

FAMPO Legislative Subcommittee

September 6, 2018



Proposed Schedule

July to September 2018 – FAMPO Discussion of Legislative Priorities

September/October – Coordination of FAMPO Legislative priorities with GWRC and Stafford efforts

October 15th – FAMPO Approval of Legislative priorities

Fall 2018

- Coordination with GWRC Legislative consultant Eldon James
- GWRC Legislative platform includes transportation items from FAMPO
- Meetings with State Delegation members to gather input and refine items
- State Delegation sponsors identified

Proposed FAMPO Legislative Items: Review of 2018 effort

1. Enabling additional rural multilane divided highways to potentially have a speed limit of 60 MPH (Passed)

2. Smart Scale Changes (Did not pass)

- Submit recommendations developed by FAMPO Smart Scale Task Force
 - Include Traffic for all seven days in scoring
 - Use Total Cost instead of Smart Scale Request Cost in scoring
 - Change Accessibility measure threshold from 45 minutes to 60 miles
 - Restrict High Priority Project funding to Highway and Transit projects on a Corridor of Statewide Significance costing at least \$10 Million

Proposed FAMPO Legislative items: Smart Scale

1. Smart Scale Potential items

- Regarding Scoring Process (HB2)
 - a. Include traffic for all seven days in scoring
 - State (VDOT/OIPI) required to do this for new Federal Performance Based Planning Requirements for Congestion
 - b. Use Total Cost instead of Smart Scale Request Cost in scoring
 - c. Change Accessibility measure threshold from 45 minutes to 60 miles
 - d. Restrict High Priority Project funding to Highway and Transit projects on a Corridor of Statewide Significance costing at least \$10 Million

Example of State Use of Weekend Congestion Data from April 17, 2018 CTB Presentation

Using Traffic Data for all days of the week, FAMPO has worst Travel Time Reliability measure in the State

Travel Time Reliability

- Examines each segment of the National Highway System (NHS) during four time periods
 - Weekdays 6a to 10a; 10a to 4p; and 4p to 8p
 - Weekends 6a to 8p**
- Measure is a ratio of person miles traveled on a reliable segment of the NHS compared to all person miles traveled on the NHS
- A segment is determined to be unreliable if the reliability is worse than 1.50 for one or more time period
 - Meaning that to arrive on time 80% of the time one would need to budget 50% more time compared to a typical trip

Travel Time Reliability Measure Baseline

Virginia MPOs	LOTTR – Reliable Percentage	
	Interstate	Non-Interstate
Bristol MPO	100	91.4
Central Virginia MPO	N/A	93.0
Charlottesville-Albemarle MPO	100	85.7
Danville MPO	N/A	98.7
Fredericksburg Area MPO	53.1	85.5
Hampton Roads Transportation Planning Organization	85.7	88.2
Harrisonburg-Rockingham MPO	100	81.7
Kingsport MTPO	N/A	99.0
National Capital Region Transportation Planning Board	56.1	72.1
New River Valley MPO	100	80.5
Richmond Area MPO	94.3	89.6
Roanoke Valley MPO	100	90.2
Staunton-Augusta-Waynesboro MPO	100	77.6
Tri Cities Area MPO	100	75.8
Winchester-Frederick County MPO	100	76.2
Non-MPO	100	93.8
Grand Total	82.3	85.0

- Calculated internally by VDOT staff with 2017 INRIX NPMRDS 82.9
- PMT used 1.54 vehicle occupancy factors from 2009 as 2017 numbers are not yet available

Proposed FAMPO Legislative items: Smart Scale

1. Smart Scale Potential items (Continued)

- Regarding Funding Process (HB1887)
 - a. Request a study to review and potentially change the District Grant Allocation Formula
 - b. Major District Grant Formula Issues
 - Created for a different purpose in 1986. Needs to be updated with more current metrics
 - Developed for Primary-Secondary-Urban allocation (40/30/30)
 - Interstates not included in formula, but are eligible to receive District Grant funding
 - Not consistent with national standard of 2010 Federal Functional Classification
 - Primary-Secondary-Urban classification system has not been consistently updated since 1986, particularly in areas with high growth, e.g., NoVA and Fredericksburg
 - ❖ Examples: Rte 610 (Garrisonville Rd) and Rte 630 (Courthouse Rd)
 - Federal Functional Classification required to be consistently updated
 - Urban component of population based on city & town population instead of national standard of urbanized area
 - Many counties now have larger urbanized populations than many cities, e.g., Fairfax, Loudon, Prince William, Stafford, Spotsylvania, Chesterfield, Hanover, Albemarle, etc.

Proposed FAMPO Legislative items: Smart Scale

2. Changing Express Lanes Agreement Restrictions on Capacity Improvements to I-95 and US Rte 1

- Understanding is highways can be widened without competition compensation if posted speed limit is 50 MPH or less, e.g., US Rte 1 ok
- Enable I-95 to be widened from 6 to 8 lanes in Stafford without restrictions?

3. State Transportation Funding Study Request?

- Current system based on gas taxes is failing due to emergence of hybrid and alternative fuel vehicles.
 - Need for a new sustainable system less reliant on gas taxes
- Study could take considerable time to complete
- Issue discussed at 8/20 GWRC meeting and at FAMPO in Early 2018
 - FAMPO Letter to Secretary from January, 2018
- Federal Level: Discussion of ending Federal Gas tax by 2028 in Congress

4. Other?