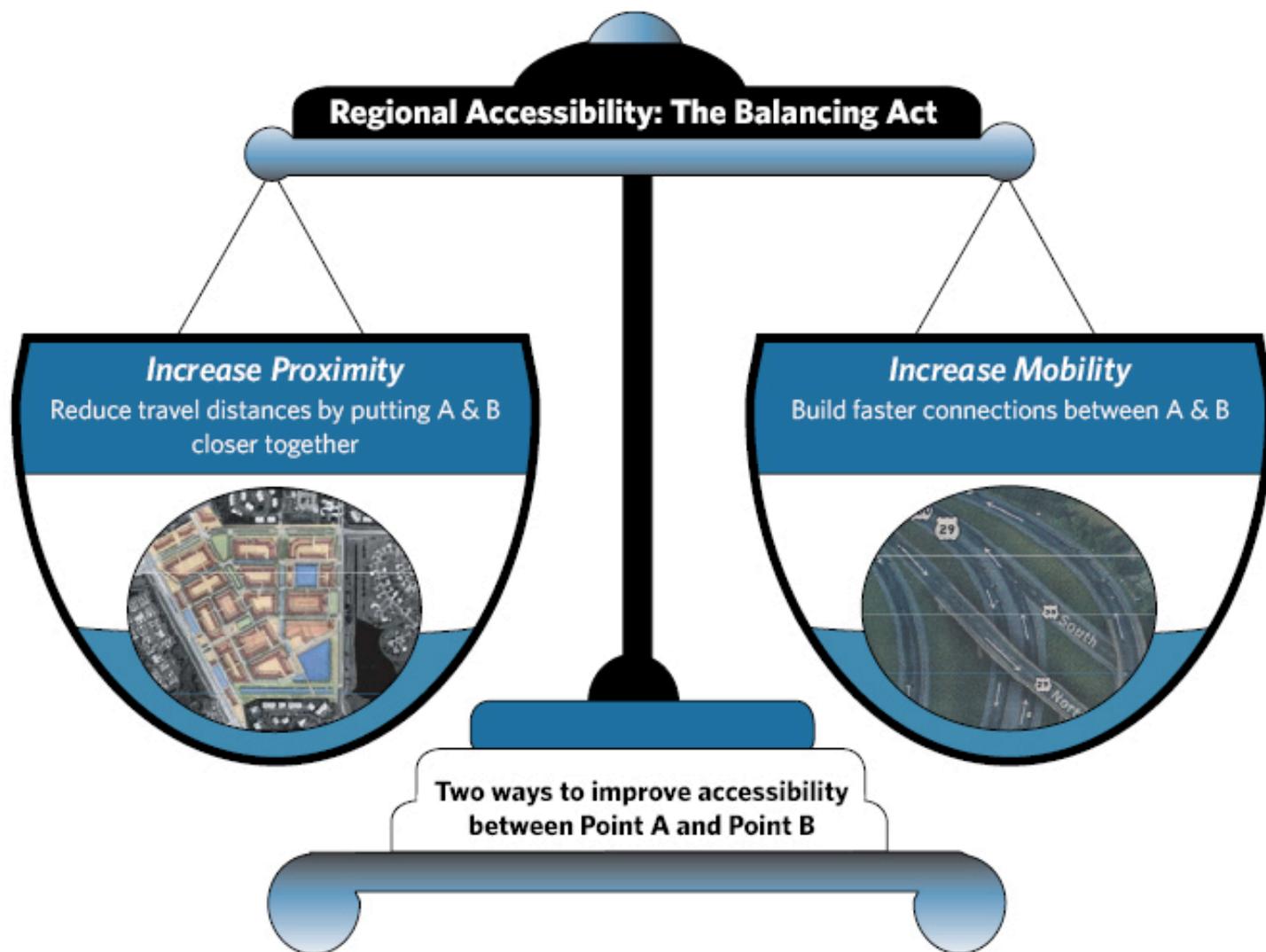
1.09  
50.6 minutes  
46.4 mins  
4.2 mins

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

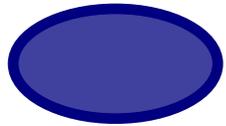
## Denver 2007

1.31  
49.6 minutes  
37.9 minutes  
11.7 minutes

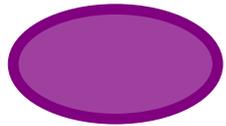




# Transportation and Land Use

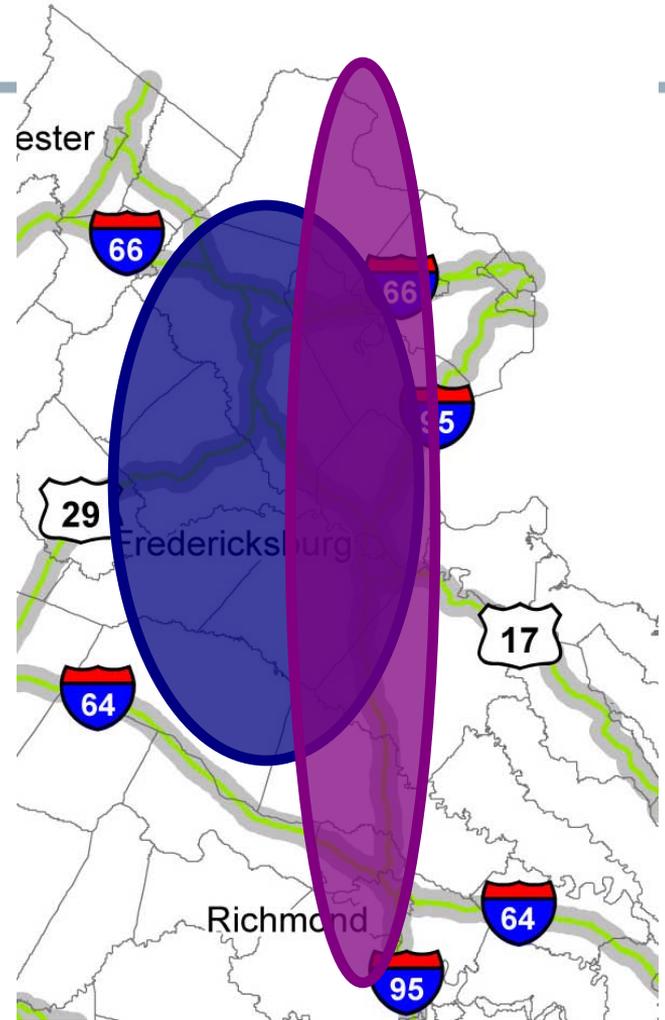


Households: 50%-80% Growth Rate



Jobs: 50%-90% Growth Rate

**Poor job to housing balance  
increases transportation costs  
and reduces our economic  
competitiveness**

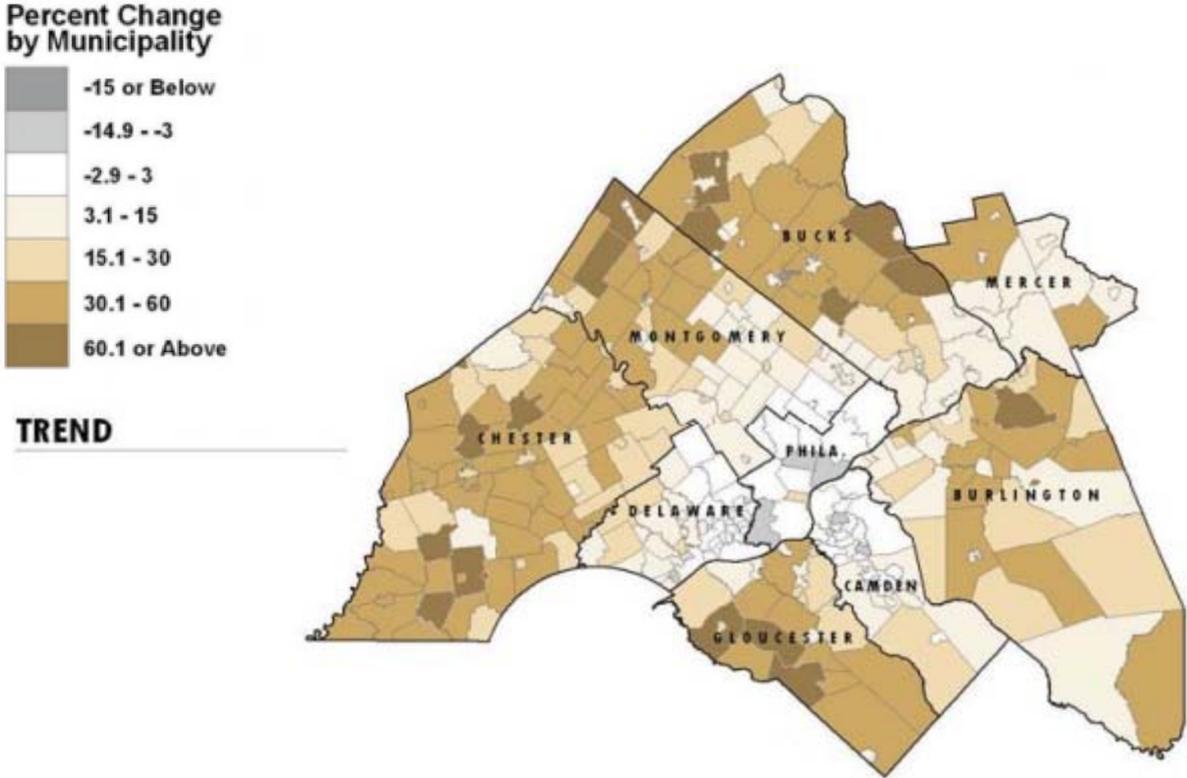


# Delaware Valley Regional Planning Commission

---

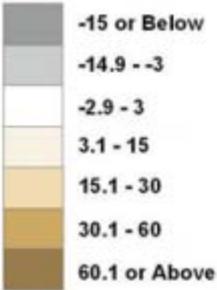
- **Undertook scenario planning as a part of their long-range plan update in 2008**
- **Analyzed three different scenarios for future growth and investment**
- **Helped local leaders better understand the impacts of decisions and spur discussion about goals for the future**
- **Selected a hybrid to serve as the basis for their long-range plan**

# Delaware Valley Scenario Planning

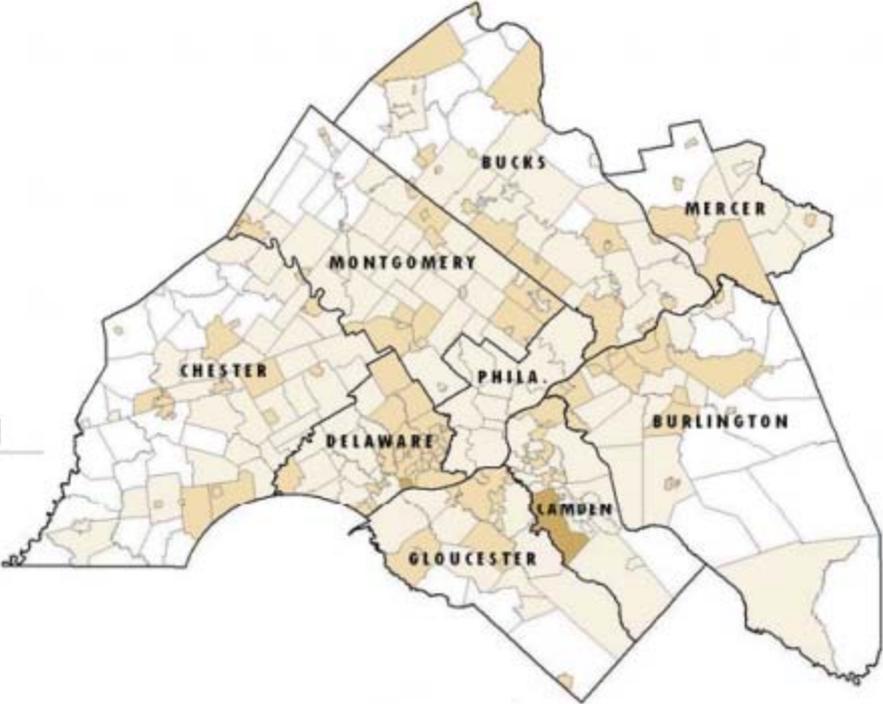


# Delaware Valley Scenario Planning

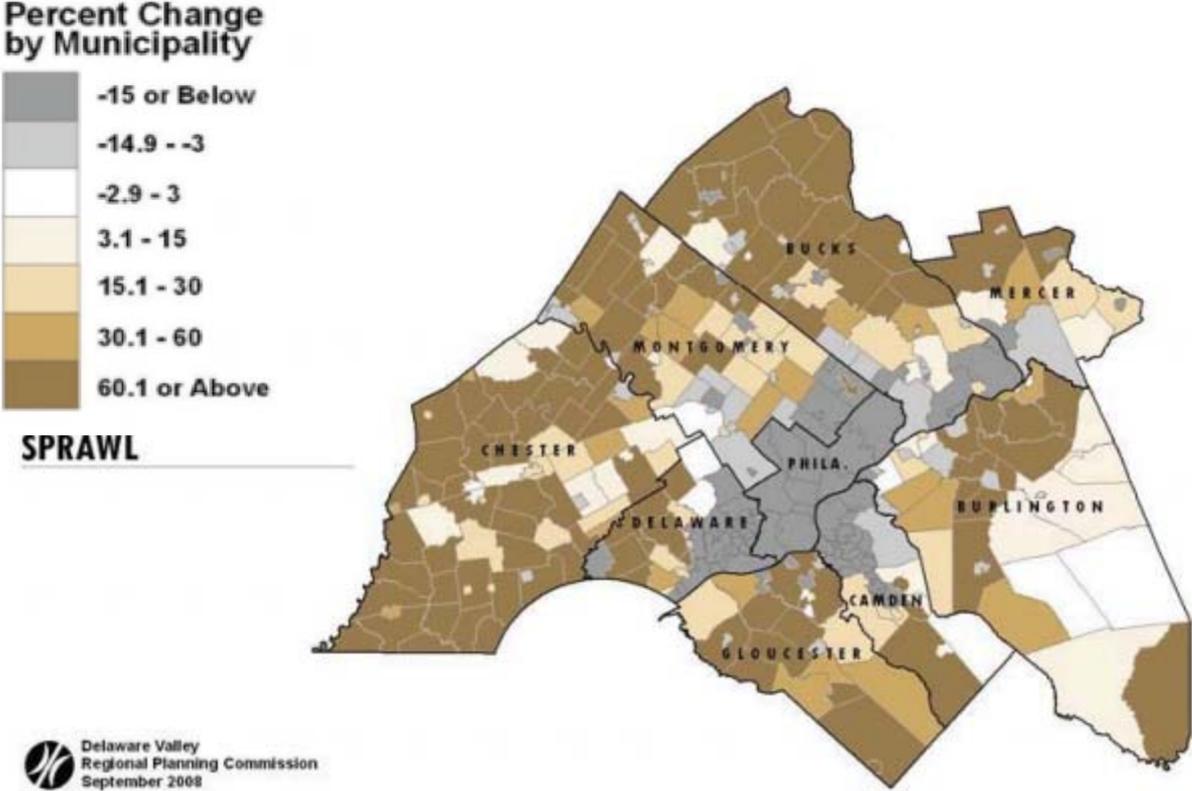
Percent Change by Municipality



**RECENTRALIZATION**



# Delaware Valley Scenario Planning



# Delaware Valley Scenario Planning

	Recentralization	Trend	Sprawl
Annual Vehicle Hours of Delay	124	144	171
Annual Congestion Costs	\$3,720 M	\$4,330 M	\$5,120 M
Daily PM 2.5 Emissions	1.74 tons	1.80 tons	1.85 tons
Supportive Infrastructure cost per unit	\$28,600	\$37,400	\$53,300

# Moving Forward

---

- **Vtrans2040 process was recently initiated**
- **Office of Intermodal Planning and Investment will be developing a plan for the implementation of House Bill 2**
- **Both will involve significant outreach to local officials, transportation agencies and the public**