

**FREIGHT TECHNICAL ADVISORY COMMITTEE
OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION**

OCTOBER 12, 2010 MEETING

AGENDA

This agenda is issued for the Hampton Roads Transportation Planning Organization's (HRTPO) Freight Technical Advisory Committee (FTAC) October 12, 2010 meeting.

Following is the meeting agenda.

1. Call to Order
2. Taking of Attendance
 - a. Introduction of New Member: Curtis Hall, Target Import Warehouse
3. Public Comment Period
4. Old business
 - a. Adoption of Last Meeting's Minutes
 - b. Update on CTAC Communication
 - c. Update on TTAC Communication
5. New Business
 - a. HRTPO Prioritization Tool & 2034 LRTP
 - i. Presentation and Discussion of First Set of Draft Results
 - ii. HRTPO discussion of Inputs
 - iii. FTAC Comment on Tool Progress
 - iv. FTAC Position on Prioritizing Potential 2034 Projects
 - v. Other new business
 - b. FTAC Offer to Participate in 2034 Prioritization Process
 - c. Presentation and Discussion of HRTPO Draft Legislative Priorities
6. Announcement of Next Meeting Date, Place, Time
7. Adjournment

**FREIGHT TECHNICAL ADVISORY COMMITTEE
OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION**

JULY 14, 2010 MEETING

MINUTES

Co-Chair Stan Clark called the HRTPO Freight Transportation Advisory Committee to order at 10:00 am in the Virginia Port Authority (VPA) Board Room with the following in attendance:

MEMBERS PRESENT:

Stan Clark, Co-Chair (IOW Board of Supervisors)
Homer Crane (K Line America, Inc.)
Jeff Frye (Target Import Warehouse)
Keith Helton (Givens Logistics)
Chris Luebbers (Norfolk Southern Corporation)
Art Moye (Virginia Maritime Association)

MEMBERS ABSENT:

Bill Bell, Co-Chair (Northrop Grumman Shipbuilding)
Ron Drogan (The CrossGlobe Group)

STAFF:

Jeff Florin (Virginia Port Authority)
~~Camelia Ravanbakt (HRTPO)~~ (absent)
Rob Case (HRTPO)
Andy Hecker (Moffatt & Nichol)
Allison Mall (Moffatt & Nichol)

OTHERS PRESENT:

Wendy Vachet (U.S. Navy)

1. PUBLIC COMMENTS

Everyone in attendance introduced themselves and Co-Chair Stan Clark opened the public comment period. Ms. Wendy Vachet from the Navy introduced herself, with no further comments. Hearing no requests for public comments, Co-Chair Clark declared the public comment period closed.

2. OLD BUSINESS

A. Appointment of Co-Chair

Mr. Stan Clark, Chairman of the Isle of Wight Board of Supervisors, introduced himself as the new co-chair of FTAC, replacing Mr. Doug Smith. Mr. Clark then called the meeting to order.

B. Adoption of last meeting's minutes

The Co-Chair noted the minutes of May 20, 2010 and asked for any revisions. There being none, Mr. Clark moved the minutes be approved as submitted. Mr. Crane seconded the motion and the minutes were approved.

C. Opportunity for HRPDC updates from TPO and TTAC meetings

Mr. Rob Case from the HRTPO gave an overview of the HRTPO subcommittee's latest meetings:

- The CTAC will make funding recommendations at September 9, 2010 meeting.
- The TTAC met at the beginning of July and recommended setting aside Regional Surface Transportation Program (RSTP) money for contingency (use ARRA shortfalls first, then RSTP projects). The Transportation Technical Subcommittee (TTS) recommended approving the prioritization tool.
- The August HRTPO and TTAC meetings have been cancelled for summer holidays.

The HRTPO Board met in June and approved the economic vitality component of the prioritization tool. The HRTPO staff released the Congestion Management Plan (CMP) for public comment and recommended making changes to VDOT's hurricane evacuation plan. This included reversing 460/58 starting at Bowers Hill, which would require funds to build crossovers. The Commonwealth Transportation Board (CTB) has only allocated a fraction of the cost to construct the crossovers. In addition, VDOT has released \$2M in CMAQ funds. It is anticipated that TTS will recommend that this funding be applied to projects which were candidates during allocation six months ago.

The HRTPO staff is in the process of plugging numbers for approximately 200 projects into the prioritization tool in order to develop the 2034 LRTP. FTAC will review the tool in November or December. In January, the HRTPO Board will make

a decision about what to put in the Long-Range Transportation Plan (LRTP), and then there will be a public comment period in the spring. Before sending it to the federal government for approval in January 2012, an air quality conformity analysis must be performed.

a. Co-Chair comments on FTAC prioritization tool comments submitted at HRTPO Board

At the last HRTPO Board meeting, the FTAC submitted a letter with a signed endorsement of the economic vitality tool, asking for continued involvement in the process. The Committee all agreed this was the best action to take.

3. NEW BUSINESS

a. Survey and Freight Community Activity

The FTAC staff reported that the FTAC position paper and freight community survey was distributed to members of the freight community and policy makers via email. The FTAC received its first survey response. Feedback from this survey is important because although the FTAC is aware of needed larger projects, a lot of times businesses benefit from things that are “under the radar.” This survey gives businesses the opportunity to voice their needs if they don’t know where else to do so.

b. Discussion of Process for Reviewing Candidate 2034 LRTP Projects

At the last FTAC meeting, the HRTPO staff explained and demonstrated the LRTP project prioritization tool and provided a list of potential projects. The initial chart had projects organized by jurisdiction, so the FTAC staff prepared a second version that has organized the projects by freight corridors systems and categories so providing a second perspective for the committee to review and comment. They have also created and provided the committee with a map showing the major freight corridors in Hampton Roads.

The HRTPO staff needs to work with Committee members, offline, to gather preliminary analysis and an initial prioritized list of projects. Projects need to be identified that are most important to freight or that help to improve parts of freight systems. The project list is complicated, there are stand-alone projects and also projects which are part of a larger system but could be broken up into fundable, smaller projects.

At the next FTAC meeting, the HRTPO staff will have developed and the Committee will have reviewed and commented on the segmented list of projects. The HRTPO staff will pull out projects that do not apply to freight and group the remaining projects so that they can be compared in terms of capacity, freight movement, truck

counts, and cost/benefits. The FTAC staff will do research and analysis of potential freight projects, but Committee members will need to make decisions as to which projects are recommended to benefit the movement of freight.

Mr. Butch Crane brought up that the FTAC needs to work with the CTAC as much as possible, so that these projects can be prioritized along with the CTAC's opinion. Doing so will give the FTAC the opportunity to ensure projects benefit freight as well as the movement of people by reducing congestion, emissions and idle time. Projects that benefit freight and citizens should have high priority — it will give both committees more weight when recommending projects to the board. The FTAC may need to break projects down into separate projects in order to obtain funding. For instance, break up the I-64 project into specific sections that will benefit freight and congestion, and also create economic vitality.

Mr. Michael Vanderhoof asked if the CTAC has begun to prioritize projects. Mr. Rob Case responded that no, they are a younger committee than we are, and are concentrating on “tackling the funding side.” Mr. Jeff Florin reiterated that the two committee's efforts are going to converge — the FTAC will have professional freight opinions that will overlap with the HRTPO's prioritization tool results and the CTAC's opinions.

Mr. Rob Case asked how the FTAC plans to quantify project benefits. Mr. Andy Hecker answered that Committee will determine a project's capacity by lane miles, etc. but will then need help with other details. Once it gets to the point where particular projects or systems are broken down, the Committee will need to work on details to get exact benefits so that the Committee can take a position.

c. Discussion of Handouts

Mr. Andy Hecker explained the purpose of the AASHTO “Unlocking Freight” handout in the Committee member's packets. It provides baseline information for consideration of projects, best practices and failings, and the Panama Canal shift for east coast locations for moving freight and congestion. He pointed out that although there is not a lot of information on Virginia in the report, it is a good overview of freight in the U.S. and is worth reviewing.

Mr. Hecker also explained the other handout, a memo from the Virginia Maritime Association (VMA), which references Governor McDonnell's commitment to reform government and transportation funding systems. The FTAC is not taking an official position, but should provide feedback.

d. Discussion of Next Meeting Action Items

Mr. Rob Case recommended that the Committee should meet between September 29th (when the prioritization info will be released) and October 20th (the next HRTPO Board meeting). That way, the FTAC would have comments to the HRTPO Board soon after the prioritization info has been released. The FTAC needs to have its list of recommended projects to the HRTPO before October 8th so that it can be included in the Board meeting's agenda, which will be released on October 14th.

Therefore, between now and September, the Committee needs to whittle down the list of 200 projects to those important to freight. Then the FTAC will send its recommended projects to the HRTPO by October 8th, and "officially bless" the list by October 13th so that it can be included on the HRTPO agenda by October 14th.

The FTAC will send the HRTPO Board brief comments on how to sort projects by how they do and do not benefit freight. Then further research will be done. In addition, staff will reach out to CTAC for their processes and thoughts.

4. ANNOUNCEMENT OF NEXT MEETING DATE, PLACE, TIME

The next meeting will take place on Tuesday, October 12th, from 10:00 – 11:30 a.m., in the VPA Board Room. The meeting was adjourned at 11:00 a.m.

APPLICATION OF TRANSPORTATION PROJECT PRIORITIZATION TOOL

DRAFT RESULTS

Andy Pickard PE, AICP
Principal Transportation Engineer
Hampton Roads Transportation Planning Organization



L RTP Subcommittee • August 27, 2010

Background

- At its meeting on July 21, 2010, the TPO Board requested that the prioritization of projects be placed on their September 15 meeting agenda in preparation for the 2011 General Assembly.

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Prioritization: Rail

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- HRTPO Board and public have shown tremendous support of High Speed and Intercity Passenger Rail (HSIPR) for the region.
- HSIPR not evaluated through prioritization tool as there are not multiple competing options under consideration.
- Include High Speed and Intercity Passenger Rail as a priority to reflect Board support of HSIPR efforts.

Prioritization: Transit

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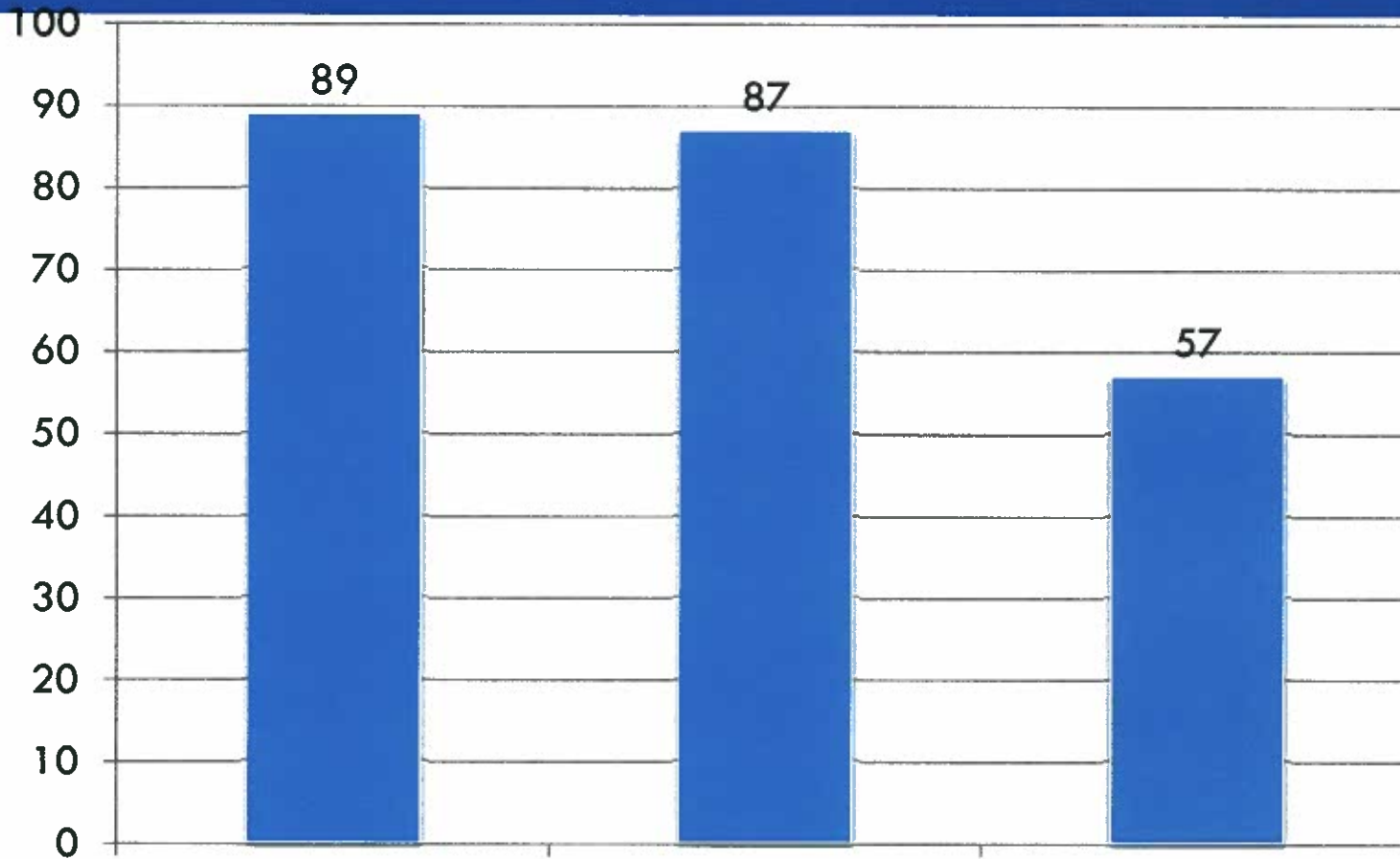
□ Projects evaluated:

- ▣ Va Beach Fixed Guideway Transit
- ▣ Peninsula Fixed Guideway Transit
- ▣ Fixed Guideway Transit to Naval Station Norfolk



Transit: Project Utility

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Naval Station Norfolk
Transit Extension

Va Beach Transit
Extension

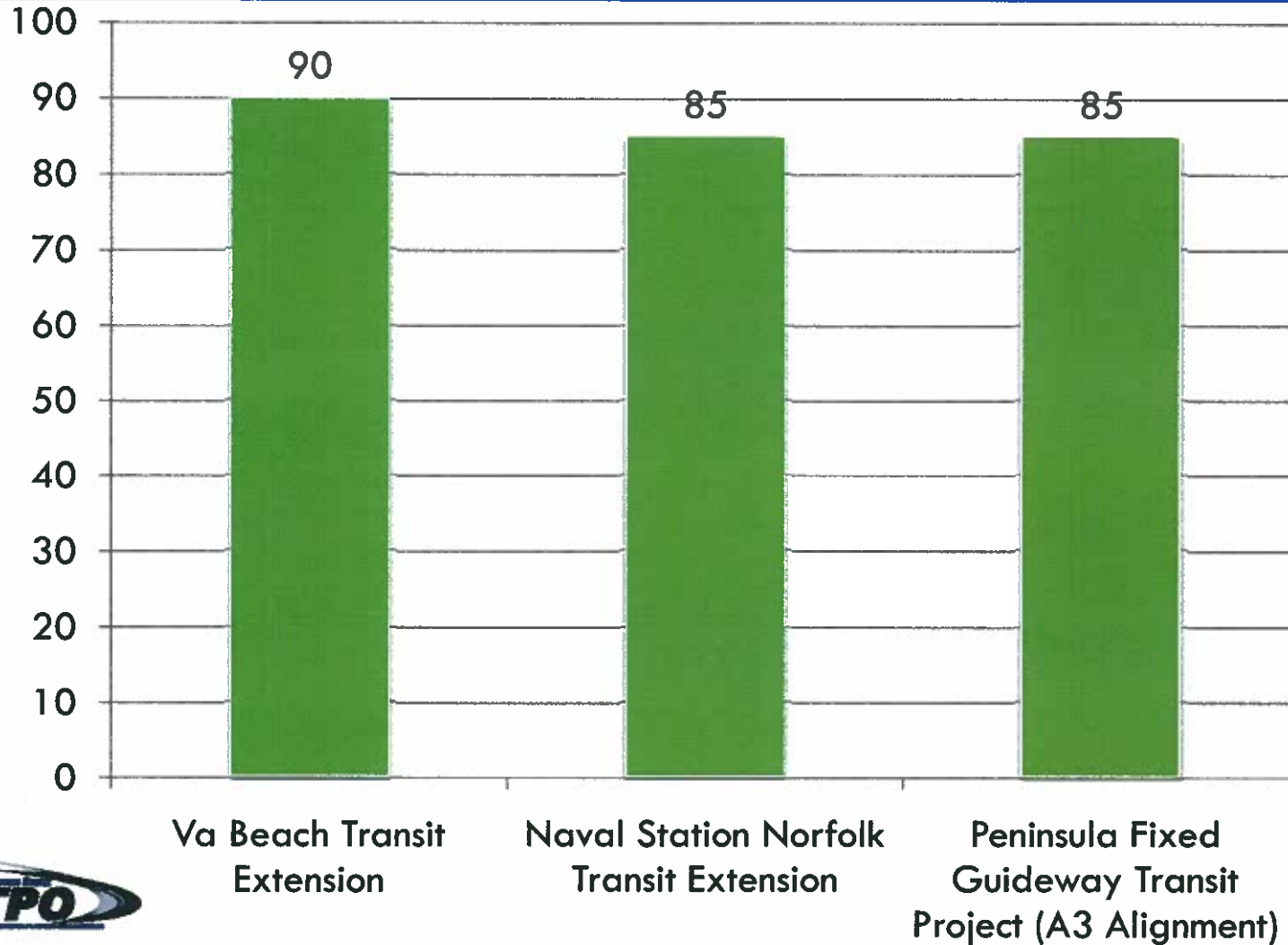
Peninsula Fixed
Guideway Transit
Project (A3 Alignment)





Transit: Economic Vitality

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Prioritization: Bridges and Tunnels

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- Interstate projects evaluated:
 - HRBT / I-64 (6L and 8L)
 - Third Crossing
 - I-64 Southside
- Primary projects evaluated:
 - Midtown Tunnel / MLK Fwy extension
 - MLK Fwy extension to Jordan Bridge

Prioritization: Bridges and Tunnels

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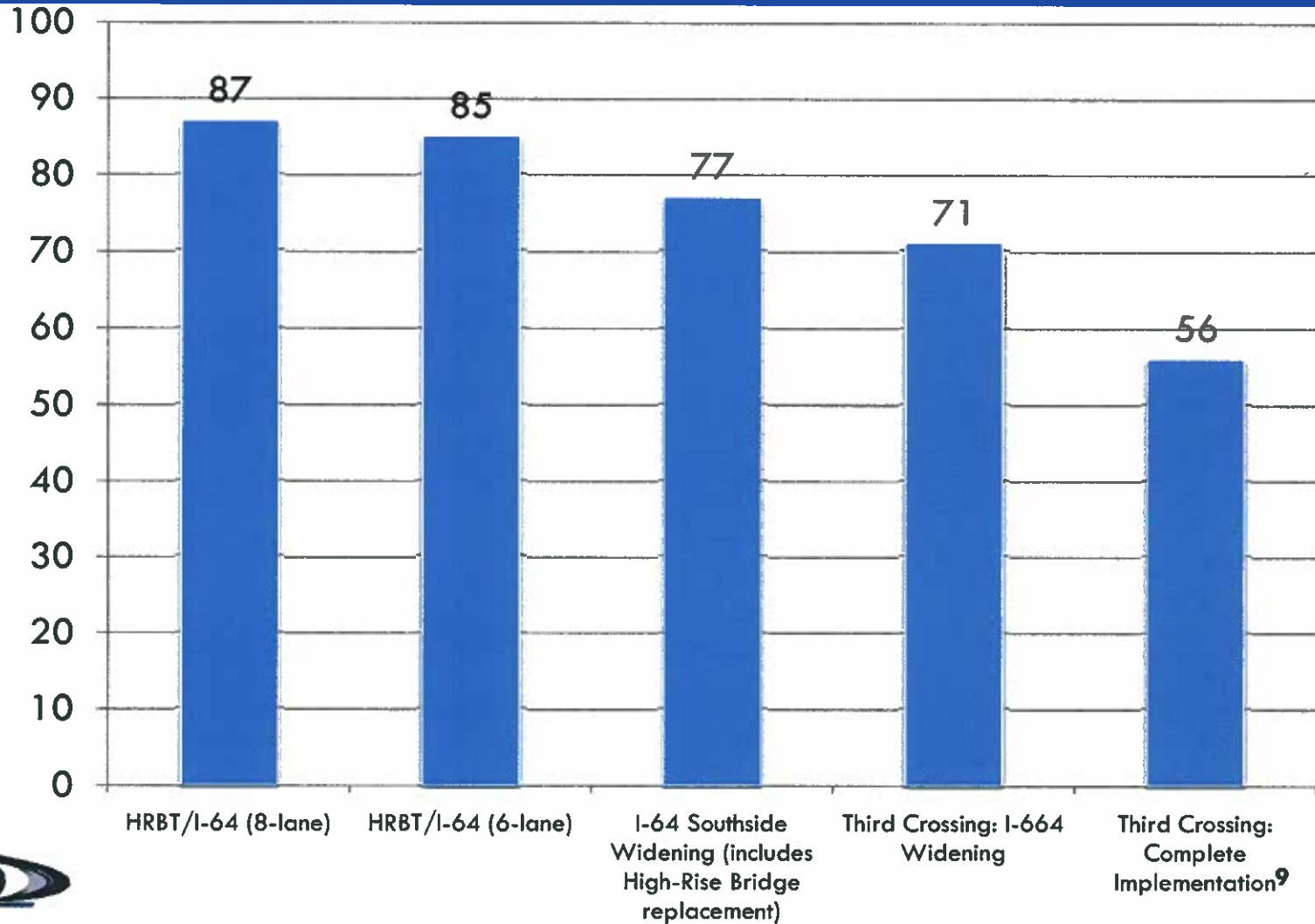


- Urban projects evaluated:
 - Dominion Blvd (Ches.)
 - High Street (Port.)
 - Warwick Blvd (NN)
 - Lesner Bridge (VB)
 - Ft Eustis Blvd Bridge (NN)
 - Washington Ave (NN)
 - Kings Hwy Bridge (Suf.)
 - Bridge Rd (Suf.)
 - Bridge St (Hamp)



Bridges and Tunnels: Interstates Project Utility

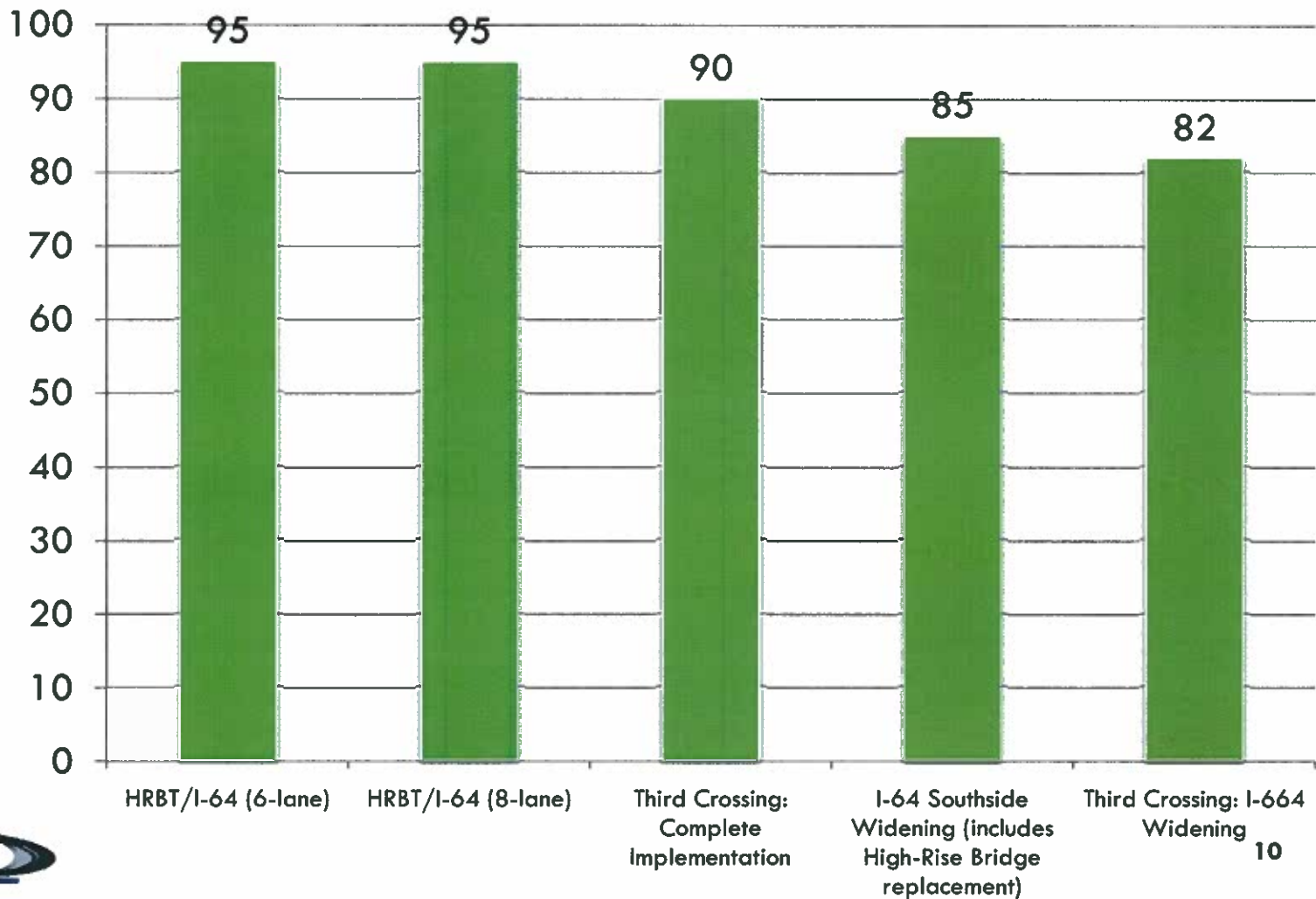
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Bridges and Tunnels: Interstates Economic Vitality

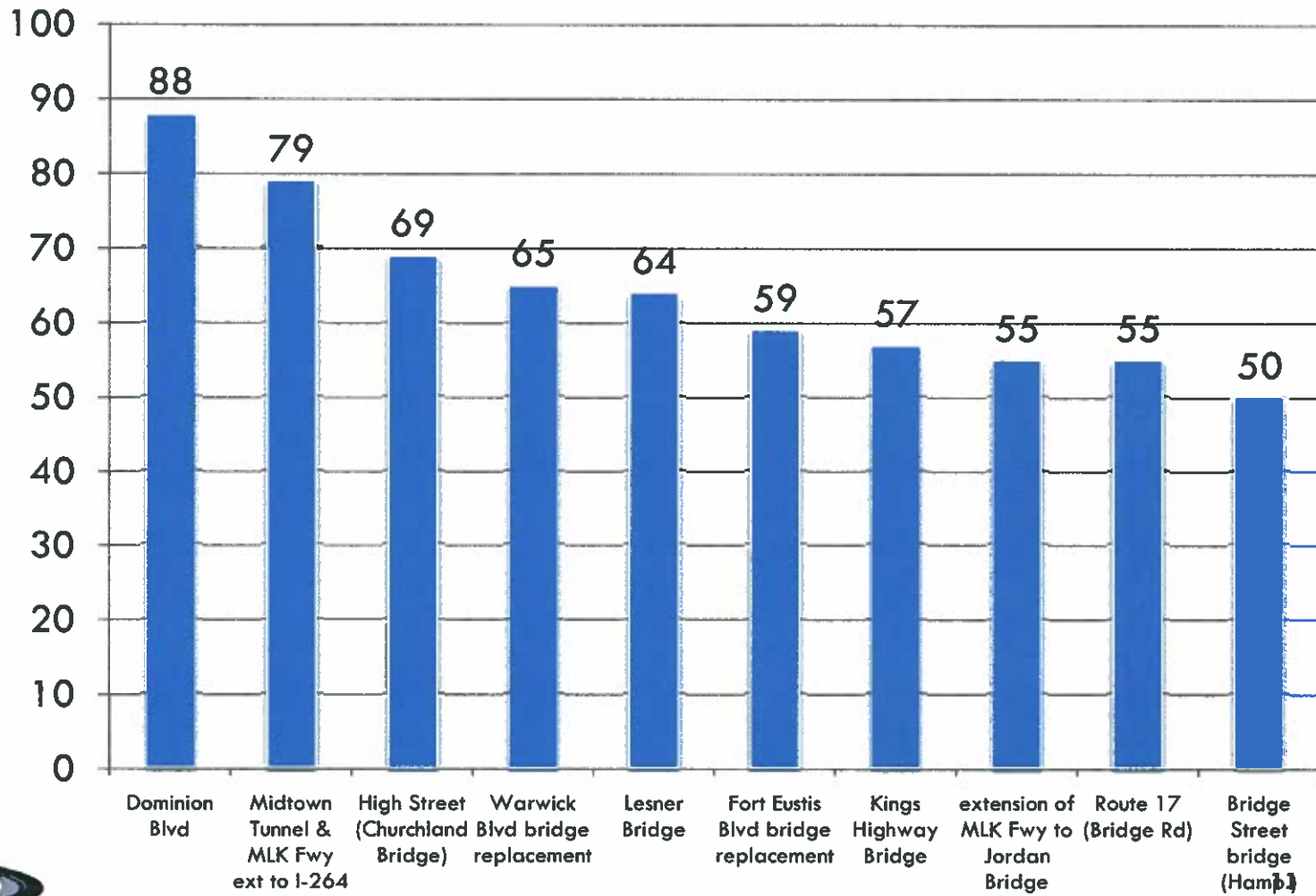
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Bridges and Tunnels: Non-Interstate Project Utility

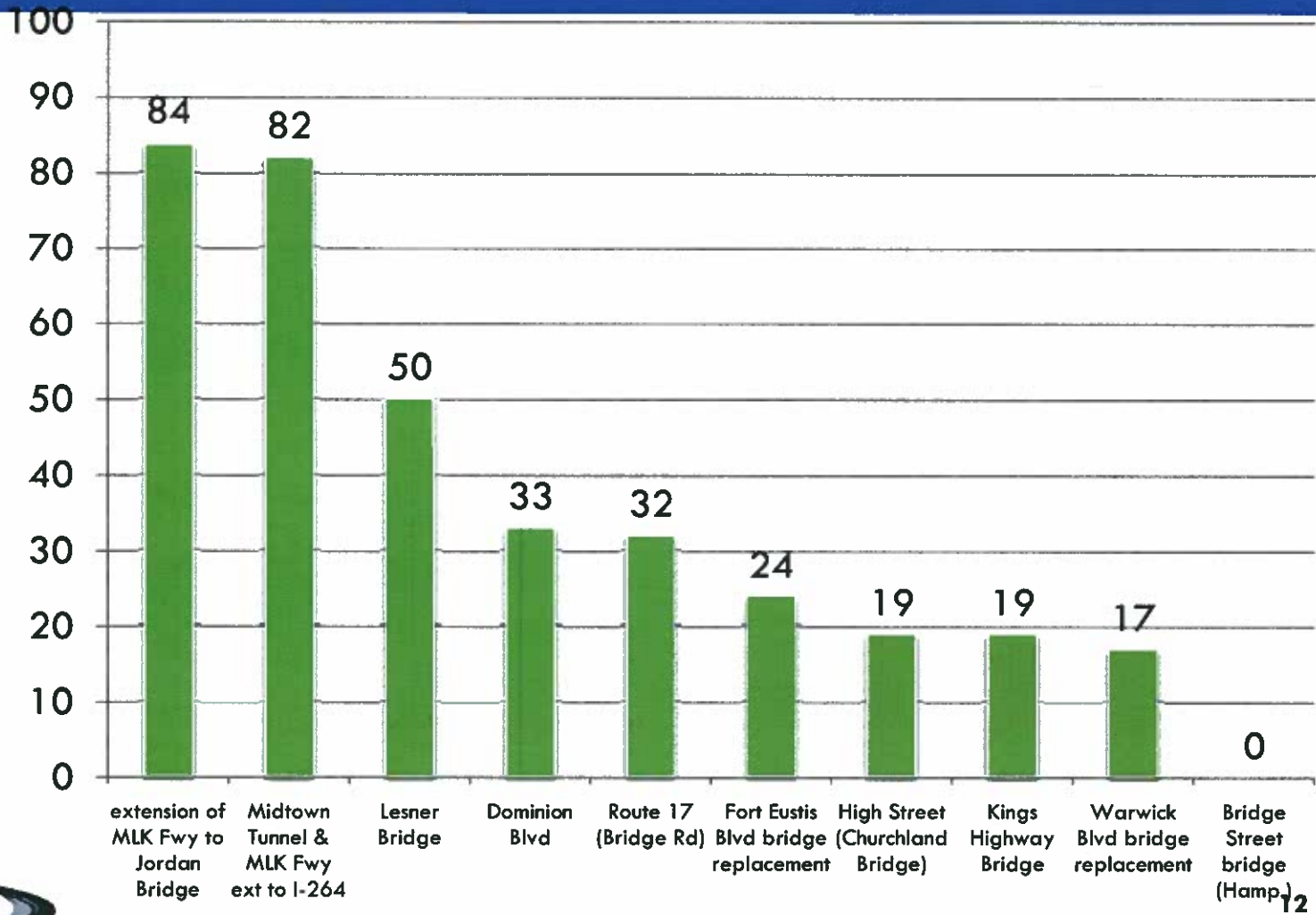
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Bridges and Tunnels: Non-Interstate Economic Vitality

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Prioritization: Highway

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□ Interstate projects evaluated:

- I-264/Witchduck Interchange
- I-264/Independence Blvd Interchange
- I-64 Peninsula Widening
- I-264 EB Ramp from I-64 WB
- I-64 @ Ft. Eustis Blvd
- I-64 North Peninsula Widening
- I-64 Interchange @ Bland Blvd/Denbigh Blvd
- I-64/Norview Ave Interchange
- I-64/464 Interchange
- I-264/Lynnhaven/Great Neck Interchange
- I-64/City Line Interchange and Arterial
- I-664/Terminal Avenue Interchange
- I-64 Interchange @ Lasalle Avenue

Prioritization: Highway

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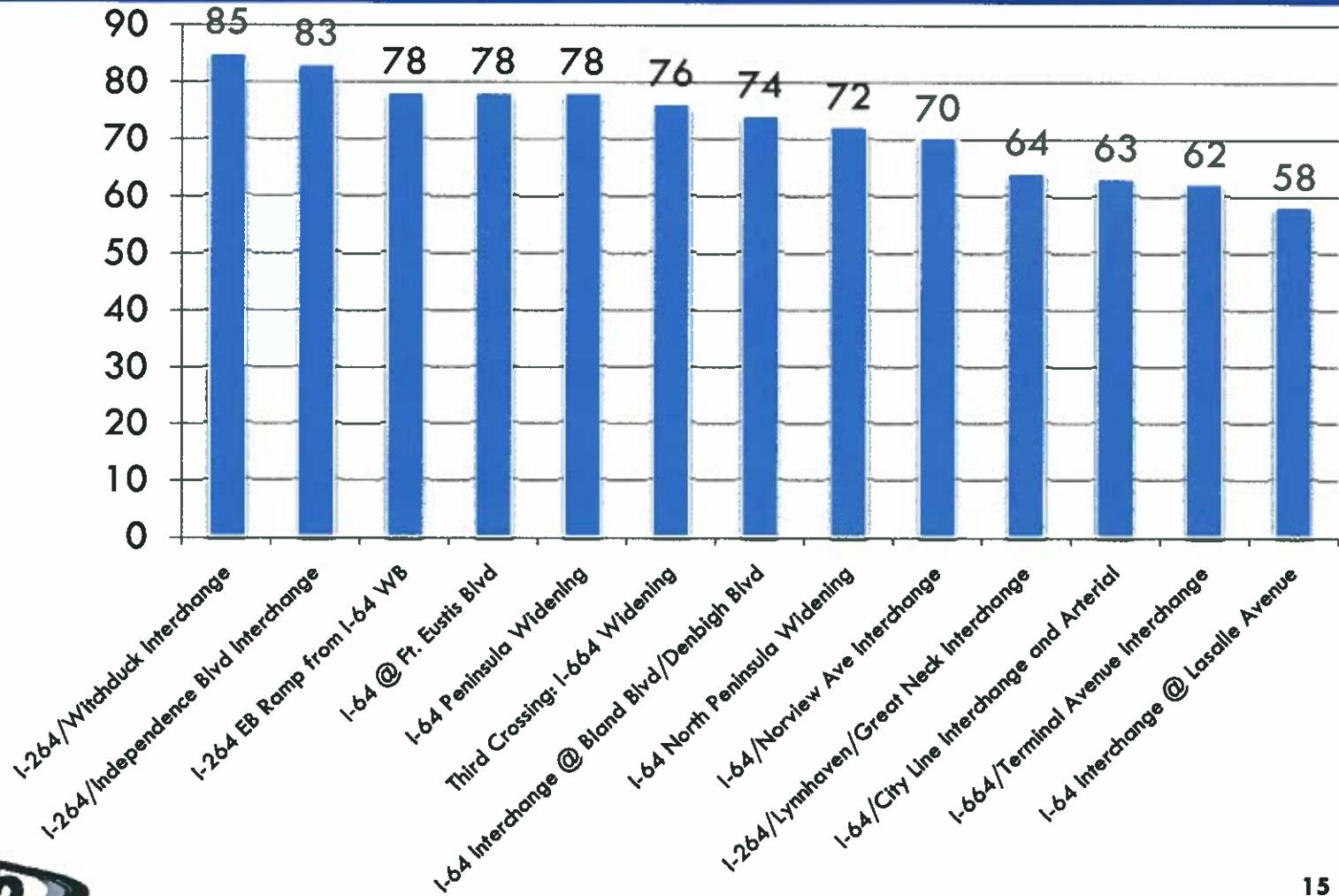


- Primary projects evaluated:
 - Southeastern Pkwy
 - US Route 460 relocation
 - Rte 17 (GW Mem Hwy) on Peninsula
 - Ches Expy interchange at Mt Pleasant
 - Rte 171 (Victory Blvd) on Peninsula
 - Rte 60 relocated
 - US 258
- Secondary projects evaluated:
 - Ironbound Rd
 - South Church St
 - Mooretown Rd ext
 - Battery Park Rd
 - Skiffes Creek connector
- Urban projects evaluated:
 - Over 100 projects evaluated; top scores will be shown on following graphs



Highways: Interstate Project Utility

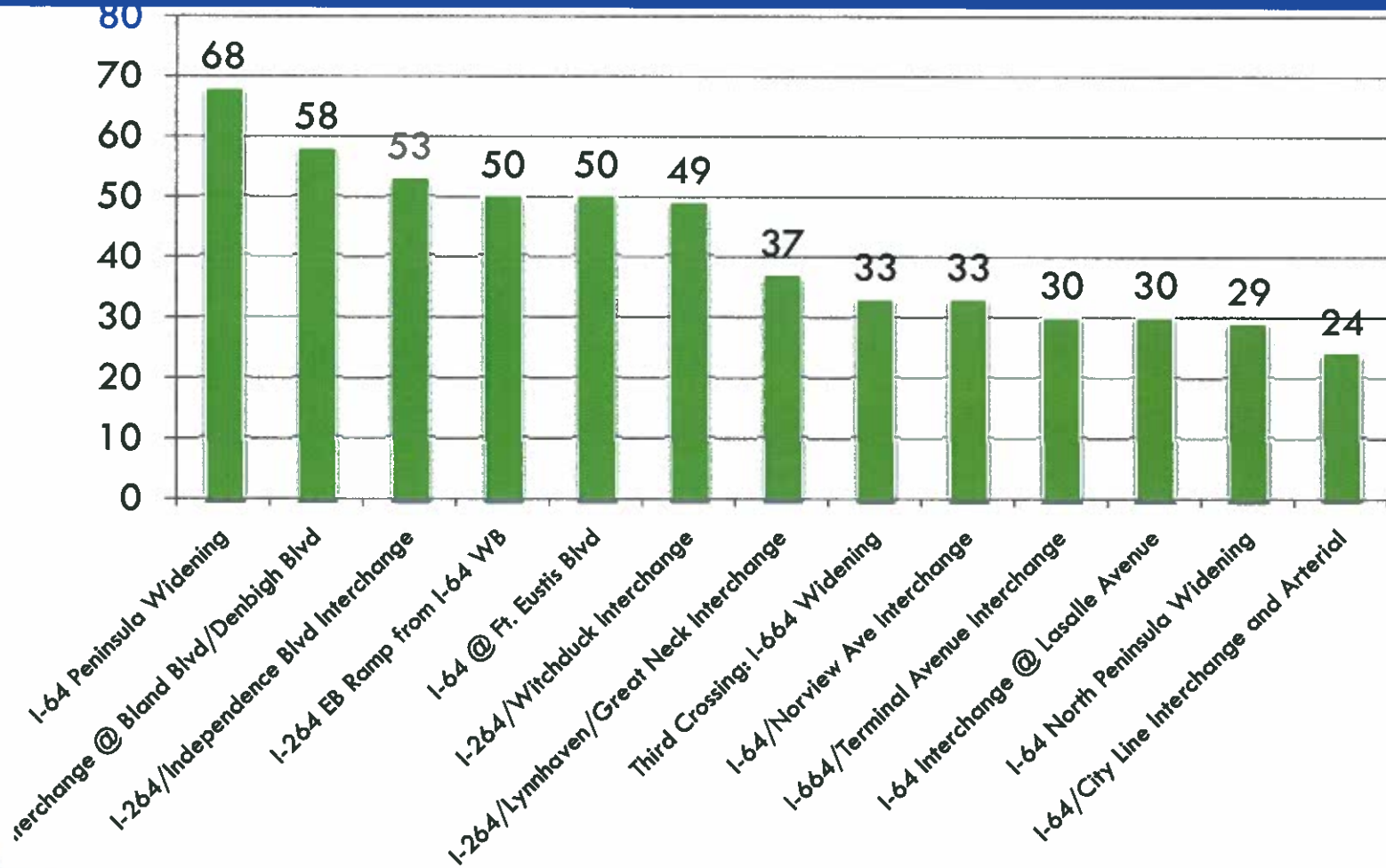
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Highways: Interstate Economic Vitality

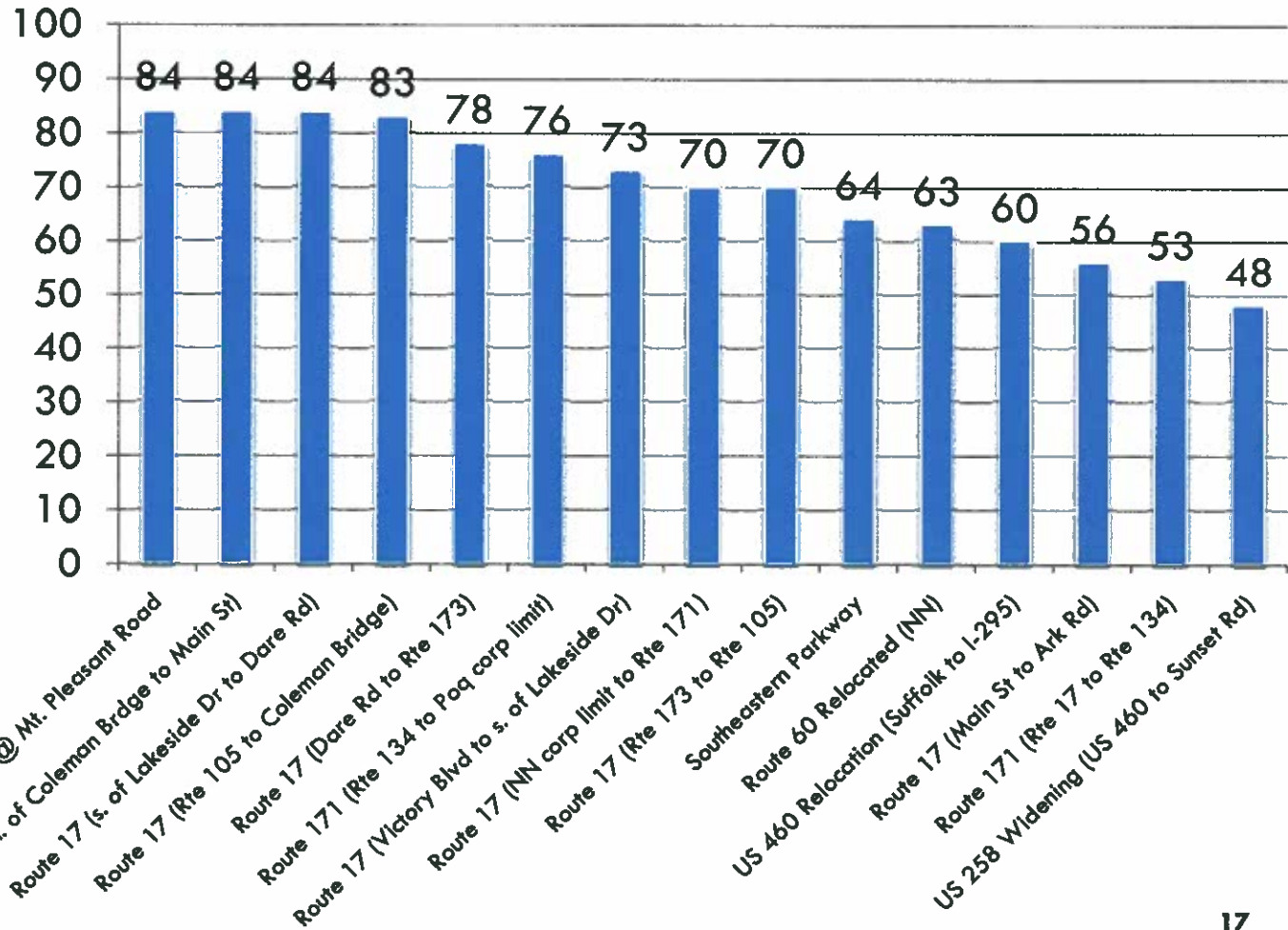
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Highways: Primary Project Utility

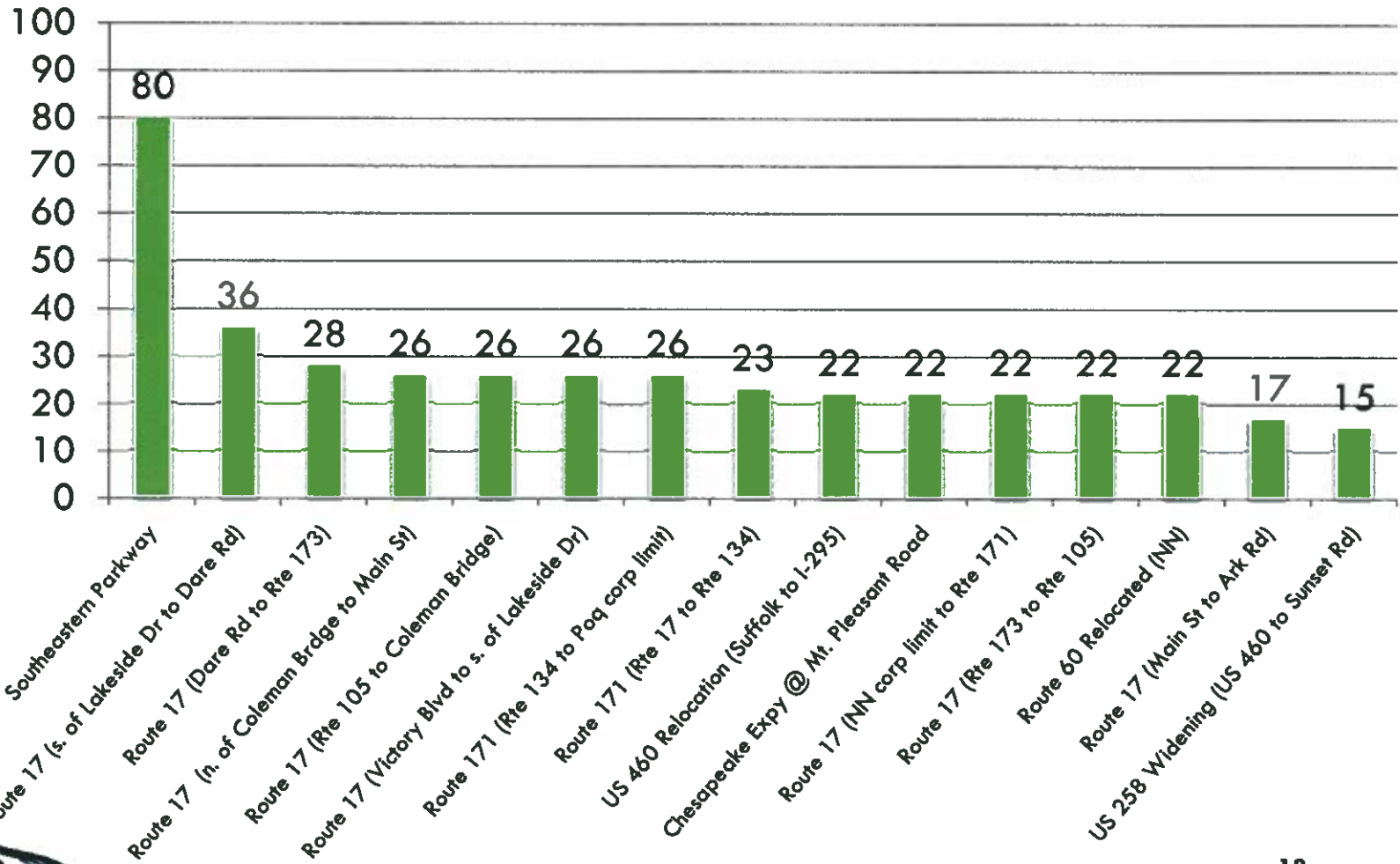
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Highways: Primary Economic Vitality

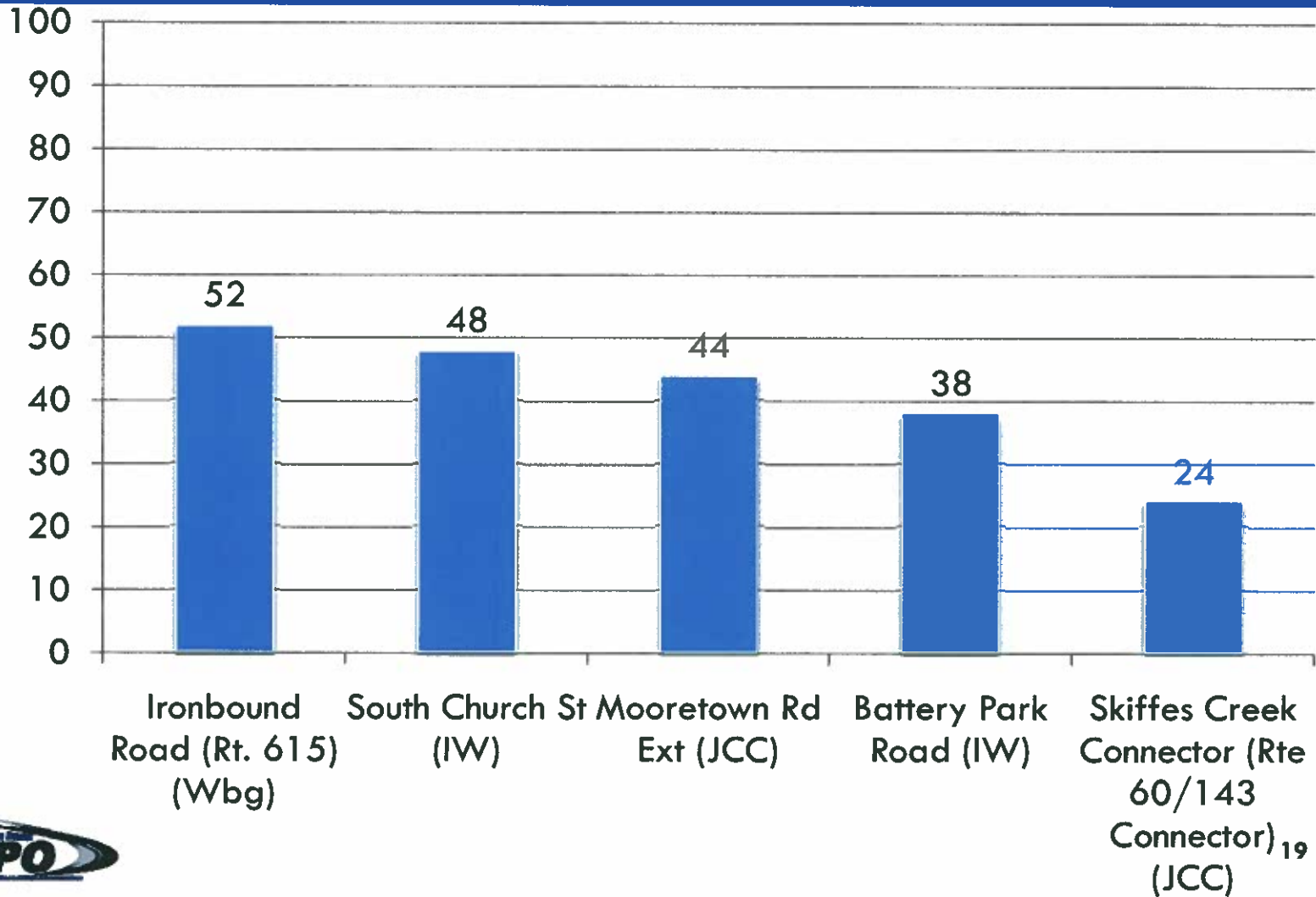
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Highways: Secondary Project Utility

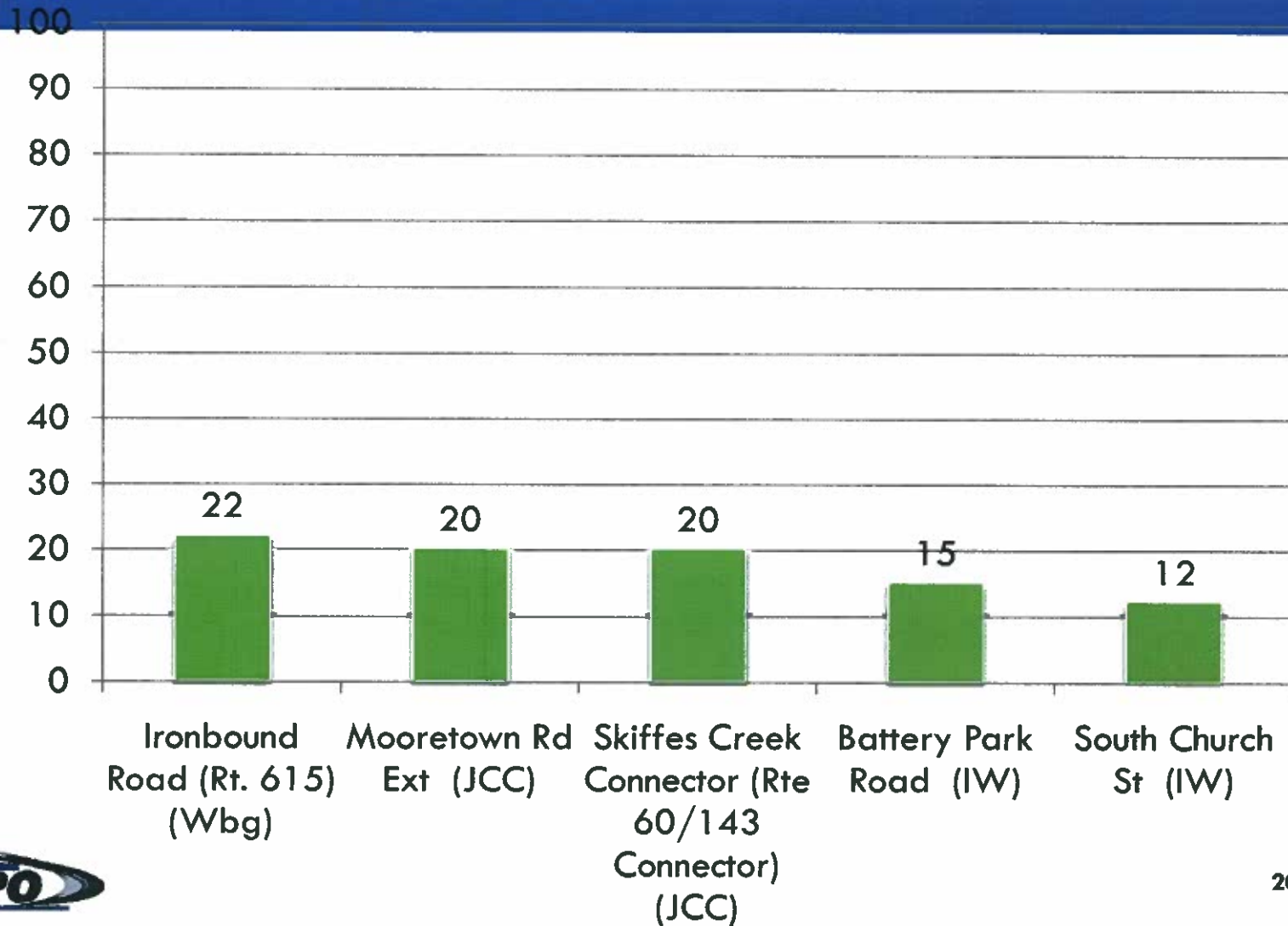
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Highways: Secondary Economic Vitality

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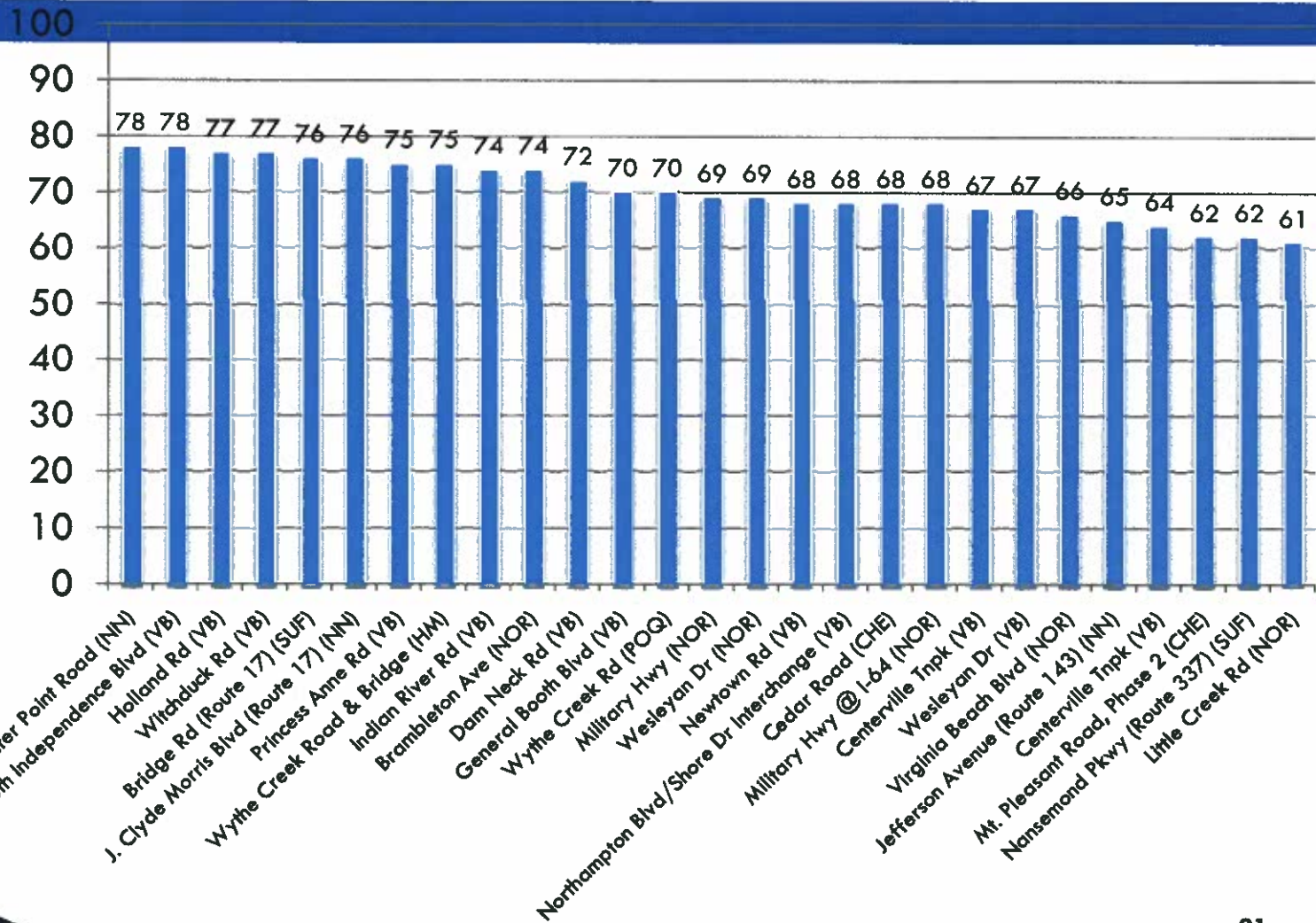




Highways: Urban Project Utility

Note: Only the highest scoring Urban Highway projects are shown on the graph. This is a practical consideration as the remaining project results could not fit on the graph and be legible for the reader. See Appendix for all Urban Highway results.

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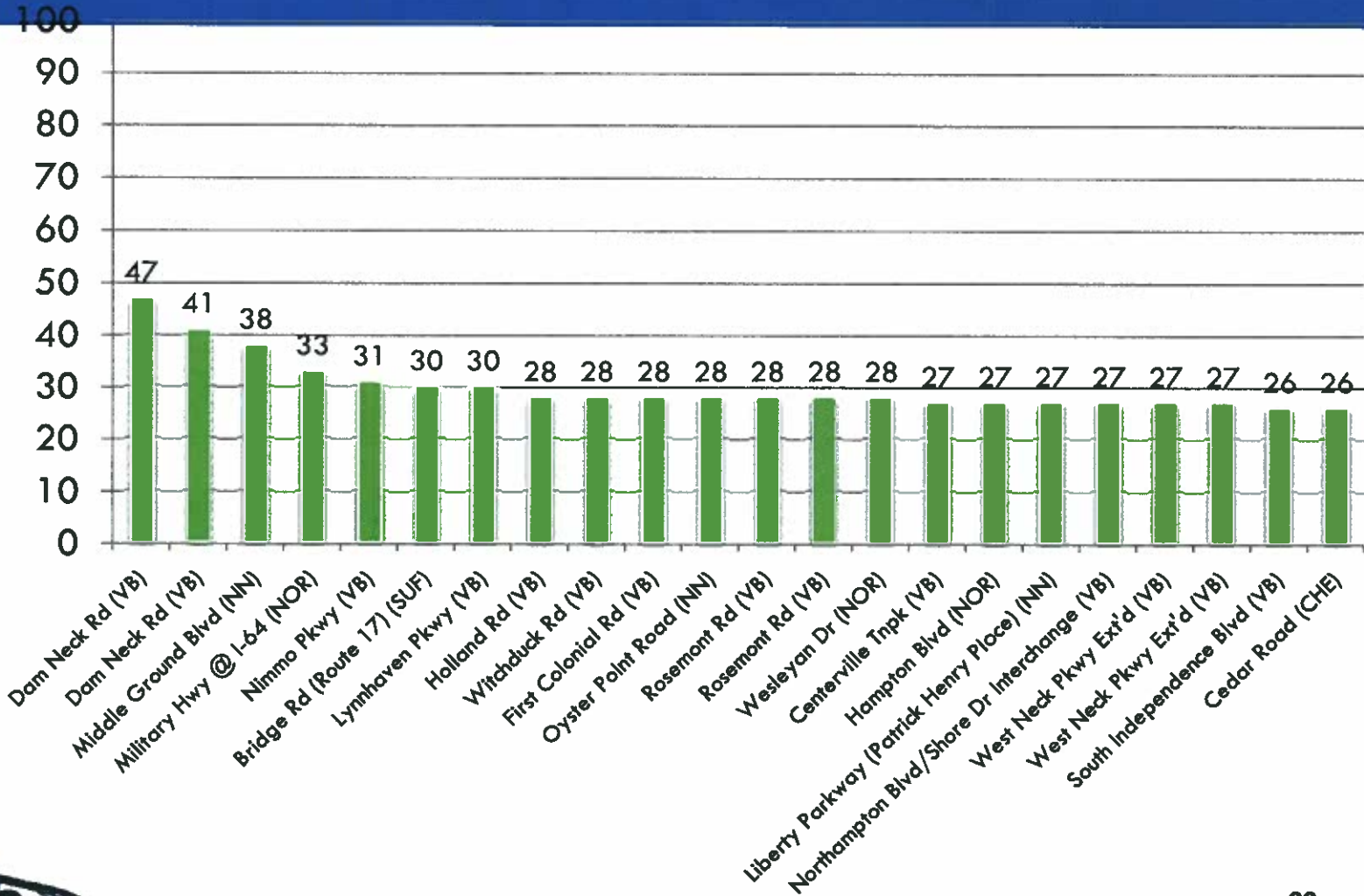




Highways: Urban Economic Vitality

Note: Only the highest scoring Urban Highway projects are shown on the graph. This is a practical consideration as the remaining project results could not fit on the graph and be legible for the reader. See Appendix for all Urban Highway results.

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Prioritization: Intermodal

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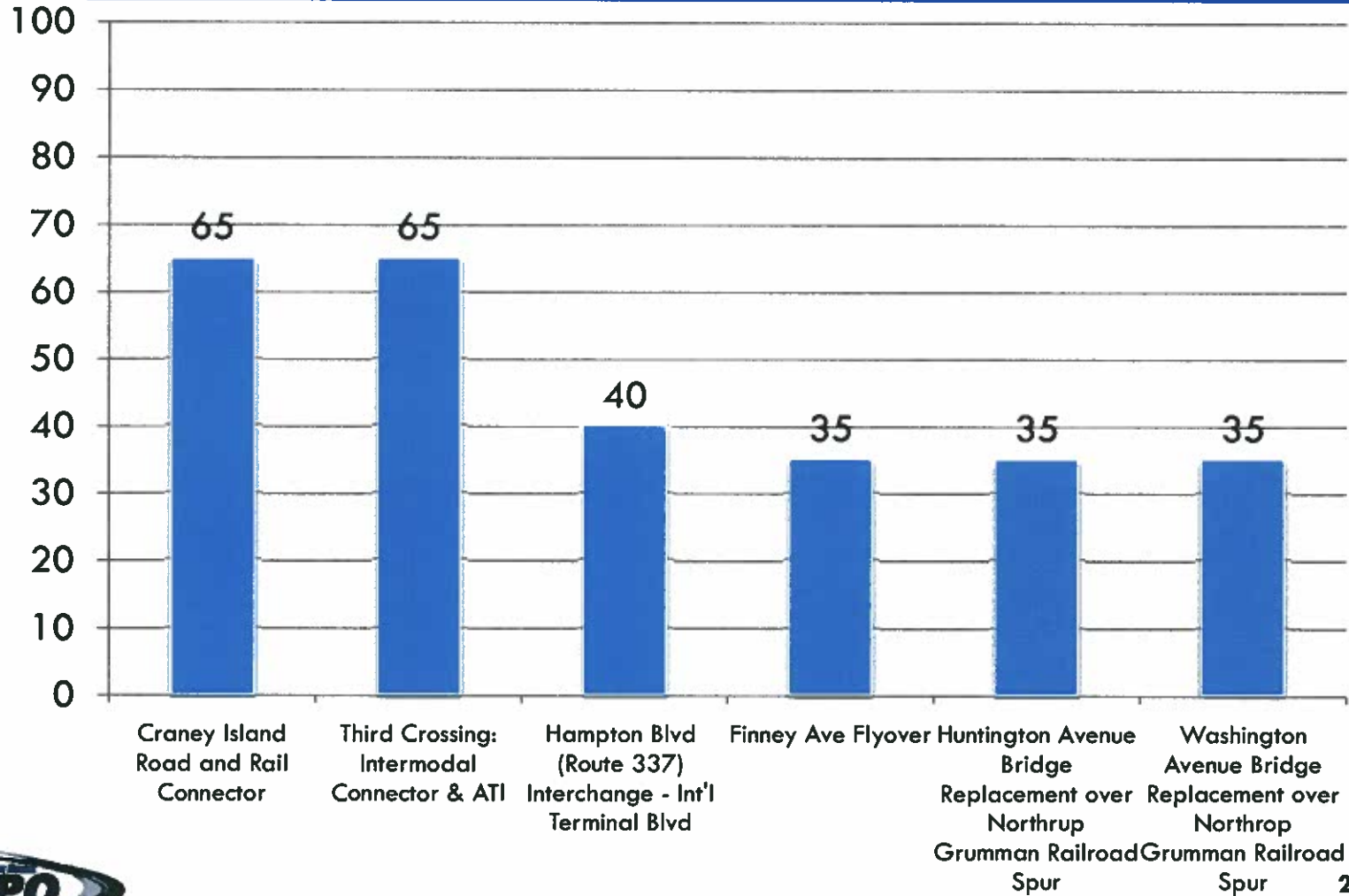
Projects evaluated:

- Craney Island Road and Rail Connector
- Third Crossing: Intermodal Connector and Air Terminal Interchange
- Hampton Blvd / Int'l Terminal Blvd interchange
- Finney Avenue flyover
- Huntington Avenue bridge replacement
- Washington Avenue bridge replacement



Intermodal: Project Utility

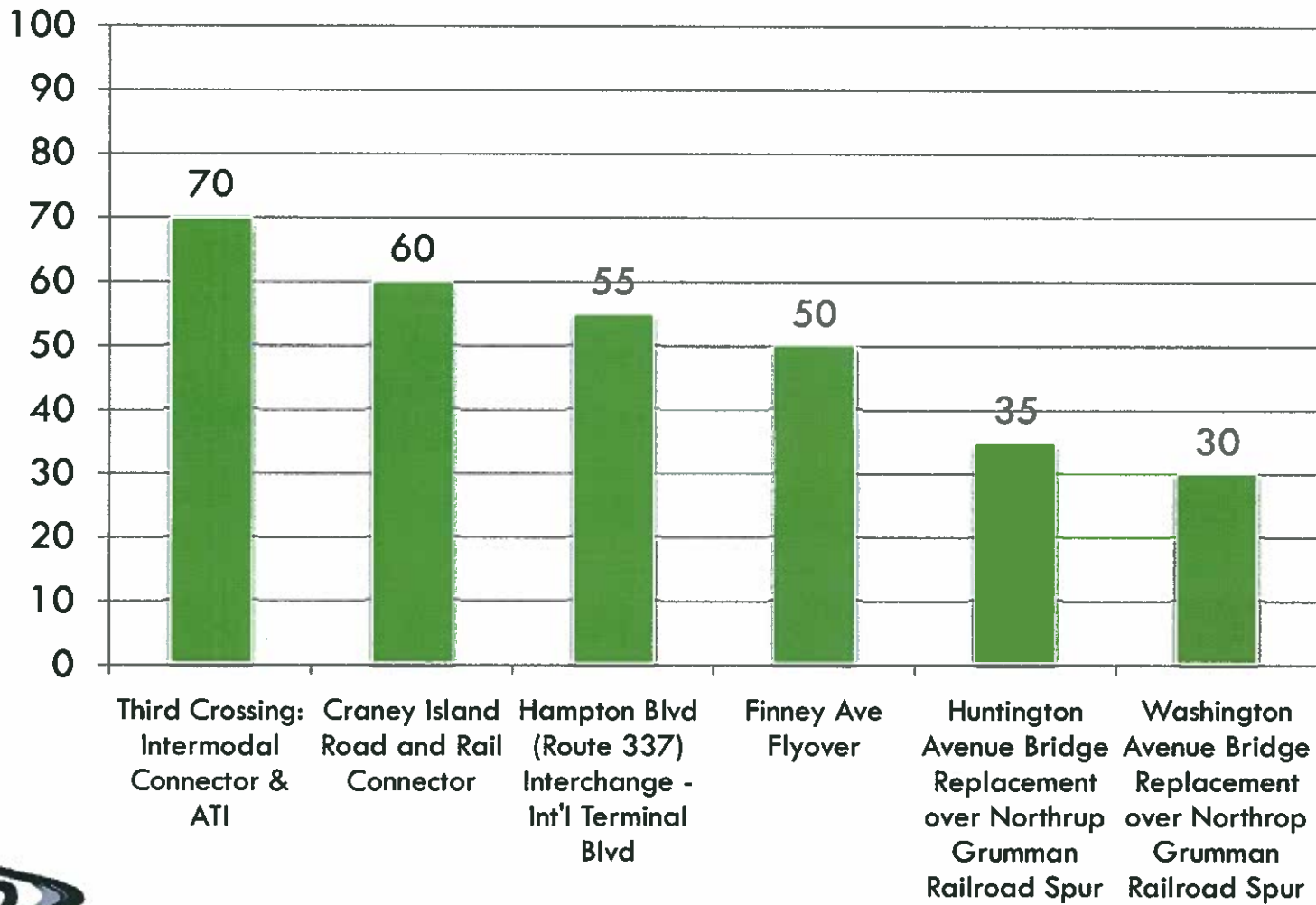
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Intermodal: Economic Vitality

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Prioritization: Next Steps

- September 1: TTAC meeting
- September 15: HRTPO Board

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Appendix

- Since not all of the Urban Highway results could fit on a single graph, they are included in the following table.

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Table of Urban Highway scores

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Project ID	Jurisdiction	Project Name	From	To	UTILITY	ECON.
18	CHE	Airport Access Road	West Rd	Dominion Blvd (US 17 South)	27	25
19	CHE	Butts Station Road	Kempsville Rd	Centerville Tnpk	54	17
20	CHE	Cedar Road	Albermarle Dr	Battlefield Blvd	68	26
24	CHE	George Washington Hwy (US 17 South)	Sawyers Mill Rd	Moses Grandy Trail	28	27
25	CHE	Hanbury Road	Johnstown Rd	Battlefield Blvd	46	24
30	CHE	Mt. Pleasant Road, Phase 1	Chesapeake Expy	Etheridge Rd	59	26
31	CHE	Mt. Pleasant Road, Phase 2	Etheridge Rd	Centerville Tnpk	62	26
32	CHE	Portsmouth Boulevard	Joliff Rd	Chesapeake City Line	59	22
34	CHE	Waters Road Phase 2	Washington Dr	Old Vintage Rd	28	20
35	CHE	Waters Road Phase 2	Old Vintage Rd	Johnstown Rd	28	10
36	CHE	Woodlake Drive Extended	Woodlake Dr	Battlefield Blvd	36	15
40	HM	Coliseum Blvd Connector	Coliseum Dr at Sentara	Armistead Ave	24	25
41	HM	Commander Shepard Extension Phase 1	Middle Rd	Magruder Blvd	24	20
42	HM	Commander Shepard Extension Phase 2	Big Bethel Rd	Middle Rd	26	25
44	HM	Saunders Road	Newport News CL	Big Bethel Rd	53	25
45	HM	Wythe Creek Road & Bridge	Commander Shepard Blvd	Poquoson CL	75	24
53	NN	Atkinson Boulevard Phase 1	Warwick Blvd (Rte 60)	Jefferson Ave	41	22
56	NN	Harpersville Road	Warwick Blvd (Rte 60)	Jefferson Ave	54	22
62	NH	Independence Blvd	Denbigh Blvd (Route 273)	Fort Eustis Blvd (Route 105)	47	20
62	NN	J. Clyde Morris Blvd (Route 17)	I-64	York CL	76	23
63	NN	Jefferson Avenue (Route 243)	Green Grove Lane	Fort Eustis Blvd (Route 105)	65	17
64	NN	Liberty Parkway (Patrick Henry Place)	Oyster Point Rd	Freedom Way	35	27
65	NN	Middle Ground Blvd	Jefferson Ave	Warwick Blvd (Rte 60)	40	38
66	NN	Oyster Point Road	Jefferson Ave	Warwick Blvd (Rte 60)	78	28
69	NN	Route 60 Relocated	Fort Eustis Blvd	James City CL	59	17
72	NOR	Brambleton Ave	Midtown Tunnel	I-264	74	22
73	NOR	Hampton Blvd	21st St	38th St	56	27
75	NOR	Hampton Blvd (Route 337) Interchange - Int'l Terminal Blvd	HA	HA	43	41
77	NOR	Little Creek Rd	Tidewater Dr	Shore Dr	62	19
78	NOR	Military Hwy	Lowery Rd	Robin Hood Rd	69	26
79	NOR	Military Hwy @ I-64	NA	NA	68	33
80	NOR	Newtown Rd	Virginia Beach Blvd	Curlew Dr	60	24
83	NOR	Virginia Beach Blvd	Glenrock Rd	Newtown Rd	66	24
84	NOR	Wesleyan Dr	Northampton Blvd	Virginia Beach CL	69	28
85	POQ	Victory Blvd	Wythe Creek Rd	York CL	60	22
86	POQ	Wythe Creek Rd	Alphus St	Hampton CL	70	26
87	POR	Craney Island Road and Rail Connector	Western Freeway/I-164	APM Terminal	25	57
89	POR	Turnpike Road	Portsmouth Blvd	Constitution Ave	45	12



Table of Urban Highway scores (cont'd)

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Project ID	Jurisdiction	Project Name	From	To	UTILITY	ECON
92	SUF	Bridge Rd (Route 17)	Mills Godwin Bridge	Chesapeake CL	76	30
93	SUF	Bridge Rd (Route 17)	Mills Godwin Bridge	Isle of Wight CL	60	19
96	SUF	Holland Rd (Route 58)	Route 58 Bypass Ramp	0.9 miles west of Manning Bridge Rd	46	22
98	SUF	Nansemond Pkwy (Route 337)	Helen St	Norfolk Southern Railroad	53	24
99	SUF	Nansemond Pkwy (Route 337)	Helen St (Phase I Limits)	Chesapeake CL	62	19
108	SUF	Shoulders Hill Rd (Route 626)	Bridge Rd (Route 17)	Nansemond Pkwy (Route 337)	49	17
113	VB	Birdneck Rd	I-264	Virginia Beach Blvd	42	17
115	VB	Centerville TnPk	Chesapeake CL	Kempsville Rd	64	26
116	VB	Centerville TnPk	Kempsville Rd	Indian River Rd	67	27
117	VB	Cleveland Street	Witchduck Road	Clearfield Ave	45	17
119	VB	Dam Neck Rd	Drakesmile Rd	London Bridge Rd	72	41
120	VB	Dam Neck Rd	Holland Rd	Drakesmile Rd	52	47
121	VB	Dam Neck Rd	Princess Anne Rd	Holland Rd	58	23
122	VB	East Crossing of I-264	Constitution Dr (Extension)	South Independence Blvd	31	24
123	VB	Elbow Rd/Dam Neck Rd	Indian River Rd	Princess Anne Road	43	22
124	VB	Ferrell Pkwy	Indian Lakes Blvd	Indian River Rd	55	24
125	VB	Ferrell Pkwy	Indian Lakes Blvd	Pleasant Valley Rd	45	22
126	VB	Ferrell Pkwy	Pleasant Valley Rd	Salem Rd	46	22
127	VB	First Colonial Rd	Old Donation Pkwy	VA Beach Blvd	53	28
128	VB	General Booth Blvd	Princess Anne Rd	Dam Neck Rd	57	22
129	VB	General Booth Blvd	Oceana Blvd	Dam Neck Rd	70	17
130	VB	General Booth Blvd	Birdneck Rd	Oceana Blvd	42	22
131	VB	Holland Rd	Nimmo Pkwy	Dam Neck Rd	43	22
132	VB	Holland Rd	Rosemont Rd	Independence Blvd	17	28
133	VB	Holland Rd	Dam Neck Rd	Rosemont Rd	50	17
138	VB	Independence Blvd	Haygood Rd	Northampton Blvd	51	22
139	VB	Indian River Rd	Lynnhaven Pkwy	Elbow Rd	50	17
140	VB	Indian River Rd	Elbow Rd	North Landing Rd	40	17
141	VB	Indian River Rd	West Neck Rd	North Landing Rd	34	20
142	VB	Indian River Rd	Centerville TnPk	Ferrell Pkwy	74	22
143	VB	Jeanne St	Constitution Dr	Independence Blvd	41	17
145	VB	Laskin Rd	Republic Rd	Oriole Dr	40	17
146	VB	Laskin Rd	Oriole Dr	30th/31st St	47	17
147	VB	Laskin Rd	Great Neck Rd	First Colonial Rd	51	22
149	VB	London Bridge Rd	Dam Neck Rd	Shipp's Corner Rd	46	22
151	VB	Lynnhaven Pkwy	Holland Rd	Princess Anne Rd	52	24
152	VB	Lynnhaven Pkwy	Centerville TnPk	Indian River Rd	48	30
153	VB	Newtown Rd	Baker Rd	Virginia Beach Blvd	68	24
155	VB	Nimmo Pkwy	Indian River Rd/North Landing Rd	West Neck Rd Ext'd	35	31
156	VB	North Great Neck Rd	Virginia Beach Blvd	Wolfsmare Rd	56	26
158	VB	North Lynnhaven Rd	Kings Grant Rd	Virginia Beach Blvd	47	17



Table of Urban Highway scores (cont'd)

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Project ID	Jurisdiction	Project Name	From	To	UTILITY	PCON
159	VB	Northampton Blvd/Shore Dr Interchange	NA	NA	68	27
160	VB	Princess Anne Rd	Upton Dr	General Booth Blvd	36	22
161	VB	Princess Anne Rd	Sandbridge Rd	Indian River Rd	40	22
162	VB	Princess Anne Rd	Providence Rd	Salem Rd	75	23
163	VB	Princess Anne Rd	Nimmo Pkwy	North Landing Rd	35	17
165	VB	Providence Rd	Kempsville Rd	Princess Anne Rd	60	26
166	VB	Rosemont Rd	Virginia Beach Blvd	Holland Rd	52	28
167	VB	Rosemont Rd	Buckner Blvd	Lynnhaven Pkwy	54	28
168	VB	Salem Rd	Elbow Rd	Independence Blvd	44	17
169	VB	Salem Rd	Elbow Rd	North Landing Rd	36	17
170	VB	Sandbridge Rd	Princess Anne Rd	Atwoodtown Rd	45	20
171	VB	Seaboard Rd	Nimmo Pkwy	Princess Anne Rd	29	22
172	VB	Seaboard Rd	Princess Anne Rd (North)	Princess Anne Rd (South)	37	17
173	VB	Shore Dr	Norfolk CL	Diamond Springs Rd	59	24
174	VB	Silina Dr	Rosemont Rd	South Lynnhave Rd	51	17
175	VB	South Independence Blvd	Holland Rd	South Plaza Trail	78	26
157	VB	South Lynnhaven Rd	Virginia Beach Blvd	Lynnhaven Pkwy	46	17
177	VB	Virginia Beach Blvd	I-264	First Colonial Rd	43	17
179	VB	Wesleyan Dr	Norfolk CL	Baker Rd	67	26
180	VB	West Crossing of I-264	Aragona Blvd	Bonney Rd	29	24
181	VB	West Neck Pkwy Ext'd	North Landing Rd	Indian River Rd	39	27
182	VB	West Neck Pkwy Ext'd	Elbow Rd	North Landing Rd	46	27
183	VB	West Neck Rd	North Landing Rd	Indian River Rd	44	17
185	VB	Witchduck Rd	I-264	Virginia Beach Blvd	77	28

Observations and Conclusions:

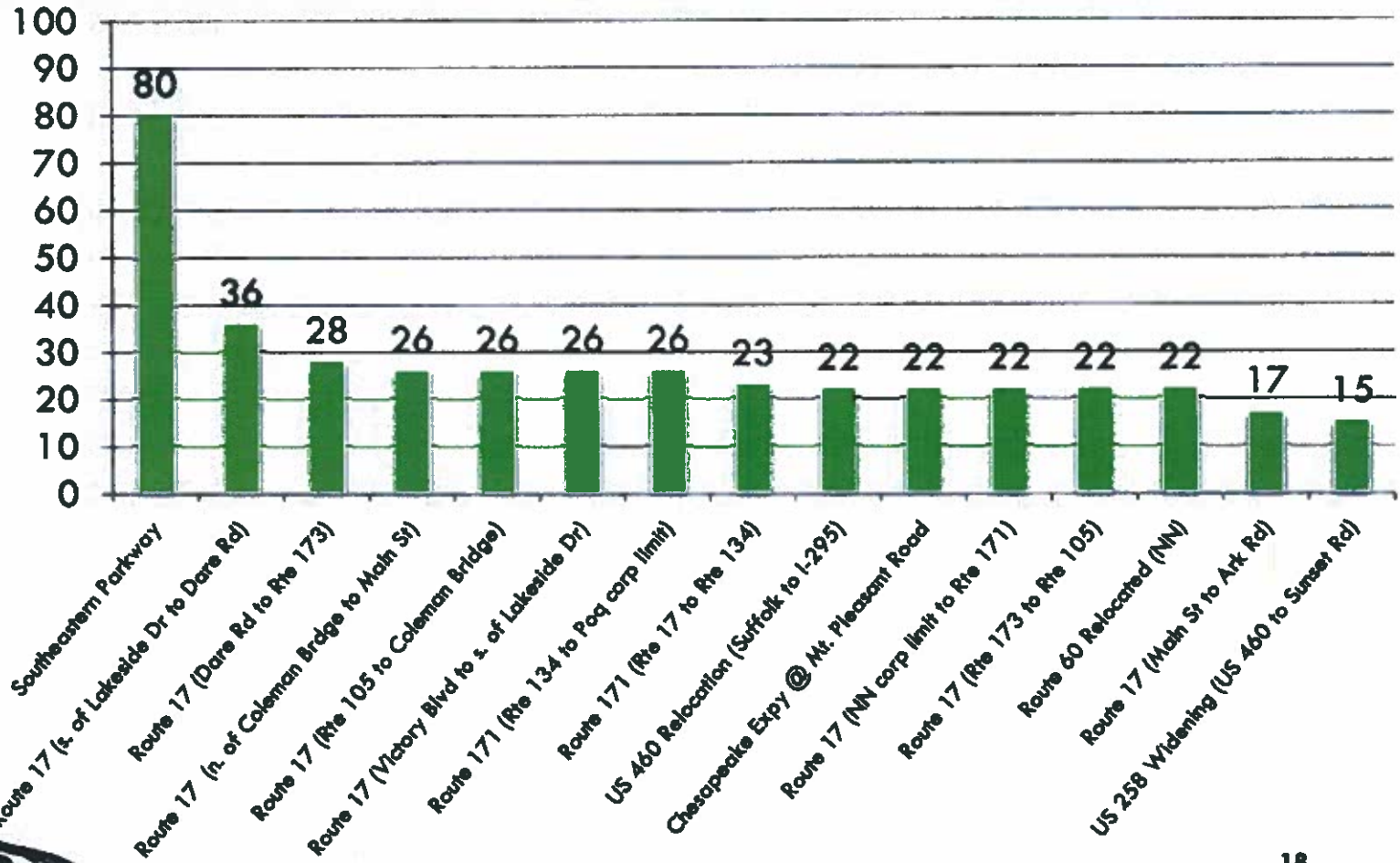
Model inputs and personnel who control those inputs is the most critical component of the tool. Attached is an example of two comparisons with some observations on the prioritization results. Clearly whoever determines whether one project should receive a higher score than another project in each input block controls the outputs and the final rankings.

Prioritization, if it is accomplished with objectives inputs and objective balanced scoring only provides part of the data needed. In comparing



Highways: Primary Economic Vitality

D
R
A
F
T



Illustrative Prioritization Tool scoring for two projects” South East Expressway and US 460 for the Economic Vitality Score:

Total Reduction in Travel Time (Out of 30 Possible Points)

	<u>SE</u>	<u>460</u>
	High (20 Points)	Low (5 Points)
<u>Labor Market Access (Out of 20 Possible Points)</u>		
	<u>SE</u>	<u>460</u>
Travel Time Reliability	Med-High (7 Points)	Low (1 Point)
Increased Access for High Density Employment Areas	High (8 Points)	Low (1 Point)
Labor Market Access Total	<u>SE</u>	<u>460</u>
	15 Points	2 Points

Addresses the Needs of Basic Sector Industries (Out of 30 Possible Points)

Reduces Travel Time to Military Bases	<u>SE</u>	<u>460</u>
	High (10 Points)	Low (0 Points)
Reduces Travel Time to Tourist Attractions	<u>SE</u>	<u>460</u>
	High (10 Points)	Low (0 Points)
Reduces Travel Time to the Ports	<u>SE</u>	<u>460</u>
	Medium (5 Points)	Low (0 Points)
Addresses Needs of Industry Total	<u>SE</u>	<u>460</u>
	25 Points	0 Points

Increased Opportunity (Out of 20 Possible Points)

Provides New or Increased Access Opportunities?	<u>SE</u>	<u>460</u>
	New (10 Points)	Increased (5 Points)
Supports Plans for Future Growth?	<u>SE</u>	<u>460</u>
	Yes (10 Points)	Yes (10 Points)
Increased Opportunity Total	<u>SE</u>	<u>460</u>
	20 Points	15 Points

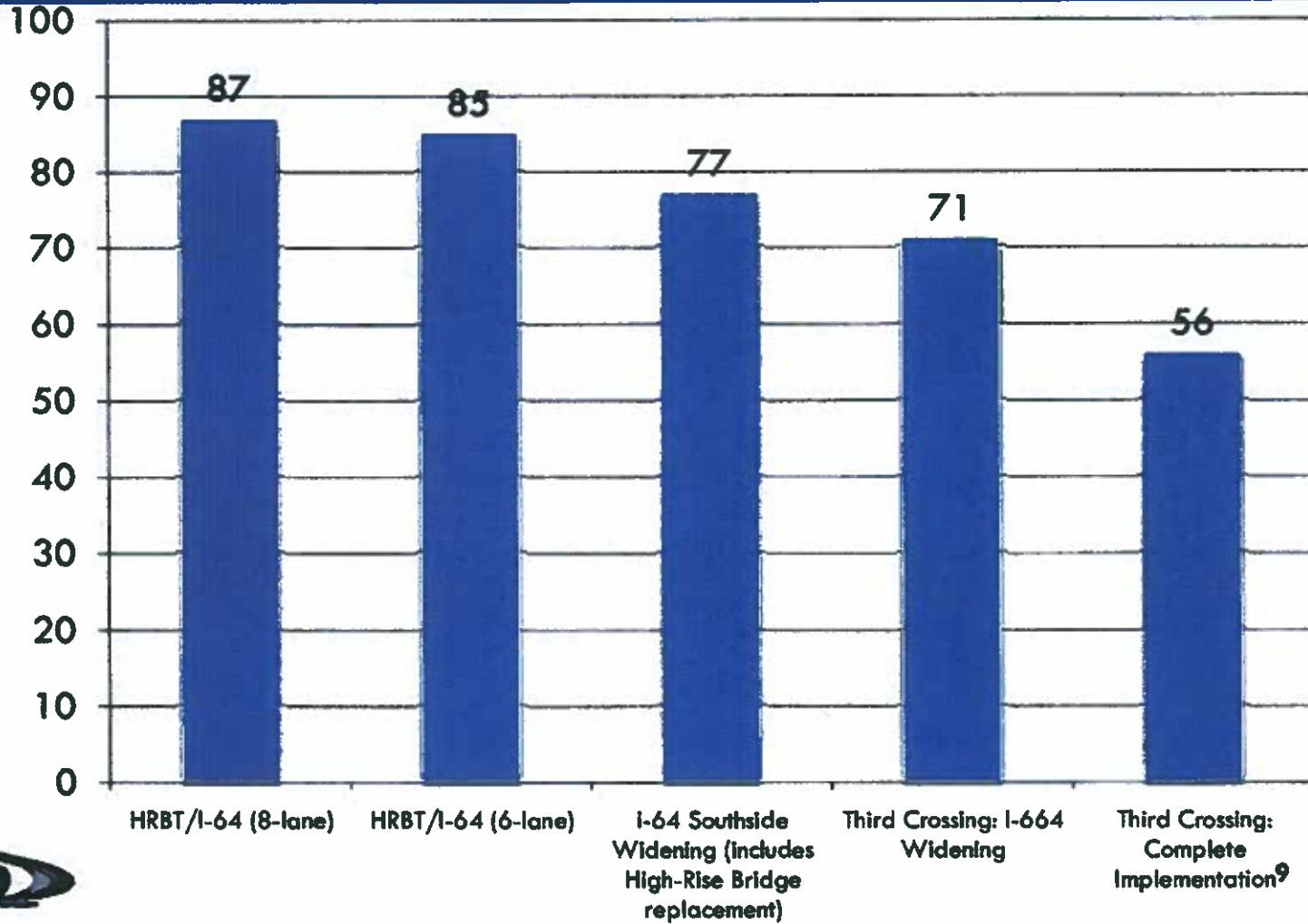
Total Score

	<u>SE</u>	<u>460</u>
	80 Points	22 Points



Bridges and Tunnels: Interstates Project Utility

D
R
A
F
T



Illustrative Observations Regarding Bridge and Tunnel Scoring for the Utility Measure:

The Utility Measure (100 Points Possible) Includes 20 Points Possible for "Infrastructure Condition". There is no explanation provided for the infrastructure weighting criteria process or its allocation of 20 points.

Projects with infrastructure marked greater than "40 Years Old", with "Major Repairs" more than 20 years ago and "Costs for Repairs" marked yes receive 20 points.

HRBT received 20 points and the MLK received 13.25 points.

All other projects received 0. New Projects start 20 points and 13.25 points behind in scoring.

To illustrate the effect on utility scoring:

HRBT 6 lane received a score of:	84.61
HRBT 8 lane received a score of:	86.96
I-664 Widening received a score of:	70.71 without the 20 points assigned for aging infrastructure



CITY of NORFOLK

Office of the Mayor

September 14, 2010

Paul D. Fraim
Mayor

Hampton Roads TPO Board Members
723 Woodlake Drive
Chesapeake, VA 23320

Dear Board Members:

Late last week, information related to the preliminary output of the prioritization scoring for the major transportation projects lists under the "Project Utility" and "Economic Vitality" components was forwarded to all members of the Transportation Planning Organization (TPO) Board. Although the Board had requested that the prioritization effort be accelerated so that a discussion of these issues could be held in September, TPO staff advises the initial model results indicate the need for additional work and refinements to the scoring tool. As a result of the issues TPO staff has identified, I believe we must allow staff adequate time work through them before the prioritization model is again taken up by the Board. While this delay is disappointing, I believe that it is critical that the TPO have full and correct information for all projects related to all scoring components at its disposal when seeking to advance a consensus on the critical project prioritization issue.

Initial reviews to date of both the preliminary scoring outputs as well as the full model have identified several critical issues and flaws that need to be addressed before the prioritization discussion can go forward at the TPO level. The currently known main points needing to be addressed are summarized in the bulleted list below. It is also likely that additional questions will be uncovered by staff as additional reviews are completed.

- *Project Viability Component* – No scoring information related to the Project Viability component as part of the three legged ranking for all projects was included in the preliminary information forwarded last week. TPO staff indicates that they are unsure of the results of the model related to the viability factor scoring and need additional time to work on this report. Given that this viability information in some respects may be the most important factor to consider when attempting to list regional priorities since it will highlight those projects most ready to go forward with advanced or complete preliminary planning, environmental and design efforts, no prioritization discussion can be undertaken absent the project viability data. If we all "really want to get something built in this region," this information is essential, unfortunately it is simply not yet available.

RECEIVED


SEP 14 2010

HRPD

- *Project Utility – New vs. Existing Corridors* – Review of the individual model inputs has uncovered a significant bias in the scoring system that both favors existing facilities and also punishes new corridors. This bias manifests itself in the scoring under both existing congestion level and infrastructure condition factors. New facilities automatically receive a zero score on both of these measures since they do not currently exist. Although they are often being proposed to relieve existing congestion on other current corridors and thereby limit the need to rebuild and reconstruct these routes. The zero scoring for new corridors for these two factors means that such routes begin the scoring process with up to 40 point scoring disadvantage measured against existing corridors. We are assured by staff that such a bias was never intended in the development of the ranking tool and must be corrected.

While a further delay in working towards development of a prioritized list of regional transportation projects is disappointing, it is essential that the TPO has full confidence in all the background information to the discussion. TPO staff has developed an aggressive schedule to develop the needed fixes to all components of the ranking system which should allow these discussions to move forward before the end of the end of the calendar year. Support of staff's approach is recommended.

Sincerely,



Paul D. Frain
Mayor

REFINEMENT OF TRANSPORTATION PROJECT PRIORITIZATION TOOL

Andy Pickard PE, AICP
Principal Transportation Engineer
Hampton Roads Transportation Planning Organization

Note: items in the following pages were for discussion by the LRTP Subcommittee and slides do not reflect the edits and guidance provided during the meeting. Consult minutes of meeting for a review of what guidance was provided. Minutes will be a part of the October LRTP Subcommittee agenda.

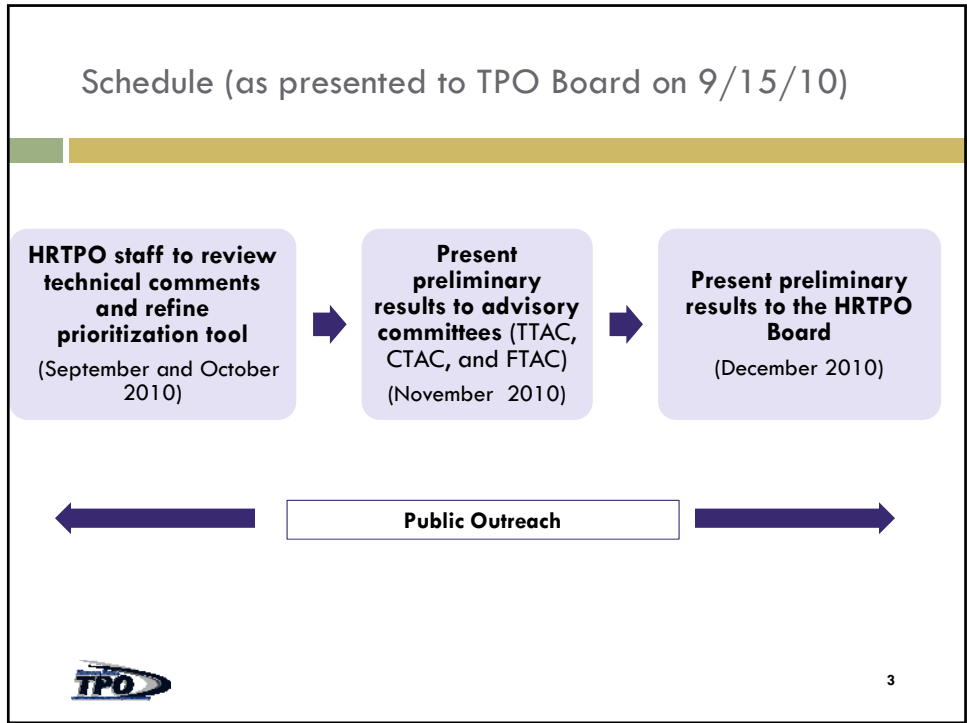



LRTP Subcommittee • September 16, 2010

Background

- HRTPO staff has received many questions about the prioritization tool, as well as developed some of their own questions in working with the tool.
- Following slides provide a summary of questions.
- Which module of Tool is affected is indicated on following slides by:
 - BT: Bridge and Tunnel
 - H: Highway
 - I: Intermodal
 - T: Transit





- Schedule (cont'd)
-
- Key dates:
 - mid October – suggest LRTP Subcommittee meet (date tbd)
 - Suggest moving regularly-scheduled meeting of Oct. 6 to mid October to discuss prioritization after collecting new project viability data.
 - Wed., Nov. 3 – TTAC
 - Wed., Nov. 10 – CTAC
 - tbd – FTAC
 - Wed., Dec. 1 – TTAC
 - Wed., Dec. 15 - TPO
- 
4

Issue: Presentation of scores

- HRTPO Board advised need to show one score for projects
 - plan to show three component scores and their sum

Comment source: per 9/15/10 HRTPO Board discussion



5

Issue: Needed cost figures (H, BT)

- Projects for which we either do not have a cost figure from VDOT or we have multiple cost figures:
 - Craney Island Access Road
 - VDOT suggested VPA may have a cost figure
 - Hampton Blvd at Terminal Interchange
 - \$100 m figure received from Norfolk
 - \$ 203 m figure from VDOT
 - Downtown Tunnel
 - VDOT suggests that this is a need but may not be feasible; no study has been done to determine feasibility



Comment source: HRTPO staff

6

Issue: Needed cost figures (H, BT) (Cont'd.)

- Va. Route 10 realignment
 - VDOT suggested not feasible at this time
- I-64 north Peninsula (Rte 199 to New Kent CL)
 - VDOT is currently studying and do not have a cost
 - Could apply a per-mile estimate using the I-64 Peninsula project as a guide (\$61 m per mile)
- I-664 at Terminal Ave
 - Could use the Military Hwy at I-64 figure of \$15 m as they have similar scopes



Comment source: HRTPO staff

7

Issue: New roads (H, BT)

- Tool doesn't provide opportunity for new facilities to earn points for impact on existing network
- *Solution: HRTPO staff has chosen a parallel "proxy" roadway for each new highway or bridge/tunnel to incorporate into the analysis (per suggestion of Norfolk staff at Sept. 1 TTAC). Table of projects and their proxy facilities are on following slide.*

Comment source: City of Norfolk staff



8

Issue: New roads (H, BT) (cont'd)

Project ID	Project Name	Parallel Facility	From	To
7	I-64/City Line Interchange and Arterial	Indian River Rd	I-64	Centerville Tnpk
12	Southeastern Parkway	I-264	Newtown Rd	Witchduck Rd
16	US 460 Relocation	US 460 Existing	US 258	Zuni
18	Airport Access Road	West Rd	Chesapeake Regional Airport	Dominion Blvd
24	George Washington Hwy Relocated (US 17 South)	George Washington Hwy Existing (US 17 South)	Sawyers Mill Rd	Moses Grandy Trail
36	Woodlake Drive Extended	South Military (Greenbrier to Battlefield)	Greenbrier Pkwy	Battlefield Blvd
40	Coliseum Blvd Connector	Marcella Rd	Coliseum Dr	Armistead Ave
41	Commander Shepard Extension Phase 1	Semple Farm Rd	Middle Rd	Magruder Blvd
42	Commander Shepard Extension Phase 2	Semple Farm Rd	Big Bethel Rd	Middle Rd
49	Mooretown Rd Ext	Richmond Rd (Route 60)	Lightfoot Rd	Rochambeau Dr/Croaker Rd
50	Skiffes Creek Connector (Rte 60/143 Connector)	Yorktown Rd	Rte 60	I-64
51	Route 60 Relocated	Route 60 Existing	Newport News CL	Blow Flats Rd
53	Atkinson Boulevard Phase 1	Denbigh Blvd	Warwick Blvd (Rte 60)	Jefferson Ave
61	Independence Blvd	Richneck Rd	Shields Rd	Ft Eustis
64	Liberty Parkway (Patrick Henry Place)	Jefferson Ave	Oyster Point Rd	Freedom Way
65	Middle Ground Blvd	Oyster Point Rd	Jefferson Ave	Warwick Blvd (Rte 60)
69	Route 60 Relocated	Route 60 Existing	Fort Eustis Blvd	James City CL
82	Third Crossing: Intermodal Connector & ATI	Terminal Blvd	I-564	Hampton Blvd
87	Craney Island Road	Cedar Lane	I-164	River Shore Rd
90	Jordan Bridge & Loop Road	Downtown Tunnel	I-464	Effingham St
94	Finney Ave Flyover	E Washington St (Route 13/337)	Moore Ave	E Washington St/Co Rd 642
97	Kings Highway Bridge	Bridge Rd	Bennets Pasture Rd	Crittenden Rd
122	East Crossing of I-264	Independence Blvd	Baxter Rd	Bonney Rd
152	Lynnhaven Pkwy	Kempsville Rd	Centerville Tnpk	Indian River Rd
155	Nimmo Pkwy	North Landing Rd	Salem Rd	W Neck Rd
171	Seaboard Rd	Princess Anne Rd	Seaboard Rd	Nimmo Pkwy
180	West Crossing of I-264	Independence Blvd	Baxter Rd	Columbus St
181	West Neck Pkwy Ext'd	West Neck Rd	North Landing Rd	Indian River Rd
182	West Neck Pkwy Ext'd	Princess Anne Rd	North Landing Rd	Dam Neck Rd
195	Third Crossing: Complete Implementation	HRBT	1st View	Mallory St



Issue: New roads (H, BT) (cont'd)

- Apply proxy road to following measures; remaining measures will be evaluated using the new alignment.
 - Highway projects
 - % reduction between existing and forecast v/c
 - Existing v/c ratio
 - Critical crash ratio
 - Bridge and Tunnel Projects
 - % reduction between existing and forecast v/c
 - Existing v/c ratio
 - Critical crash ratio



Issue: Revenue data (I)

- For cost effectiveness for Intermodal projects, the “increase in revenue” data cannot be determined or located (cost effectiveness is 25 points in Intermodal component).
- *Solution: develop an alternate cost effectiveness measure for intermodal projects. Suggest using cost per VMT, as is used in highway and bridge/tunnel components.*

Comment source: HRTPO staff



11

Issue: Maritime crossing (BT)

- Question “Does the project provide a continuous maritime crossing?” for bridges and tunnels is not effective – it only applies to bridges over water, effectively making other bridges (over RR, etc.) “lose” points.
- *Solution: remove question from Bridge and Tunnel section*
 - *BT: 1.5 pts*

Comment source: HRTPO staff



12

Issue: Geometric deficiencies (H, BT)

- Question about “number of geometric deficiencies” brought to standard is not effective. All projects answer “Brought to Standard”. This level of detail is not typically known for LRTP projects, some of which have had no studies done much less any design work.
- *Solution: remove question from tool*
 - *H: 3 pts*
 - *BT: 2 pts*



Comment source: HRTPO staff

13

Issue: Alternate modes improved (H, BT)

- Question about “How many other modes does a project enhance?” has been difficult and inconsistent to answer for LRTP projects.
- *Solution: EITHER remove question from tool*
 - *H: 3 pts*
 - *BT: 1.5 pts*
 - *T: 5 pts*
 - *I: 15 pts*

OR

HRTPO develops a consistent method for answering the question

Comment source: HRTPO staff



14

Issue: Re-allocate Highway points per today's changes (H)

Potential
Chg today

Highway Projects		
CRITERIA	MOD POINTS	
Congestion Level	30	
System Continuity and Connectivity	25	
Cost Effectiveness (Cost/VMT)	15	
Compatibility with Existing Land Use Patterns and Future Plans and Development	10	
Safety and Security	10	- 3
Infrastructure (Pavement) Condition (Critical Condition Index)	5	
Modal Enhancements	5	- 3
TOTAL	100	

Suggest keeping these points within broader category to maintain point totals.



Issue: Re-allocate Bridge & Tunnel points per today's changes (BT)

Potential
chg today

Bridge/Tunnel Projects		
CRITERIA	MOD POINTS	
Congestion Level	30	
Infrastructure Condition (Bridge Sufficiency, Tunnel Condition, Obsolescence)	20	
System Continuity and Connectivity	10	
Safety and Security	10	- 2
Cost Effectiveness (Cost/VMT)	15	
Compatibility with Existing Land Use Patterns and Future Plans and Development	10	
Modal Enhancements	5	- 3
TOTAL	100	

Suggest keeping these points within broader category to maintain point totals.



Issue: Re-allocate Intermodal points per today's changes (I)

Potential
Chg today

Intermodal Projects	
CRITERIA	MOD POINTS
Better Accommodates Intermodal Movements	30
Airports/Seaports, Major Industrial Clients, Employment and Population Centers, or	30
Cost Effectiveness = Increase in Revenue/Cost, (R/C)	25
Enhances Other Categories	15
TOTAL	100

- 15

Need advisement from group on re-allocation of points.

Given difficulties in obtaining "increase in revenue data", suggest that an option is to evaluate projects using other modules (eg, Intermodal Connector would be evaluated in Highway section).



17

Issue: Re-allocate Transit points per today's changes (T)

Chg made
today

Transit Projects	
CRITERIA	MOD POINTS
Existing Usage and/or Prospective Ridership (from Coverage Area/ Population Served)	20
System Continuity and Connectivity	20
User Benefit (Annual Travel Time Savings per Rider)	15
Compatibility with Existing Land Use Patterns and Future Plans and Development	15
Cost Effectiveness ((Annualized Capital Costs + Annualized Operating Costs)/Annual Riders)	15
Air Quality/Emissions Reduction (Tons of emissions (HC and NOx) reduced per year)	10
Enhances Other Categories	5
TOTAL	100

- 5

Need advisement from Subcommittee on re-allocation of points.



18

Issue: Project Viability (H, BT, I, T)

- Clarifications were provided from TTAC at their Sept. 1 meeting.
 - giving projects credit for toll funding as a source of additional funding committed
 - provide for a scaling of points for percentage completion of project plans
 - incorporate milestones reached for the environmental process
 - incorporate right-of-way and utilities progress
 - It was also noted that there could be projects which are exceptions to the traditional progression towards completion but should be accommodated in the Project Viability component.



Comment source: TTAC and LRTP Subcommittee

19

Issue: Project Viability (H, BT, I, T)

With edits made, resulting questions and weights are below.

- Percentage of Funding Committed [manual entry] (50 pts)
- Project Readiness:
 - Is the project included in the current LRTP? [yes/no] (10 pts)
 - % of project design complete? [manual entry] (10 pts)
 - Are environmental documents complete (e.g. EIS)? [full/partial/none] (15 pts)
 - Are environmental decisions obtained (ROD, CE, FONSI)? [yes/no] (5 pts)
 - Is ROW obtained and utilities coordinated? [full/partial/none] (5 pts)
 - Are additional environmental permits (Coast Guard, etc.) obtained? [yes/no] (5 pts)



20

Issue: Project Viability (H, BT, I, T) (cont'd.)

- Notable changes:
 - “Are there any Federal mandates?” was removed as it was problematic to understand and is accounted for by “level of funding committed” question.
 - “Is the project completely funded?” question removed as a project which is completely funded wouldn’t need to be evaluated
 - Other edits were clarifications of milestones in environmental process.
 - Resulting weights have 50% on funding and 50% on project development process.
- The viability questions try to get at the process experienced by most projects. Answers to these questions for projects which take an atypical process will need to be done on a project-by-project basis.



21

Issue: HRBT Land Use compatibility (BT)

How did HRBT 6 and 8 lane expansion get a 10.00 for Land Use Compatibility? Both scenarios (particularly the 8-lane expansion) are devastating to the Willoughby Spit neighborhood. It would take nearly 150 properties (608 remaining residences are projected to be noise impacted) effectively destroying the neighborhood. Am I missing something? I re-read the feasibility study and the information regarding the number of affected properties is much lower than what is actually anticipated. I believe these options should score much lower in the compatibility category.

Solution: Review with group.



Comment source: Norfolk staff

22

Issue: Economic Vitality (H)

- Why did the SE Pkwy score high for Economic Vitality? Why is Rte 460 score low in comparison?



Comment source: VPA staff

23

Issue: Economic Vitality (H) (cont'd.)

- Reminder of weighting for Viability:

Highways, Bridges & Tunnels	
Criteria and Sub Criteria	Weighting
Total Reduction in Travel Time	30.0
Labor Market Access	20.0
Travel Time Reliability	10.0
Increases Access for High Density Employment Areas	10.0
Addresses the Needs of Basic Sector Industries	30.0
Increases Access for Tourist Destinations	10.0
Increases Access for Defense Installations	10.0
Increases Access for Port Facilities	10.0
Increases Opportunity	20.0
Provides New or Increased Access	10.0
Supports Plans for Future Growth	10.0
Total	100.0



24

Issue: Economic Vitality (H) (cont'd.)

Comparison of scores

(primary differences indicated in blue)

	SEP	Rte460
Total travel time reduction	High (20)	Low (5)
Travel time reliability	Med High (8)	Low (2)
Increased Access for high density emp areas	High (7)	Low (0)
Increased Access for tourist destinations	High (10)	Low (0)
Increased Access for Defense installations	High (10)	Low (0)
Increased Access for Port facilities	Med (5)	Low (0)
New or increased access	New Opp (10)	Increased Opp (5)
Supports future growth plans	Yes (10)	Yes (10)
Total	80	22



25

Issue: Victory Blvd (H)

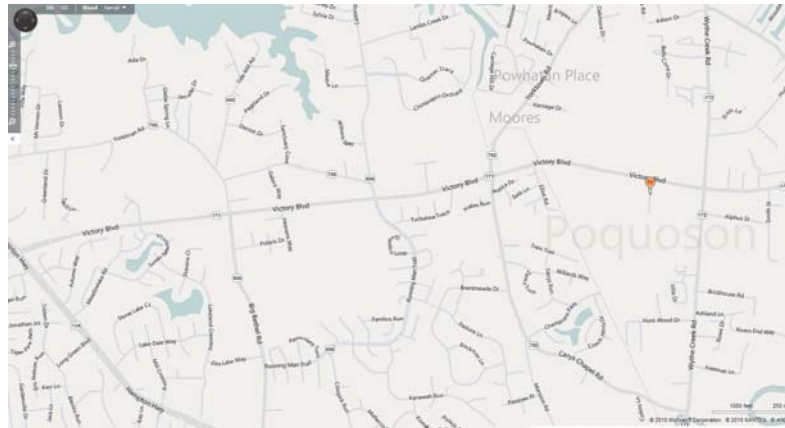
- Victory Blvd in Poquoson didn't score as well as Victory Blvd in York Co.
- *Solution: Based on review below, suggest that there are enough differences to keep projects separate. Will defer to York and Poquoson staff to advise.*
 - *Poq: Victory Blvd from Wythe Creed Rd to York CL, widen from 2L to 4L*
 - *System: Urban*
 - *Length: 0.79 miles*
 - *Existing ADT: 14k*
 - *Forecast ADT: 17k*
 - *York: Victory Blvd from Hampton Hwy to Poq CL, widen from 2L to 4L*
 - *System: Primary*
 - *Length: 2.50 miles*
 - *Existing ADT: 20k*
 - *Forecast ADT: 31k*



Comment source: Poquoson staff

26

Issue: Victory Blvd (H) (cont'd.)



27

Issue: Cost for Holland Rd in Suffolk (H)

- ▣ Cost estimate from VDOT indicates a cost of \$97 million. Cost estimate from city indicates a cost of \$65 million.
- ▣ *Solution: HRTPO staff had suggested averaging cost figures. Suggest deferring to Suffolk staff advisement.*



Comment source: Suffolk staff

28

Issue: Forecast traffic for Holland Rd in Suffolk (H)

- Forecast traffic being used by Suffolk for Holland Rd project is estimated to be 68k vehicles per day (vpd).
- *Solution: Existing traffic at this location is about 27k. This would be tremendous growth. HRTPO staff had suggested averaging forecast figures (average of 48k vpd). Suggest deferring to Suffolk staff advisement.*



Comment source: Suffolk staff

29

Issue: Transit descriptions (T)

- “Norfolk Fixed Guideway Transit” should be named “Naval Station Norfolk Fixed Guideway Transit”
- Clarify that the Peninsula Fixed Guideway Transit Project is made up of 2 alignments (A1 and A3)
- A1 alignment description should be from Newport News City Hall to Denbigh, not to Ft Eustis
- Fast Ferry should be from Newport News to Naval Station Norfolk and Downtown Norfolk

Comment source: HRT staff



30

Issue: Transit comments (T)

- Should the A1 and A3 corridors be considered multijurisdictional? I think I might have listed local, and while the fixed guideway itself would be in NN only, it will provide opportunities for connections with Yorktown/James CC, Williamsburg, etc.
 - *Solution: Suggest A1 multijurisdictional; A3 regional*

- For “increased access to major employment centers”, Naval Station Norfolk alignment scores lower than VB alignment (Norfolk gets a 4; VB gets a 5). Why?
 - *Solution: Suggest both should get same score. However, spreadsheet indicates that this is a measure of standard deviations, which doesn't make sense with possible max answer of 5. HRTPO staff is checking this.*



Comment source: HRT staff

31

Issue: Transit comments (T)

- Under “Provides or Improves Access for Defense Institutions”, the VB alignment should be listed as less than 0.25 of a mile (Oceana) and the A3 and A1 alignment should be greater than 0.5.
- **Solution:**
 - A1 should be < 0.25 miles due to proximity to shipyard.
 - A3 should be greater than 0.5 miles.
 - VB alignment: current gate and activity is not at north end of Oceana. With LRT present, Oceana could provide shuttle service to LRT. Discuss with group.



Comment source: HRT staff

32

Issue: Transit comments (T)

- Under “How Many Other Categories does the Project Include?”, how should improving other access to other transit modes be included? The A1 alignment should be listed as 3+.
- *Solution: see earlier slide on removing this question from the tool*

Comment source: HRT staff



33

Issue: Transit comments (T)

- Under “Additional Local Match or Other Funding Committed,” what is the Other supposed to include? In the methodology report, other is not listed, it is called “Private funding”, giving the impression this is for non-federal funding. How are projects that have committed federal or state funding (RSTP, CMAQ, other federal) to move the project through the pipeline (FEIS to FD, FD to PE, etc) acknowledged- under what category should they receive points? VB, for example has \$25+ million committed in RSTP through FY15 to move the project along and that is not currently captured in the prioritization.
- *Solution: modified Project Viability questions will assist in clarification*

Comment source: HRT staff



34

Issue: Transit comments (T)

- Under “Has the Project Received Environmental Clearance”—The Fast Ferry should be listed as “None”.
- *Solution: edit will be made*

Comment source: HRT staff



35

Issue: General Comments (H, BT, I, T)

- Add an attachment with 1-2 sentence project descriptions (from x to x, widening from x lanes to x lanes, etc)
- *Solution: we are currently collecting a one-sentence project description for each project from the LRTP Subcommittee.*

Comment source: Va Beach staff



36

Issue: General Comments (H, BT, I, T)

- Use project #s on all charts/graphs. Can't tell which project is which with same names on some
- *Solution: we will add project #'s to graphs for next iteration*

Comment source: Va Beach staff



37

Issue: General Comments (H, BT, I, T)

- Can you set up an access type report sheet where you click on a particular project, a one page summary report (easy to print and read) is formatted, showing how the project scores in each category? Maybe using Crystal Reports or something like that.
- *Solution: we are currently creating an Access report to facilitate review of project data*

Comment source: Va Beach staff



38

Issue: General Comments (H, BT, I, T)

- Can the spreadsheets be set up for easier viewing and printing? I believe KH's original format seemed to read easier on the screen. But it may have been easier to read because there were fewer projects.

- *Solution: the spreadsheet can be challenging to read due to the quantity of projects and quantity of data. See previous slide for development of Access report for each project.*

Comment source: Va Beach staff



39

Issue: Transit ridership and cost (T)

- ▣ Where did you get ridership and cost estimates included for the Norfolk Fixed Guideway Transit Project? They're not from Norfolk so I'm guessing they're from HRT. We've never seen them here on our end.
- ▣ *Ridership and cost estimates were provided by HRT staff.*

Comment source: Norfolk staff



40

Issue: completed project (H)

- Hampton Blvd & RR Grade Separation project should be excluded from the process because it's currently under construction (I'm not sure why it was rated 'low' when examined for truck traffic relief, though).
- *Solution: project removed from evaluation*

Comment source: Norfolk staff and Navy staff



41

Issue: Length of detour (BT)

- Explain "length of detour"
- *Solution: Detour length is used in the calculation of the "diversion impact due to failure" calculation for bridges. This is the total of the affected VMT resulting from a bridge failure, so it is the sum of detoured VMT and VMT already present on detour route.*



Comment source: Newport News staff

42

Issue: Bridge replacements (BT)

- For the “Bridge and Tunnel” category, not sure that bridge replacements should be evaluated.
- *Solution: For the 2034 LRTP, the LRTP Subcommittee has included bridge replacements as being among the types of projects to be individually listed in the plan. Therefore, recommend keeping bridge replacements in the evaluation as it may be beneficial in choosing projects.*



Comment source: Newport News staff

43

Issue: Travel time reduction for bridge and tunnel projects (BT)

- For the “Bridge and Tunnel” category, explain the “total reduction in travel time” calculation.
- *The “total reduction in travel time” is the guided by the difference in the sum of regional travel time with and without the given project. No capacity is being added for bridge replacement projects and so they score “very low” for total travel time reduction.*



Comment source: Newport News staff

44

Issue: Crash data (H, BT)

- Where did the crash data come from?
- *Crash data comes from the State and is from 2008.*



Comment source: Newport News staff

45

Issue: Intermodal projects (I)

- Why are some bridges included in "intermodal projects"?
 - *Solution: Those projects being developed for a purpose related to another mode are included in this category. For the bridge projects currently included in the "intermodal" category, the issue is that the bridge is over a railroad. These bridge replacement projects are:*
 - *(NN) Huntington Ave, 41st St to 39th St, over Northrup Grumman RR spur*
 - *(NN) Washington Ave, 41st St to 39th St, over Northrup Grumman RR spur*
- Advise if these should not be in the Intermodal category.*



Comment source: Newport News staff

46

Issue: Regional (H, BT, I, T)

- What is the difference between “regional” and “local”?
- *Solution: For Highways, HRTPO staff developed the following criteria:*
 - *Interstates: regional*
 - *Non-interstate highways:*
 - *Forecast volume > 50k: regional*
 - *Forecast volume < 50k and approaches or crosses multiple jurisdictions: multi-jurisdictional*
 - *Others: local*
- *Above criteria was a starting point for Bridges and Tunnels and Intermodal projects, with some judgement for location near regional attractors*
- *For Transit, this was deferred to HRT for submittal.*



Comment source: Newport News staff

47

Issue: Land Use Compatibility (H, BT, I, T)

- If “land use compatibility” question is answered the same for all questions, then perhaps remove the question.
- *Solution: See earlier comment from Norfolk regarding land use compatibility for HRBT project, where it is suggested that “land use compatibility” should be indicated to be not compatible.*



Comment source: Newport News staff

48

Issue: Geometric deficiencies (H, BT)

- If “improves geometric deficiencies” question is answered the same for all questions, then perhaps remove the question.
- *Solution: See earlier slide on “geometric deficiencies”*



Comment source: Newport News staff

49

Issue: Newport News projects (H, BT, I, T)

- What is the difference in scoring for the parallel projects in Newport News?
- *Solution: Differences in points are driven by a number of factors. Each project is different in terms of location, existing and forecast usage, number of lanes, pavement condition, cost, etc. So, although parallel to each other, they differ in many ways.*



Comment source: Newport News staff

50

Issue: Ironbound Rd classification (H)

- Ironbound Rd in Williamsburg should be listed as part of Urban system.
- *Solution: edit will be made.*



Comment source: Williamsburg staff

51

FTAC Statement on Prioritization Tool

At the June 6, 2010 HRTPO board meeting, The Freight Transportation Advisory Committee (FTAC) submitted a statement to the board regarding HRTPO's new transportation project prioritization tool. FTAC expressed initial support for the concept along with improvement suggestions. The Committee supports using the proposed Prioritization Tool in order to support objective rankings for 2034 LRTP projects. Key to that support was FTAC's agreement that an objective method to prioritize projects was critical.

FTAC has reviewed the first draft outputs from the tool. That review and analysis resulted in further recommendations from FTAC.

The overall tool functionality has the ability to provide a score that can be relevant and objective "if there is confidence that the method to develop the inputs is also uniform and objective." The first draft run and preliminary results seems to indicate a lack of uniform and objective inputs. In order for FTAC to have confidence that the prioritization tool is ready for decision-making purposes, FTAC suggests the input process needs further development.

FTAC's focus is on the transportation needs of freight as it moves along the major systems and corridors within and throughout Hampton Roads. This focus is aimed at the economic well-being of the region that results from free-flowing commerce based on predictability of on-time deliveries at reasonable costs. To assist with this analysis, FTAC can contribute to and benefit the prioritization process, and offers its assistance to the HRTPO. It could do so by identifying projects deemed to be freight-related. In addition to the identification of such projects, FTAC's freight experts are prepared to provide comment on projects identified as being related to freight.

In summary, FTAC suggests:

- Economic benefits from freight movement in Hampton Roads requires that the needs for the major "pipes" into the region (I-64, US 58, US 460, US 13 and US 17) and mobility throughout the region be evaluated as systemic assets. Goods movement across the region requires transportation infrastructure be viewed as "systems" be improved.
- Identified "systems" or "pipe" projects next need to be broken into small doable parts that can become "starts" and qualify for future funds.
- Available funding through 2030 remains the most important regional issue.
 - Funds are not sufficient to complete any major system improvements.

The Committee will work to prioritize freight-related projects deemed most critical for the 2034 LRTP in conjunction with the prioritization work being performed by the HRTPO.

DRAFT HRTPO 2011 LEGISLATIVE AGENDA

In preparation for the 2011 General Assembly session, the HRTPO Board tasked the HRTPO Legislative Ad-hoc Committee with developing a set of legislative priorities to aid in the development of the HRTPO 2011 Legislative Agenda. At its September 23, 2010 meeting, the HRTPO Legislative Ad-hoc Committee prepared its legislative recommendations (attached) and will bring them to the October 20, 2010 HRTPO Board meeting for approval.

Attachment

HRTPO Legislative Ad-hoc Committee

Draft Legislative Priorities for the 2011 General Assembly session

- The HRTPO supports legislation that requires sufficient funds to be provided to fully fund the Highway and Maintenance Operating Fund.
- The HRTPO supports the rescission of paragraphs 5a and 5b from Item 436 in the 2010-2012 Virginia Biennial Budget regarding the obligation and expenditure time limit provisions on projects receiving funding through the Regional Surface Transportation Program (RSTP). In lieu of rescission, the HRTPO supports the removal of the 12-month time limit on the federal obligation of the project's allocation and supports the extension of expenditure of RSTP funds to 60-months to coincide with the local five-year Capital Improvement Programs.
- The HRTPO supports legislation that authorizes regions to create a regional transportation authority for their respective metropolitan areas for the purposes of generating revenue for transportation projects.
- The HRTPO supports the codification of metropolitan planning organizations (MPOs) in the Code of Virginia to align with the federal regulations on transportation as they pertain to the role, responsibilities and products of MPOs in the transportation planning and programming processes.
- The HRTPO supports merging the two Commonwealth's programming documents (Statewide Transportation Improvement Program and the Six-Year Improvement Program) into one statewide programming document that is consistent with federal regulations and demonstrates allocations, obligations and expenditures.
- The HRTPO supports reconstitution of the representation on the Commonwealth Transportation Board based on congressional districts by the General Assembly.
- The HRTPO supports the addition of "federal funds" to the list of matching sources for passenger rail projects seeking funding from the Rail Enhancement Fund.
- The HRTPO supports the removal of the matching requirement for passenger rail projects as prescribed in the Rail Enhancement Fund.
- The HRTPO supports the extension of high-speed and intercity passenger rail between Richmond/Petersburg and Hampton Roads with the ultimate objective to connect to the Washington, D.C. Northeast Corridor and the Southeast High Speed Rail Corridor.
- The HRTPO supports the identification of a dedicated non-local source of funds to support passenger rail operating costs between Richmond/Petersburg and Hampton Roads.
- The HRTPO supports the recognition from the Commonwealth of Virginia of the Virginia Association of Metropolitan Planning Organizations (VAMPO) as the official entity to represent metropolitan planning organizations located in the Commonwealth of Virginia.