HB2 Update

Commonwealth Transportation Board

May 6, 2015

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Section 1

Stakeholders Comments

This section includes an overview of stakeholder comments received as of May 6, 2015. This overview is a summary of the major comments and common themes received during the HB2 outreach process. Following the overview of comments, we have included a list of specific comments received.

Note – many of these comments were received prior to the enactment of HB 1887 which revises the formulas that provide funding within each district as well as at the state level.

Overview of Stakeholder Comments Received (as of May 6, 2015)

The Secretary's Office of Transportation of the Commonwealth of Virginia received numerous from by stakeholders during the February and March HB2 outreach meetings. Comments voiced during each individual meeting were documented and CS produced a meeting outreach summary. The Commonwealth provided for additional means to submit comments, including emailing comments or filling out and submitting a comment form at the outreach meetings. This memorandum provides a summary of the additional comments and recommendations received from Virginia jurisdictions, MPOS, PDCs, and other stakeholders outside of the meeting discussions. Detailed comments are also provided in the spreadsheet that accompanies this summary.

Comment Summary

Comment topic: Measures

Number of Comments: 87

Overall comments on measures

- Safety, Accessibility, and Environmental Quality measures all use cumulative data and some jurisdictions expressed concern that this might skew results in favor of metropolitan areas. Suggest using rates or per capita measures. (Page 23, 25, 27, Ch. 3)

- Consider adding "Project Viability". This category could include critical measures such as project readiness, prior commitment, federal/state mandate, local match, etc.

Accessibility

- Some jurisdictions expressed concern that there is too much overlap with Congestion Mitigation factor.

- Consider changing the 45 minute time frame to a time frame relative to each region or PDC, or percent change of accessible jobs. One comments suggested that because the duration of travel may not be appropriate for all parts of the state, it could vary according to conditions within the project's given region. Additionally, travel time could be adjusted depending on the project's transportation mode. Consider that the access-to-work-destinations measure assess the change in total access to jobs within a period longer than 60 minutes to reflect commuting times appropriate to all modes. Another comment noted that the measure not only needs to address the differing commute times by region based on proximity of job centers, but also by the design goals of different travel modes. For NOVA, the suggestion is to use 45 minutes for auto commutes, 60 minutes for local transit, and 90 minutes for long distance commutes (commuter rail, commuter bus, vanpools, etc).

- Consider a measure that incorporates the elderly, quality of life, or aging in place, etc.

- Include food stores as an essential destination.

Congestion

- Consider modifying the measure to "Decrease in Vehicle Hours of Delay".

- Consider modifying the measure to "Increase of Travel Time Reliability".

- There is some support for the use of person throughput as a measure to assess the congestion mitigation factor. Employing this measure to evaluate congestion mitigation provides a level playing field for all modes of transportation, including transit. The comment noted concerns for person-hours-of-delay measure, as this metric is less applicable to non-automobile transportation modes, such as fixed-guideway transit. Consider an assessment of travel-time reliability be incorporated into this measure.

- Automobile trips (carpools and vanpools) could be included in the transit calculation for low-income populations.

- Consider adding a measure involving emergency response, congestion intensity, or capacity of detour routes.

- There is a request for clarification regarding which travel-demand models will be used for the congestion mitigation measure.

- Consider a measure to prioritize projects in managed right-of-ways or on dedicated guideways that allow congestion-proof travel. In order to properly evaluate the benefits afforded by a project, it is important to identify that benefits could degrade over time due to further increases in congestion. This proposed measure would help appreciate that investing in commuter rail or other transit projects in dedicated guideways and HOV/HOT lanes continue to provide benefits over time with little or no degradation.

Economic Development

- Some jurisdictions expressed that linking a candidate project to a specific economic development strategy, site readiness, planned utility extensions are all feasible ways to measure potential benefit. However, linking a candidate project to a specific economic development project(s) could be problematic due to the need for confidentiality during recruitment.

- A number of comments had conflicting perspectives as to whether this measure should focus on projects that might encourage development versus support development that is underway or more certain to arise.

Environmental Quality

- Consider additional environmental qualities in addition to air quality.

- Consider reducing the weighting of Greenhouse Gas Emissions, since this is tied to Congestion Mitigation.

- Consider adding a measure involving "Minimizes Environmental Impacts to: Natural resources, such as streams, wetlands, threatened and endangered species, agriculture, protected lands, etc.; Cultural and historic resources and properties; and Noise impacts".

Land Use

- Consider adding a measure incorporating "Designed Growth Areas" since UDAs are incentivized.

- Recommends that the Land Use measure should be used statewide, not just HR and NOVA – but there are concerns that the proposed methodology favors urban areas.

- One comment recommended that the land use measure assessment of the "degree to which the project will support transportation efficient land use patterns" be strengthened. Consider VDOT's Transportation Efficient Land Use and Design Guide and DRPT's Multimodal System Design Guide, currently referenced as "good resources to understand the objectives and scoring details of this measure," be required for project planning to achieve the highest score in this measure.

Safety

- Review and reference VDOT's existing HSIP processes.

- Consider using "Property Damage Only" or "All Crashes" as a measure.

- Identify a standard set of CMFs statewide.

- Consider a measure involving "Transit Safety".

Comment topic: Typology change request and typology weighting recommendations.

Number of comments: 26

- Generally speaking, most comments suggested downgrading their proposed typology (B to C, C to D).

- Many comments suggested revisions to weighting schematics for the typologies. Many comments - especially those from small-mid sized jurisdictions and rural areas recommended that economic development be weighted significantly higher than it was in the schematics proposed at the February/March outreach meetings.

Comment topic: Other weighting/typology comments:

Number of comments: 30

- PDC's and MPO's do not adequately capture rural needs or desires.
- Concerns about rural/urban fairness with the use of statewide criteria, and that 4 weighting frameworks maybe too limited to accurately represent the diversity of place and priorities.
- As priorities shift, weighting frameworks should be allowed to be revised.
- Concerns expressed that the same project may rate differently depending on the chosen framework- questions over if this is fair/appropriate.
- A request was made for more detailed and specific methodology of the mathematics should be provided to explain the area type weight.

Comment topic: Process

Number of comments: 38

- Clarify definitions of: "UDA-like", "last mile access", "regional entities".
- Consider allowing new project requests to be considered annually.
- Consider using a rescoring sliding scale for projects with significant change in cost, scope, or funding.
- Consider evaluating projects differently in rural and urban areas.
- Consider incorporating a reserve account for cost overruns.
- Consider allowing consultant-prepared regional models to be used in place of locality prepared.
- Consider developing a set of guidelines that show the non-HB2 factors that will influence the CTB's decision making.
- The guide speaks to an annual or biannual cycle. However, it does not speak to multi-year funding of projects. Clarification is requested on how multi-year funding of projects will be accomplished.
- Consider allowing regional transit agencies and regional transportation commissions to be allowed to submit process.

Comment topic: Funding, Scoring, and Other

Number of comments: 30

- Several comments were made regarding what costs to include to evaluate projects, conflicts conflict as to what approach would be best and fair to both urban and rural places (some areas have more funds to leverage than others).

- Consider not scoring projects relative to other submissions.

- Consider normalizing scores to ensure NoVA and Hampton Roads do not get all the funding.

- A primary concern is that we would like to see some measures, factors, or mechanism in place to ensure that small urban and rural areas are able to compete equitably with larger, more populous, areas.

Topic	Which Measure	Summary	Name	Title	Entity	Submitted On Behalf Of	Date
	Overall						
Measures	Overall	"Project Viability", is missing. This category would include critical measures such as project readiness, prior commitment, federal/state mandate, local match, etc.	Phil D. Pullen	Transportation Division Manager	City of Va. Beach	City of Va. Beach	1/14/2015
Measures	Overall	There is a strong bias toward congestion and congestion related measures which appear to favor capacity improvement projects in dense residential areas over all other project types. (Congestion, Accessibility and Evironment appear to be the same measure cast in slightly differen ways, and together they add up to 70% of the score (Category A)).	Richard Caywood	Assistant County Administrator	County of Roanoke	County of Roanoke	3/16/2015
Measures	Overall	Include a project viability factor (project readiness, state/federal mandates, local funding, etc)	Phil D. Pullen	Member	Hampton Roads TPO	Individual	2/20/2015
Measures - (Policy Guide)	Overall	There is a bias against Transit Projects because the measures do not account for accidents and fatality reductions aboiard buses and trains. There should be a third measure for transit	Al Harf	PRTC Executive Director	Potomac and Rappahannock Transportation Commision	Potomac and Rappahannock Transportation Commision	4/6/2015
Measures	Overall	Based on the draft information provided at the March 12 HB2 meeting, there is only one prioritization factor where the promotion of UDAs will receive points—the Land Use Coordination Factor. The disconnect occurs when OIPI encourages all communities to develop UDAs, as it will increase their project scoring chances under HB2 when only the five TMA MPOs are subject to the sixth prioritization factor	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/13/2015
Measures	Overall	Consider a way to verify intended land use plans (zoning designation, walkable and mixed-use language in zoning code). Perhaps increased promotion of the Transportation Efficient Land Use and Design Guide and DRPT Multimodal System Design Guidelines.	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/13/2015
Measures - (Policy Guide)	Overall	Safety, Accessibility, and Environmental Quality measures all use cumulative data and will skew results in favor of metropolitan areas. Suggest using rates or per capita measures. (Page 23, 25, 27, Ch. 3)	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/31/2015
Measures	Overall	measure of parity to ensure that the congestion and roadway needs of a few areas in Virginia take extreme precedence over the rest of the Commonwealth	Bryan Chrisman	Assistant Town Manager	Town of Luray	Town of Luray	1/13/2015
Measures	Overall	Essential destinations within the Tri-Cities would need to be identified.	Joe Vinsh	Secretary	Tri-Cities MPO Policy Committee	Tri-Cities MPO Policy Committee	3/13/2015
Measures	Overall	We request that the descriptions or definitions of the Corridors of Statewide Significance (COSS) be added to the Policy Guide. COSS should extend beyond the highway right-of-way and be broad enough to ensure that highway and transit projects that serve or improve travel in an identified CoSS corridor or in similar	Virginia Railway Express	Misc.	Virginia Railway Express	Virginia Railway Express	5/1/2015
Measures	Overall	Regions with limited intermodal connections will fare less well than regions with extensive intermodal connections	Joe Vinsh	Secretary	Tri-Cities MPO Policy Committee	Tri-Cities MPO Policy Committee	3/13/2015
Measures	Overall	Many projects are new links and benefits are cumulative - suggest that scoring assigns weight to projects that are components of a financially-constrained plan derived from a legitimate metropolitan planning	Richard Shickle	Chair	Winchester-Frederick-Stephens City MPO	Winchester-Frederick-Stephens City MPO	11/19/2014
	Accessibility						
Measures	Accessibility	Factor should measure how the project enhances existing access or accommodates additional modes. Could also include accessibility for low-income, elderly, and disabled citizens	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County	Richmond Area TPO - TAC	2/11/2015
Measures - (Policy Guide)	Accessibility	Park-and-ride lot is missing from sub-descriptions.	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County - Transportation Department	Individual	4/1/2015
Measures	Accessibility	Accessibility is a poor or ineffective criterion for project consideration in are area. All areas within the City are accessible in under 15 minutes. Concern that the use of daily transit revenue hours per capita is likely ineffective because it fails to capture the fact the City offers multiple transportation options on a 21 hour per day basis that are not accounted for by the fixed route public transit revenue generating component of	David R. Hoback	Administrator	Danville MPO	Danville MPO	3/2/2015
Measures	Accessibility	Recommends using percent change in jobs accessible in 45 minutes	Kimberley P. Fogle	Director of Community Development	Fauquier County	Fauquier County	3/13/2015
Measures	Accessibility	Recommends using "System Continuity" as a measure, and "Improves Multimodal Connectivity" as a measure	Camelia Ravanbakht	Interim Executive Director	Hampton Roads TPO	Hampton Roads TPO TTAC	2/4/2015
Measures	Accessibility	Options that connect to another state should be higher than to other modes of transportation	Dianna Howard	Member	Hampton Roads TPO - Citizen Transportation Advisory Committee	Hampton Roads TPO	2/21/2015
Measures	Accessibility	Stakeholders agreed with the proposed measures and weights.			Hampton Roads TPO (outreach forum)	Hampton Roads TPO (outreach forum)	2/19/2015
Measures	Accessibility	Consider: • ADA compliance at public transportation bus stops • Last mile connections (connecting alternative transportation support infrastructure to destinations) • Accommodating elderly, quality of life, health, and aging in place • Creating multimodal transportation options (projects that create and/or benefit more than a single	Elijah Sharp	Director of Planning & Programs	New River Valley PDC	New River Valley PDC - Rural Transportation TAC	1/22/2015

Topic	Which Measure	Summary	Name	Title	Entity	Submitted On Behalf Of	Date
Measures	Accessibility	Include food stores as an essential destination	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/13/2015
Measures	Accessibility	The Impact for transit would not be so much increase in travel speeds like for highways, rather an increase in travel options provided by more frequent service or extended operating hours.	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/13/2015
Measures	Accessibility	Too much of this category appears to overlap with the Congestion Mitigation factor.	Joshua C. Gibson	Town Planner	Town of Rocky Mount	Town of Rocky Mount	3/13/2015
Measures	Accessibility	We support the use of a GIS-based accessibility tool to assess this factor, as it provides an objective approac	Northern Virginia Transportation Commission	Misc.			4/28/2015
Measures	Accessibility	Refinement of the accessibility measures for work destinations is recommended. The measure's description of change in cumulative jobs accessibility within 45 minutes is a good measure for single-occupant vehicle travel but does not work for commuter rail and other modes. The accsesibility measure not only needs to address the differing commute times by region based on proximity of job centers, but also by the design goals of different travel modes. For NOVA, we suggest using 45 minutes for auto commutes, 60 minutes for local transit, and 90 minutes for long distance commutes (commuter rail,	Virginia Railway Express	Misc.			5/1/2015
Measures	Accessibility	The 45 minute standard work trip time by auto should be replaced with a relative average travel time for each region. The candidate project should increase access to jobs within the designated travel time.	Joe Vinsh	Secretary	Tri-Cities MPO Policy Committee	Tri-Cities MPO Policy Committee	3/13/2015
Measures	Accessibility	A weighting of 50% for job access, 30% for cumulative access to essential destinations and 20% for increased access to travel options in a corridor are our preferences.	Joe Vinsh	Secretary	Tri-Cities MPO Policy Committee	Tri-Cities MPO Policy Committee	3/13/2015
Measures	**Congestion**						
Measures - (Policy Guide)	Congestion	Person hours of delay skews the evaluation to large metropolitan areas. Replace "person" with "vehicle" to accommodate congestion issues outside of NoVA and Hampton Roads.	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County - Transportation Department	Individual	4/1/2015
Measures	Congestion	Focus on the amount of decrease in vehicle hours of delay.	Kimberley P. Fogle	Director of Community Development	Fauquier County	Fauquier County	3/13/2015
Measures	Congestion	Automobile trips (carpools and vanpools) should be included in the transit calculation for low-income populations	Kimberley P. Fogle	Director of Community Development	Fauquier County	Fauquier County	3/13/2015
Measures	Congestion	•Use "Decrease Vehicle Hours of Delay" as a measure •Use "Increase Travel Time Reliability" as a measure •Account for "Impact of or lack of parallel routes" as a measure •Use "Reduce number of auto trips" as a measure	Camelia Ravanbakht	Interim Executive Director	Hampton Roads TPO	Hampton Roads TPO TTAC	2/4/2015
Measures	Congestion	•Projects targeted at reducing delays caused by traffic incidents will not score well as they are non-recurring events (increased safety service patrol, decreasing time to clear incidents, etc).			Hampton Roads TPO (outreach forum)	Hampton Roads TPO (outreach forum)	2/19/2015
Measures	Congestion	Consider: • Capacity of detour routes along Corridors of Statewide Significance (reoccurring vs. non-reoccurring capacity fluctuation) • Emergency response times • Intensity of congestion • Ability to accommodate larger vehicles (lane width, grade, turning radius, etc.) • Shifting mode (passenger rail, transit, etc.)	Elijah Sharp	Director of Planning & Programs	New River Valley PDC	New River Valley PDC - Rural Transportation TAC	1/22/2015
Measures	Congestion	Equally focus on peak period vehicle throughput.	Joe Vinsh	Secretary	Tri-Cities MPO Policy Committee	Tri-Cities MPO Policy Committee	3/13/2015
Measures	Congestion	Focus on the amount of decrease in vehicle hours of delay.	Joe Vinsh	Secretary	Tri-Cities MPO Policy Committee	Tri-Cities MPO Policy Committee	3/13/2015
Measures	Congestion	Focus on the amount of decrease in vehicle hours of delay.	Manuel Alvarez	Chairman	Richmond Regional PDC	Richmond Regional PDC	10/22/2014
Measures	Congestion	We support the use of person throughput as a measure to assess the congestion mitigation factor. Employing this measure to evaluate congestion mitigation provides a level playing field for all modes of transportation, including transit. The person-hours-of-delay measure is of concern to us, as this metric is less applicable to non-automobile transportation modes, such as fixed-guideway transit. We recommend that an assessment of travel-time reliability be incorporated into this measure (page 24).	Northern Virginia Transportation Commission	Misc	Northern Virginia Transportation Commission		4/28/2015
Measures	Congestion	We recommend that an assessment of travel time reliability be incorporated into this measure.	Virginia Railway Express	Misc.	Virginia Railway Express		5/1/2015
Measures	Congestion	Additional clarity needed on what will be considered "peak hour" between state and local.	Virginia Railway Express	Misc.	Virginia Railway Express		5/1/2015
Measures	Congestion	A new measure is needed to prioritize projects in managed right-of-ways or on dedicated guideways that allow congestion-proof travel. In order to properly evaluate the benefits afforded by a project, it is important to identify that benefits could degrade over time due to further increases in congestion. This proposed measure would help appreciate that investing in commuter rail or other transit porjects in dedicated guideways and HOV/HOT lanes continue to provide benefits over time with little or no	Virginia Railway Express	Misc.	Virginia Railway Express		5/1/2015

Topic	Which Measure	Summary	Name	Title	Entity	Submitted On Behalf Of	Date
Measures	Congestion	We request clarification regarding which travel-demand models will be used for the congestion mitigation measure. The policy guidance document foresees assessment of the peak-period person volume through the use of regional travel demand models "as applicable" or the Statewide Planning System (page 53). Since each region's model will differ and project scores must equally be assessed across the state, we propose that the travel-demand model currently in use by each region serve to assess this measure. Additionally, both congestion-mitigation measures examine congestion at the "peak period." As the definition of peak period differs depending on the region, we recommend that the definition adhere to the	Northern Virginia Transportation Commission	Misc	Northern Virginia Transportation Commission		4/28/2015
Measures	Congestion	Occupancy Rates vary by region and may not be available everywhere	Joe Vinsh	Secretary	Tri-Cities MPO Policy Committee	Tri-Cities MPO Policy Committee	3/13/2015
Measures	Congestion	Focus on the amount of decrease in vehicle hours of delay.	Delegate Scott Garrett	Delegate	Virginia House of Delegates	Delegate Scott Garrett	3/25/2015
	Economic Development						
Measures	Economic Development	Recommends supporting projects that are in-line with local or regional economic development strategy plans and/or economic long-range plans, including multi-modal/freight plans.	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County	Richmond Area TPO - TAC	2/11/2015
Measures - (Policy Guide)	Economic Development	Consider adding points if there is an investment on the developer's part in addition to the public right-of-way improvements.	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County - Transportation Department	Individual	4/1/2015
Measures	Economic Development	Using the same criteria for the Roanoke region as some of the other more rapidly growing areas will likely disadvantage our efforts to make transportation improvements and help drive economic development and job creation.	Richard Caywood	Assistant County Administrator	County of Roanoke	County of Roanoke	3/16/2015
Measures	Economic Development	More "speculative" economic development criteria is recommended due to topographic challenges in the region since road and rail improvements are critical to making sites viable for development.	Richard Caywood	Assistant County Administrator	County of Roanoke	County of Roanoke	3/16/2015
Measures	Economic Development	•Remove "supporting Department of Housing and Community Enterprise Zones" from scoring criteria as many localities are not able to qualify for enterprise zone designation. •Remove "PDC has passed resolution demonstrating that project supports adopted Comprehensive Development Strategy (CEDS)" as not all regions are served by a CEDS nor are all jurisdictions able to receive CEDS designation. •Remove Add lanquage that provides scoring criteria for projects that the ROW has been acquired. •Instead of using oversimplified measures like square footage, use simple ROI analysis that accounts for job creation, payroll, etc. Option for modeling could include TREDIS or TranSight that work in conjunction	Camelia Ravanbakht	Interim Executive Director	Hampton Roads TPO	Hampton Roads TPO	3/16/2015
Measures	Economic Development	•Use "Supports local, regional, and/or statewide economic development strategies" as a measure •Use "Supports adding jobs and expected population growth" as a measure	Camelia Ravanbakht	Interim Executive Director	Hampton Roads TPO	Hampton Roads TPO TTAC	2/4/2015
Measures	Economic Development	•Level of confidence in expected economic activity should be taken into account (ie, more points if under construction) •Use the ITE Trip Generation formulae to get trips, employees, etc to determine transportation related effects of econ. development			Hampton Roads TPO (outreach forum)	Hampton Roads TPO (outreach forum)	2/19/2015
Measures	Economic Development	Supports and/or aligns with local plans and strategies • Considers impacts to surrounding area (changes in traffic patterns, land uses, etc.)	Elijah Sharp	Director of Planning & Programs	New River Valley PDC	New River Valley PDC - Rural Transportation TAC	1/22/2015
Measures	Economic Development	Incorporate a way to gauge potential economic development.	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/13/2015
Measures	Economic Development	Consideration should be given to projects exhibiting realistic economic potential. By only rewarding econ dev projects in more advanced stages, the gap between those struggling to recruit and those successfully recruiting economic activity could rapidly widen.	Joshua C. Gibson	Town Planner	Town of Rocky Mount	Town of Rocky Mount	3/13/2015
Measures	Economic Development	Linking a candidate project to a specific economic development strategy, site readiness, planned utility extensions are all feasible ways to measure potential benefit. However, linking a candidate project to a specific economic development project(s) could be problematic due to the need for confidentiality during	Joe Vinsh	Secretary	Tri-Cities MPO Policy Committee	Tri-Cities MPO Policy Committee	3/13/2015
Measures	Economic Development	Consider using designated "COSS" or "National Network" in conjunction with this factor.	Joe Vinsh	Secretary	Tri-Cities MPO Policy Committee	Tri-Cities MPO Policy Committee	3/13/2015
Measures	Economic Development	Request clarification on how qualitative information provided by sponsors will be verified.	Joe Vinsh	Secretary	Tri-Cities MPO Policy Committee	Tri-Cities MPO Policy Committee	3/13/2015
Measures - (Policy Guide)	Economic Development	Anticipated economic development is not accounted for in the current checklist for this factor. Many times firms will only invest in locations that have existing transporation infrastructure. Wording should be revised throughout this factor to include anticipated economic development (Page 28, Table 3.5, ED.1 and ED.2 Method/Scoring Approach).	Joe Bonanno	Regional Planner	West Piedmond PDC	West Piedmont PDC	4/1/2015

Topic	Which Measure	Summary	Name	Title	Entity	Submitted On Behalf Of	Date
Measures	Economic Development	Take into consideration unemployment date, income, and other similar demographic information in the overall economic development measure as an effective indicator of community need and subsequent	David R. Hoback	Executive Director	West Piedmont PDC	West Piedmont PDC	3/12/2015
Measures	Economic Development	In regards to the projects that have development plans submitted, it is recognized the logic of this approach is projects at this advanced stage offer greater benefits as opposed to "build it and they will come" development projects.	David R. Hoback	Executive Director	West Piedmont PDC	West Piedmont PDC	3/12/2015
Measures	Economic Development	HB2 scoring that in effect downgrade project applications deemed "speculative" in nature undercut the ongoing economic development programs in our communities to effectively prepare and become more competitive for future economic opportunities	David R. Hoback	Executive Director	West Piedmont PDC	West Piedmont PDC	3/12/2015
	Environmental Quality						
Measures	Environmental Quality	Should focus on specific env. objectives (e.g. stormwater retrofits, drainage channel restoration, etc) since all projects must consider env. Impacts with avoidance and/or mitigation.	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County	Richmond Area TPO - TAC	2/11/2015
Measures	Environmental Quality	Proposed environmental factors are more appropriate in urban areas of the state. CTB should re-consider these measures, looking at ones more closely related to environmental impacts.	Kimberley P. Fogle	Director of Community Development	Fauquier County	Fauquier County	3/13/2015
Measures	Environmental Quality	•Use "Minimizes Environmental Impacts to: Natural resources, such as streams, wetlands, threatened and endangered species, agriculture, protected lands, etc.; Cultural and historic resources and properties; and Noise impacts" as a measure •Use "Supports environmental justice" as a measure	Camelia Ravanbakht	Interim Executive Director	Hampton Roads TPO	Hampton Roads TPO TTAC	2/4/2015
Measures	Environmental Quality	•Measures should take into account minimizing impacts to natural resources. Should be more than just the NEPA process, but more of preserving quality of life. •VOC should be included in first measure			Hampton Roads TPO (outreach forum)	Hampton Roads TPO (outreach forum)	2/19/2015
Measures - (Policy Guide)	Environmental Quality	•There should be additional considerations beyond air quality. •Environmental Justice considerations could fall under Economic Development and/or Accessibility.	Chip Boyles	Executive Director	Thomas Jefferson PDC	Thomas Jefferson PDC (MPO Area)	3/27/2015
	Land Use						
Measures	Land Use	Projects should be consistent with long-range plans, reduce commute times, and provide access to commuter rail/transit stops.	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County	Richmond Area TPO - TAC	2/11/2015
Measures - (Policy Guide)	Land Use	This factor favors urbanized metropolitan areas and penalizes the rest of the state. It needs to provide some benefit for other parts of the state being proactive in addressing off-site traffic impacts of a growing community. L.1 Future Land Use Policy Consistency • Criteria #1: What elements of a project will promote mixed-use development? • Criteria #2: Not applicable to many projects other than those in a UDA (see comments regarding UDA screening criteria). Seems too specific and covered with Criteria #4. • Criteria #3: How is it different from Accessibility Measure A.1? • Criteria #4: See previous comments regarding UDA screening criteria. • Criteria #5: Does the "access management plan" need to meet VDOT or local standards/policy? Considering most projects are retrofits, there is the potential for significant financial impacts (as a result of changes to eminent domain laws) in applying VDOT access management policies to a project. L.2 Change in VMT per Capita This is much easier to apply to urbanized metropolitan areas where land values cause development to be compact, dense and vertical. There is the potential for regions with localities in different stages of growth to be penalized with this measure. It is important to be proactive in addressing public infrastructure needs as an area grows. Trying	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County - Transportation Department	Individual	4/1/2015
Measures	Land Use	Land Use and Transportation Coordination: •Use "Is in or connects designated growth areas" as a measure •Use "Increases mobility options" as a measure •Recommends Land Use be used as a factor statewide and not just in HR and NoVA	Camelia Ravanbakht	Interim Executive Director	Hampton Roads TPO	Hampton Roads TPO TTAC	2/4/2015
Measures	Land Use	This criteria should not be used because of the reserve of land available to use in Hampton Roads	Dianna Howard	Member	Hampton Roads TPO - Citizen Transportation Advisory Committee	Hampton Roads TPO	2/22/2015
Measures	Land Use	Recommend this factor being included for all areas of the Commonwealth.			Hampton Roads TPO (outreach forum)	Hampton Roads TPO (outreach forum)	2/19/2015
Measures	Land Use	Should be applied to all area types • Support mixed-use development • Encourage non-traditional uses within public right-of-ways	Elijah Sharp	Director of Planning & Programs	New River Valley PDC	New River Valley PDC - Rural Transportation TAC	1/22/2015

Topic	Which Measure	Summary	Name	Title	Entity	Submitted On Behalf Of	Date
Measures	Land Use	If the goal is truly to coordinate land use and transportation (which is admirable), then shouldn't HB2 legislation consider this as a sixth factor for all PDCs and Non-TMA MPOs?	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/13/2015
Measures - (Policy Guide)	Land Use	Will there be many MPOs/PDCs that will choose to use the Land Use factor even though they are not required by law? How will the use of a 6th factor impact the weighting of the other 5? (Page 29, Table 3.6)	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/31/2015
Measures - (Policy Guide)	Land Use	We recommend that this measure's assessment of the "degree to which the project will support transportation efficient land use patterns" be strengthened (page 29). It is our opinion that VDOT's Transportation Efficient Land Use and Design Guide and DRPT's Multimodal System Design Guide, currently referenced as "good resources to understand the objectives and scoring details of this measure," be required for project planning to achieve the highest score in this measure (page 70).	Northern Virginia Transportation Commission	Misc.	Northern Virginia Transportation Commission	Northern Virginia Transportation Commission	4/28/21015
Measures	Land Use	Land Use - Tri-Cities MPO does not meet the threshold of 200,000 population for this factor area.	Joe Vinsh	Secretary	Tri-Cities MPO Policy Committee	Tri-Cities MPO Policy Committee	3/13/2015
	Safety						
Measures	Safety	Refer to VDOT's existing HSIP processes	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County	Richmond Area TPO - TAC	2/11/2015
Measures - (Policy Guide)	Safety	Severe injury and fatal accidents are often statistical outliers attributable to driver error (no seat belt in use, distracted driver etc.) more than the result of problems associated with roadway geometry. ALL accidents should be used to score a project for safety, with weights applied to the severity of the accident. Model this after the VDOT HSP project process.	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County - Transportation Department	Individual	4/1/2015
Measures	Safety	Consideration of a "less" quantifiable measure may be required to define "Improve cyclist or pedestrian safety."	Mark Jamison	Manager of Transportation	City of Roanoke	City of Roanoke	1/9/2015
Measures	Safety	City of Roanoke has never successfully competed for HSIP funds… "less urban" areas could be placed at a disadvantage on the safety factor	Mark Jamison	Manager of Transportation	City of Roanoke	City of Roanoke	1/9/2015
Measures	Safety	•Use "equivalent property damage only" as a measure •Projects should have to improve an evacuation route, not just be on one •Account for projects providing designated facilities for multimodal travel	Camelia Ravanbakht	Interim Executive Director	Hampton Roads TPO	Hampton Roads TPO TTAC	2/4/2015
Measures	Safety	Safety should involve all crash types	Dianna Howard	Member	Hampton Roads TPO - Citizen Transportation Advisory Committee	Hampton Roads TPO	2/20/2015
Measures	Safety	CMFs are not always available and consistent - identify and use standard set of CMF's statewide.			Hampton Roads TPO (outreach forum)	Hampton Roads TPO (outreach forum)	2/19/2015
Measures	Safety	Total deaths and/or injuries per incident	Elijah Sharp	Director of Planning & Programs	New River Valley PDC	New River Valley PDC - Rural Transportation TAC	1/22/2015
Measures	Safety	Should consider all crashes and not just fatalities and sever injuries	Joe Vinsh	Secretary	Tri-Cities MPO Policy Committee	Tri-Cities MPO Policy Committee	3/13/2015
Measures	Safety	Transit agencies feel as though the safety factor is limiting because they will only be able to qualify for 50% of the maximum score.	Lisa Guthrie	Executive Director	Virginia Transit Association	Virginia Transit Association	3/23/2015

Topic	Summary	Name	Title	Entity	Submitted On Behalf Of	Date
Type Change Request	Alleghany County should not be Category B. Due to the small, rural nature of the county, they request to be placed in Category D, similar to much of Southwest Virginia. Safety and Economic Development should be the primary factors.	John R. Strutner	County Administrator	Alleghany County	Alleghany County	3/17/2015
Type Change Request	Request weight for Hanover County and Richmond Regional TPO to be as follows: •Congestion Mitigation (15%) •Economic Development (25%) •Accessibility (25%) •Safety (25%) •Environmental Quality (5%) •Transportation/Land Use Coordination (5%)	Wayne T. Hazzard	Chairman	Board of Supervisors	Hanover County	3/18/2015
Type Change Request	Request to be changed from Category C to Category D due to local emphasis on Economic Development and consistency within the region.	Guy Odum	Chairman	Bristol MPO	Bristol MPO Executive Board	4/9/2015
Type Change Request	Request change from Category C to Category D. (Supporting reasons are given) Ranking should be as follows: •Safety (High) •Economic Development (High/Medium) •Accessibility (Medium) •Land Use (Medium) •Congestion Mitigation (Medium/Low) •Environmental Quality (Low)	Carolyn W. Dull	Chairperson	Central Shenandoah PDC	Central Shenandoah PDC	3/26/2015
Type Change Request	Propose the following weights: •Econ Dev 25% •Safety 25% •Congestion 20% •Accessibility 15% •evironment 15%	Robert E. White	Deputy Director	Central Virginia MPO	Central Virginia MPO	3/23/2015
Type Change Request	Weighting should be as follows – •Accessibility (6.8) •Environmental Quality (5.2) •Safety (4.8) •Congestion (4.4) •Economic Development (3.8)	Kristin Szakos	Chair	Charlottesville-Albemarle MPO	Charlottesville-Albemarle MPO	10/27/2014
Type Change Request	•Change Category B to the following: 1) Retain 15% for Congestion Mitigation 2) Increase Economic Development from 20% to 30% 3) Reduce Accessibility from 20% to 25% 4) Maintain Safety and Environmental Quality at 15% and 10% respectively 5) Reduce Land Use from 15% to 10%	Richard Caywood	Assistant County Administrator	County of Roanoke	County of Roanoke	3/16/2015
Type Change Request	Measures should be weighted: •Economic Development and Safety (High) •Accessibility and Congestion Mitigation (Medium) •Environmental Quality and Land Use Coordination (Low) •Category D most closely aligns with their preference.	Joe Vinsh	Secretary	Crater PDC	Crater PDC	3/13/2015
Type Change Request	Are comfortable with being grouped with similar MPOs like Lynchburg or Staunton, but would prefer: •Economic Development (35%) •Safety (30%) •Accessibility (15%) •Environmental Quality (10%) •Congestion Mitigation (10%)	David R. Hoback	Administrator	Danville MPO	Danville MPO	3/2/2015
Type Change Request	•Fauquier County should be Category C •Fauquier County places the highest importance on the Safety, Economic Development, and Congestion mitigation factors, with Safety being the highest.	Kimberley P. Fogle	Director of Community Development	Fauquier County	Fauquier County	3/13/2015

Topic	Summary	Name	Title	Entity	Submitted On Behalf Of	Date
Type Change Request	Weighting should be as follows – •Congestion (High – 1) •Safety (High – 2) •Accessibility (High – 3) •Land Use (Medium – 4) •Environmental Quality (Medium – 5) •Economic Development (Low – 6) •Much discussion is provided for each of these factors in the letter •MPO may change preferences as detailed information becomes available	Paul Milde	Chairman	Fredericksburg Area MPO	Fredericksburg Area MPO	12/1/2014
Type Change Request	Recommend the following weighting: •Congestion Mitigation (35%) •Economic Development (10%) •Accessibility (25%) •Safety (20%) •Environmental Quality (5%) •Land Use (5%)			Hampton Roads TPO (outreach forum)	Hampton Roads TPO (outreach forum)	2/19/2015
Type Change Request	Weighting should be as follows – •Economic Development (High) •Safety (High-Medium) •Accessibility (Medium) •Congestion (Medium-Low) •Environmental Quality (Medium-Low)	Richard Chandler	Chairman	Harrisonburg-Rockingham MPO	Harrisonburg-Rockingham MPO	12/18/2014
Type Change Request	not include Land Use as a factor and that the 15% be switched to Safety to make a weighting of 30% or that the MPO be switched from a Category B to a Category C	Dan Brugh	NRV Executive Director	New River Valley MPO	New River Valley MPO	4/9/2015
Type Change Request	Areas within the New River Valley PDC but outside of the MPO should be category C, not B, as it more accurately reflects their transportation priorities and community characteristics.	Elijah Sharp	Director of Planning & Programs	New River Valley PDC	New River Valley PDC	3/25/2015
Type Change Request	Areas that fall on the cusp between Type a nd Type B be permitted to opt for a different typology designation	Al Harf	PRTC Executive Director	Potomac and Rappahannock Transportation Commision	Potomac and Rappahannock Transportation Commision	4/7/2015
Type Change Request	Weighting should be as follows – •Economic Development (High) •Accessibility (High) •Safety (High) •Congestion (Medium) •Environmental Quality (Low) •Land Use (Low) •Projects with local and/or MPO funds should be given benefit or moved forward •MPO may change preferences as more details emerge •Cost/Benefit ratio	Manuel Alvarez	Chairman	Richmond Regional PDC	Richmond Regional PDC	10/22/2014
Type Change Request	Requests the following weights be used in the RRTPO: •Congestion Mitigation 15% •Economic Development 25% •Accessibility 25% •Safety 25% •Environmental Quality 5% •Tranportation and Land Use 5%	Manuel Alverez, Jr.	Chairman	Richmond Regional TPO	Richmond Regional TPO	3/13/2015

Topic	Summary	Name	Title	Entity	Submitted On Behalf Of	Date
Type Change Request	Suggest Category B - Roanoke Valley: •Congestion Mitigation 15% •Economic Development 30% •Accessibility 20%; Safety 15% •Environmental 10% •Land Use 10%	Joyce Waugh	President	Roanoke Regional Chamber of Commerce	Roanoke Regional Chamber of Commerce	3/13/2015
Type Change Request	Request change from Category C to Category D given the County's primary focus on Safety and Economic Development.	Spencer H. Suter	County Administrator	Rockbridge County	Rockbridge County	4/1/2015
Type Change Request	Weighting should be as follows – •Economic Development (High) •Safety (High/Medium) •Accessibility (Medium) •Land Use (Medium) •Congestion (Medium/Low) •Environmental Quality (Medium/Low) •Included the land use factor despite being less than 200,000 due to it's importance to the MPO and it's approach to coordinated transportation planning.	Jeffrey Moore	Chairman	Staunton-Augusta-Waynesboro MPO	Staunton-Augusta-Waynesboro MPO	12/3/2014
Type Change Request	Request non-MPO areas within the PDC be assigned Category C with the weighting as follows: • Congestion Mitigation (10%) • Economic Development (20%) • Accessibility (30%) • Safety (30%) • Environmental Quality (10%)	Chip Boyles	Executive Director	Thomas Jefferson PDC	Thomas Jefferson PDC (Non-MPO Area)	3/27/2015
Type Change Request	Preferred Weighting for Category D: •Congestion Mitigation -- 5% •Economic Development -- 50% •Accessibility -- 15% •Safety -- 25% •Environmental Quality -- 5%	Joshua C. Gibson	Town Planner	Town of Rocky Mount	Town of Rocky Mount	3/13/2015
Type Change Request	Weighting should be as follows – •Economic Development (High) •Safety (High), Congestion (Medium) •Accessibility (Medium) •Environmental Quality (Low) •Land Use (Low) •Preferences are subject to change once HB2 process becomes more apparent after projects are rated	Joe Vinsh	Secretary	Tri Cities MPO	Tri Cities MPO	9/12/2014
Type Change Request	The weight assigned to various measures such as safety, land use and economic development will be critical to rural localities such as Culpeper and those in the Rappahannock Rapidan Region. Measures such as Accessibility are difficult to score well in. We continue to urge that our region be placed in category C. The current category B will put us at a great disadvantage, as it will favor more urban areas.	Culpeper County		Culpeper County	Culpeper County	5/1/2015
Type Change Request	Of the four categories presented, Category D most closely aligns with the expressed preference of the Tri-Cities MPO - Policy Committee. The Tri-Cities MPO supports its classification as Category D.	Joe Vinsh	Secretary	Tri-Cities MPO Policy Committee	Tri-Cities MPO Policy Committee	3/13/2015
Weight/Area Types	Using the same criteria for the Roanoke region as some of the other more rapidly growing areas will likely disadvantage our efforts to make transportation improvements and help drive economic development and job creation.	Kathleen D. Guzi	County Administrator	Botetourt County	Botetourt County	3/16/2015
Weight/Area Types	Salem District has three proposed categories - three similar projects could receive very different scores depending on the location.	Kathleen D. Guzi	County Administrator	Botetourt County	Botetourt County	3/16/2015
Weight/Area Types	Projects can be made to look better or worse depending on which typology is chosen. This could potentially make projects that are different look similar	Kathleen D. Guzi	County Administrator	Botetourt County	Botetourt County	3/17/2015

Topic	Summary	Name	Title	Entity	Submitted On Behalf Of	Date
Weight/Area Types	MPO's should be able to select their weighting percentages for the factors. The four categories presented are insufficient for describing and evaluation our regional priorities.	Robert E. White	Deputy Director	Central Virginia MPO	Central Virginia MPO	3/23/2015
Weight/Area Types	MPO's should have the opportunity to periodically reset their priorities as circumstances change over time.	Robert E. White	Deputy Director	Central Virginia MPO	Central Virginia MPO	3/23/2015
Weight/Area Types	Recommends use of Land Use Factor in areas like CA-MPO so long as it does not penalize smaller urban areas, as compared to larger areas like Nova, Richmond, and Hampton Roads.	Kristin Szakos	Chair	Charlottesville-Albemarle MPO	Charlottesville-Albemarle MPO	10/27/2014
Weight/Area Types	Each MPO and PDC should be allowed to have their own weighting scenario; four scenarios is not sufficient •The typologies on the population density map needs to be more gradient to be able to tell the differences in Richmond/Roanoke/NoVA	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County	Richmond Area TPO - TAC	2/11/2015
Weight/Area Types	Weighting of Factor Areas should give strong consideration to the differences between rural and urban areas	Mark Jamison	Manager of Transportation	City of Roanoke	City of Roanoke	1/9/2015
Weight/Area Types	PDC's and MPO's do not adequately capture rural needs or desires	Mark Jamison	Manager of Transportation	City of Roanoke	City of Roanoke	1/9/2015
Weight/Area Types	Applying a single category to either the county or region could be problematic. The densest areas of Roanoke County would be best served by Category A, most rural Category D, and Categories B and C in the transition areas.	Richard Caywood	Assistant County Administrator	County of Roanoke	County of Roanoke	3/16/2015
Weight/Area Types	Due to multiple typologies, similar projects could score differently depending on where they are located. Concern that this process will not provide CTB with useful information for project selection.	Richard Caywood	Assistant County Administrator	County of Roanoke	County of Roanoke	3/16/2015
Weight/Area Types	Economic development should receive 35% weight. If Congestion Mitigation can receive 35% in other areas, Economic Development should be able to receive the same weight. Economic Development is the key measure for Danville/Pittsylvania County and is as significant as congestion mitigation is to Nova, Hampton Roads and Richmond regions.	David R. Hoback	Administrator	Danville MPO	Danville MPO	3/2/2015
Weight/Area Types	The entire County should use the PDC's weighting system as opposed to its small urbanized area	Kimberley P. Fogle	Director of Community Development	Fauquier County	Fauquier County	3/13/2015
Weight/Area Types	Recommends using only two weighting frameworks for simplicity and allowing areas within an MPO to use different frameworks.	Camelia Ravanbakht	Interim Executive Director	Hampton Roads TPO	Hampton Roads TPO TTAC	2/4/2015
Weight/Area Types	While the HRTPO TTAC has recommended two frameworks, the stakeholders generally agreed with four weighting frameworks presented.			Hampton Roads TPO (outreach forum)	Hampton Roads TPO (outreach forum)	2/19/2015
Weight/Area Types	Statewide criteria may be too broad. Placetypes/Transect Zones, as identified in the Multimodal Design Guidelines, was a useful way for our local partners to visualize area types in the recently completed MPO Bicycle and Pedestrian Master Plan. The six area types, ranging from rural to very dense urban, outlined easy to follow criteria for housing+employment density.	Elijah Sharp	Director of Planning & Programs	New River Valley PDC	New River Valley PDC - Rural Transportation TAC	1/22/2015
Weight/Area Types	Does not support draft typology which places the RRTPO in same category as Northern Virginia and Hampton Roads.	Manuel Alverez, Jr.	Chairman	Richmond Regional TPO	Richmond Regional TPO	3/13/2015
Weight/Area Types	Supports the creation of separate typology for the RRTPO.	Manuel Alverez, Jr.	Chairman	Richmond Regional TPO	Richmond Regional TPO	3/13/2015
Weight/Area Types	I believe that economic development should receive greater weight in the rankings for Category B jurisdictions and that the Land Use factor should be eliminated in so far as Category B jurisdictions are concerned, and that weight added to Economic Development.	Ray Ferris	Member	Roanoke Valley TPO	Individual	3/16/2015
Weight/Area Types	A more detailed and specific methodology of the mathematics should be provided to explain the area type weights.	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/13/2015
Weight/Area Types	Category B - Land Use should be higher than Congestion Mitigation.	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/13/2015
Weight/Area Types	MPO and PDC's who utilize the land use factor end up getting a diluted score for a weighting that is capped at 100% compared to those who do not use the land use factor	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/13/2015
Weight/Area Types	Will there be a redistribution of category weighting for those MPOs and PDCs opting to utilize land use factor?	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/13/2015

Topic	Summary	Name	Title	Entity	Submitted On Behalf Of	Date
Weight/Area Types	With regard to predominately rural counties like those in far Southwest Virginia with little to no population growth, what is the correlation between the designation of UDAs and priority for HB2 governed transportation projects?	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/31/2015
Weight/Area Types	MPO's policy board supported weighting category B for MPO area.	Chip Boyles	Executive Director	Thomas Jefferson PDC	Thomas Jefferson PDC (MPO Area)	3/27/2015
Weight/Area Types	Due to considerable diversity of interests across the Planning District, include more weighting frameworks (or a range of weighting percentages for each of the measures) to accommodate the interestes of all communities	David R. Hoback	Executive Director	West Piedmont PDC	West Piedmont PDC	3/12/2015
Weight/Area Types	Generally, economic development is the top priority of communities in the PDC.	David R. Hoback	Executive Director	West Piedmont PDC	West Piedmont PDC	3/12/2015
Weight/Area Types	Accessibility and Land Use are critical while Economic Development, Safety, Environmental Quality, and Congestion are secondary	Richard Shickle	Chair	Winchester-Frederick-Stephens City MPO	Winchester-Frederick-Stephens City MPO	11/19/2014
Weight/Area Types - (Policy Guide)	Additional categories need to be added so there isn't such a huge disparity among regions falling in the same category.	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County - Transportation Department	Individual	4/1/2015
Weight/Area Types	We support the use of internal and external review of project applications (page 31). That said, we seek clarification as to who will participate in the internal technical and policy review groups and whether staff from sponsoring agencies would be permitt~d to participate in the policy review group.	Northern Virginia Transportation Commission	Misc.	Northern Virginia Transportation Commission	Northern Virginia Transportation Commission	4/28/2015

Topic	Summary	Name	Title	Entity	Submitted On Behalf Of	Date
Process	Recommends local and regional governments be able to submit projects •Only regional entities may submit projects on the CoSS •Regional and local entities may submit projects that are part of the regional network •Only local governments may submit projects that involve improvements to promote local growth	Kristin Szakos	Chair	Charlottesville-Albemarle MPO	Charlottesville-Albemarle MPO	10/27/2014
Process	Requests for new projects should be considered annually.	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County	Richmond Area TPO - TAC	2/11/2015
Process	Use the RSTP and CMAQ process as guidance on process and project changes. Programming should also reflect these processes, utilizing "region wide placeholder UPCs".	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County	Richmond Area TPO - TAC	2/11/2015
Process - (Policy Guide)	The UDA definition is geared more toward larger urban areas and will most likely mean that suburban and rural projects will not move forward.	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County - Transportation Department	Individual	4/1/2015
Process - (Policy Guide)	Screening Criteria for UDA Projects: •What is the definition of "UDA-like"? •What is "Last-mile access"? •Isn't "Safe bike and ped circulation" part of "Context sensitive, multi-modal transportation solution" (3.c. and 3.a.)? •Improving connections to existing multi-modal networks seems to favor large urban localities with existing networks already in place	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County - Transportation Department	Individual	4/1/2015
Process	local agencies should be able to submit on CoSS, while making the MPO/PDC aware of the project submitted.	Kimberley P. Fogle	Director of Community Development	Fauquier County	Fauquier County	3/13/2015
Process	Allow findings prepared by a qualified consultant to be used in lieu of the regional models for congestion mitigation and transporation/land use.	Kimberley P. Fogle	Director of Community Development	Fauquier County	Fauquier County	3/13/2015
Process	Frustrated at lack of openness and transparency. Requests to be kept informed.	Paul Milde	Chairman	Fredericksburg Area MPO	Fredericksburg Area MPO	12/1/2014
Process	Define Regional entities	Camelia Ravanbakht	Interim Executive Director	Hampton Roads TPO	Hampton Roads TPO TTAC	2/4/2015
Process	Recommends a reserve account be maintained to cover cost overruns	Camelia Ravanbakht	Interim Executive Director	Hampton Roads TPO	Hampton Roads TPO TTAC	2/4/2015
Process	Recommends evaluating projects by separate categories; e.g. highway, bridge/tunnel, transit, etc.	Camelia Ravanbakht	Interim Executive Director	Hampton Roads TPO	Hampton Roads TPO TTAC	2/4/2015
Process	Recommends measuring project readiness for construction	Camelia Ravanbakht	Interim Executive Director	Hampton Roads TPO	Hampton Roads TPO TTAC	2/4/2015
Process	Recommends UDA group include "UDA-like" areas	Camelia Ravanbakht	Interim Executive Director	Hampton Roads TPO	Hampton Roads TPO TTAC	2/4/2015
Process	Recommends using a rescoring sliding scale for projects that have significant changes in cost, scope, or funding availability	Camelia Ravanbakht	Interim Executive Director	Hampton Roads TPO	Hampton Roads TPO TTAC	2/4/2015
Process	For transit projects or transit components in a multimodal project, measures under any factor should be rated using metrics that are suitable to mode as the most reliable way to score that factor	Brian Smith	Assistant to the President/CEO	Hampton Roads Transit	Hampton Roads Transportation District Commission	1/28/2015

Topic	Summary	Name	Title	Entity	Submitted On Behalf Of	Date
Process	Please ensure that you expressly list Transportation District Commissions that exist pursuant to Section § 33.2 as being eligible agencies to submit projects. These are indeed regional entities.	Brian Smith	Assistant to the President/CEO	Hampton Roads Transit	Hampton Roads Transportation District Commission	1/28/2015
Process	Please include regional entities as eligible to submit projects under the third tier – improvements to promote Urban Development Areas. The entity best suited to apply for a project may be a function of many variables unique to each project including availability of different funding sources for leverage and different project delivery methods. With this being the case, screening out regional entities from the third tier (improvements to promote Urban Development Areas) creates an unnecessary condition that could hinder strategic project development/implementation scenarios	Brian Smith	Assistant to the President/CEO	Hampton Roads Transit	Hampton Roads Transportation District Commission	1/28/2015
Process	Suggest projects be evaluated based on whether they are in rural or non-TMA urban areas, not by construction district	Richard Chandler	Chairman	Harrisonburg-Rockingham MPO	Harrisonburg-Rockingham MPO	12/18/2014
Process	Support proposed eligibilities for submitting projects •MPOs and PDCs may submit projects on the CoSS •PDCs or Local governments may submit projects on the transportation network •Local governments may submit projects in VDOT-designated urban growth areas	Richard Chandler	Chairman	Harrisonburg-Rockingham MPO	Harrisonburg-Rockingham MPO	12/18/2014
Process	Our representatives found it difficult to delineate differences in potential projects along corridors of Statewide vs. Regional Significance	Elijah Sharp	Director of Planning & Programs	New River Valley PDC	New River Valley PDC - Rural Transportation TAC	1/22/2015
Process	Requiring regional entities to submit recommendations for needs within the Corridors of Statewide Significance seemed to promote collaboration; however, defining regional entities and their role (particularly outside of MPOs) may require additional guidance	Elijah Sharp	Director of Planning & Programs	New River Valley PDC	New River Valley PDC - Rural Transportation TAC	1/22/2015
Process	A set of guidelines should be drafted that clearly show the non HB2 factors that influence the CTB's decision making in selecting projects.	Al Harf	PRTC Executive Director	Potomac and Rappahannock Transportation Commision	Potomac and Rappahannock Transportation Commision	4/2/2015
Process	Do planning/design phases of projects count as stand-alone projects? How will these types of projects be evaluated since they give no inherent benefit unless implemented?	Al Harf	PRTC Executive Director	Potomac and Rappahannock Transportation Commision	Potomac and Rappahannock Transportation Commision	4/3/2015
Process	The thresholds for rescoring should eliminate the discontinuity for projects above and below 5 million. Possibly implement a uniform precentage change in the estimated cost with a cap of increase of 5 million (anything over this would be subject to rescoring)	Al Harf	PRTC Executive Director	Potomac and Rappahannock Transportation Commision	Potomac and Rappahannock Transportation Commision	4/8/2015
Process	Local governments should have the opportunity to apply for CTB funds for potential projects in UDA's	Sarah Rhodes	Principal Planner	Richmond Regional TPO	Richmond Regional TPO	
Process	Will the prioritization process help to provide funding for expansion of bus service – either in new areas served or additional service on existing routes?	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/13/2015
Process	With regard to compliance with HB2's Land Use and Transportation Coordination factor, will there be a review and approval process for localities developing UDAs?	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/13/2015
Process - (Policy Guide)	Suggest including (and specifically naming) Virginia Association of Planning District Commissions and Virginia Association of Metropolitan Planning Organizations as part of the external peer review group. (Page 12, Ch. 1.2)	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/31/2015

Topic	Summary	Name	Title	Entity	Submitted On Behalf Of	Date
Process	Suggest that projects be evaluated based on whether they are in rural or urban areas •Create a subset of the urban categorization for non-TMA MPOs	Jeffrey Moore	Chairman	Staunton-Augusta-Waynesboro MPO	Staunton-Augusta-Waynesboro MPO	12/3/2014
Process	Support proposed eligibilities for submitting projects •MPOs and PDCs may submit projects on the CoSS •PDCs or Local governments may submit projects on the transportation network •Local governments may submit projects in VDOT-designated urban growth areas	Jeffrey Moore	Chairman	Staunton-Augusta-Waynesboro MPO	Staunton-Augusta-Waynesboro MPO	12/3/2014
Process	Localities should be as informed as possible about the extent of information and analysis required (or expected) upfront in order to submit competitive projects for consideration	Joshua C. Gibson	Town Planner	Town of Rocky Mount	Town of Rocky Mount	3/13/2015
Process - (Policy Guide)	Both Regional Networks and CoSS emphasize urban locations. Regional networks definition should encompass rural locations as well as to not limit rural areas outside of major activity centers from being able to submit projects.	Joe Bonanno	Regional Planner	West Piedmond PDC	West Piedmont PDC	3/31/2015
Process	Three of the 60 projects slated for HB2 are within the Staunton District	Richard Shickle	Chair	Winchester-Frederick-Stephens City MPO	Winchester-Frederick-Stephens City MPO	11/19/2014
Process	The guide speaks to an annual or biannual cycle. However, it does not speak to multi-year funding of projects. Clarification is requested on how multi-year funding of projects will be accomplished.	Virginia Railway Express	Misc.			5/1/2015
Process	It was unclear from the documentation whether Regional Transportation Commissions, specifically NVTC or PRTC, would be allowed to submit projects. We support inclusion of these entities within the definition of a Regional Entity.	Virginia Railway Express	Misc.	Virginia Railway Express	Virginia Railway Express	5/1/2015
Process	VRE would like public transit agencies to be eligible to submit projects in the UDA category on provision of a letter of endorsement from the local jurisdiction.	Virginia Railway Express	Misc.	Virginia Railway Express	Virginia Railway Express	5/1/2015
Process	We request that the HB2 Yearly Cycle include an annual review in order to assess performance and outcomes. The review should occur early enough in the cycle so there is sufficient time to apply lessons learned to the next call for applications.	Northern Virginia Transporta	Misc.	Northern Virginia Transportation Commission	Northern Virginia Transportat	4/28/2015
Process	Assessment: We believe that projects need only undergo assessment once and request that reassessment thresholds be clarified. According to the policy implementation guide, clarification regarding the funding of large, multi-year projects is needed. In particular, the guidance should clarify whether such projects will undergo evaluation over every funding cycle or require reevaluation only when changes occur in the project costs or scope.	Northern Virginia Transporta	Misc.	Northern Virginia Transportation Commission	Northern Virginia Transportat	4/28/2015

Topic	Summary	Name	Title	Entity	Submitted On Behalf Of	Date
Funding	Suggest including some level of cost "inflation". The question is how much of a cost or scope increase is too much and at what point should the project have to go back for further scoring or consideration.	Mark Jamison	Manager of Transportation	City of Roanoke	City of Roanoke	1/9/2015
Funding	Timing of the Commonwealth's annual ranking of HB2 eligible projects should take into account/accommodate the budget development of the majority of localities' schedules in order for them to sync up their capital programs as much as possible.	Phil D. Pullen	Transportation Division Manager	City of Va. Beach	City of Va. Beach	1/14/2015
Funding	Relative benefit/cost - use life cycle approach and avoid orphan projects.	Elijah Sharp	Director of Planning & Programs	New River Valley PDC	New River Valley PDC - Rural Transportation TAC	1/22/2015
Programming	Use total cost in evaluating projects. This provides a more accurate picture of benefit/costs ratios. Other options would dissadvantage smaller localities with less access to local funds and those that do not have access to RSTP funds.	Mark Jamison	Manager of Transportation	City of Roanoke	City of Roanoke	1/9/2015
Programming	If a locality is willing and able to contribute local funds, that should be recognized and I think provides the opportunity for the CTB to award funds outside of a strict scoring process.	Mark Jamison	Manager of Transportation	City of Roanoke	City of Roanoke	1/9/2015
Programming	Project scoring will utilize the 'HB2' cost which does not account for other funding sources which are available to MPO's. This again favors more urban areas and would put our region at a disadvantage.	Culpeper County		Culpeper County	Culpeper County	5/1/2015
Programming	Multi year programming has worked well for many years in the commonwealth. If there is to be multi year programming please add it to the policy guide	Al Harf	PRTC Executive Director	Potomac and Rappahannock Transportation Commision	Potomac and Rappahannock Transportation Commision	4/4/2015
Score	We prefer Aggregate Benefit / Total Project Cost	Kimberley P. Fogle	Director of Community	Fauquier County	Fauquier County	3/13/2015
Score	Use Total Cost for the project evaluation of the CTB	Kimberley P. Fogle	Director of Community Development	Fauquier County	Fauquier County	3/13/2015
Scoring - (Policy Guide)	Projects should not be scored relative to other projects submitted. That will require rescoring projects every cycle. Projects should be scored individually using a scale to assign point values.	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County - Transportation Department	Individual	4/1/2015
Scoring - (Policy Guide)	VDOT and DRPT should estimate the amount of time that it would take to evaluate the entire set of candidate projects, subdivide the work to a manageable level so that the same scoring personnel would be working on the applications. This ensures consistency. There should also be an audit team.	Al Harf	PRTC Executive Director	Potomac and Rappahannock Transportation Commision	Potomac and Rappahannock Transportation Commision	4/5/2015
Scoring - (Policy Guide)	•Large areas will fair better in Cost Effectiveness Index due to available funds leverageable against HB2 funds. Consider revising to not penalize other MPOs/PDCs/Construction Districts for their lack of leveraged funds. •The highest measure value will surely reside in NoVA or Hampton Roads for each value. •The current methodology ensures that the regions that have created the biggest problems, get funding. •Scores need to be normalized to these large metropolitan areas by factoring in relative effect or else they will always skew towards larger areas and overshadow any relative progress in other parts of the state.	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/31/2015

Topic	Summary	Name	Title	Entity	Submitted On Behalf Of	Date
Other	All HB2 exempt funds should be deducted when calculating the relative cost of a project. RSTP and CMAQ funds should also be deducted. Tolls should be carefully considered as they are rarely accurate projections of revenues.	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County	Richmond Area TPO - TAC	2/11/2015
Other	Clarify the definition of regional networks and UDAs	Barbara K. Smith	Principal Transportation Engineer	Chesterfield County	Richmond Area TPO - TAC	2/11/2015
Other	Categories of projects should be developed and different scoring systems should be established for the different categories of projects. The projects could then be compared within the category and not across categories. This would be similar to how the HRTPO prioritization process was established.	Phil D. Pullen	Transportation Division Manager	City of Va. Beach	City of Va. Beach	1/14/2015
Other	Letter provides description of FAMPO prioritization methodology	Paul Milde	Chairman	Fredericksburg Area MPO	Fredericksburg Area MPO	12/1/2014
Other	Cost/Benefit should only take into account the amount of HB2 funding being requested, but the total project benefit should be accounted for	Camelia Ravanbakht	Interim Executive Director	Hampton Roads TPO	Hampton Roads TPO TTAC	2/4/2015
Other	HB2 prioritization should include "categories" of projects, and corresponding different criteria within each category. Examples: Highways, Bridges/Tunnels, Transit, Bike/Ped, etc. Different project types cannot be realistically scored from the same criterion and then compared against each other.	Phil D. Pullen	Member	Hampton Roads TPO	Individual	2/20/2015
Other	Rescoring narrative on pages 43-44 is unintelligble	Al Harf	PRTC Executive Director	Potomac and Rappahannock Transportation Commision	Potomac and Rappahannock Transportation Commision	4/9/2015
Other	Expected benefit of projects in region are reduced congestion, job attraction and retention, economic development enhancement, multimodal transportation options, and a well-maintained, safe, and accessible road and public transit network,	Manuel Alvarez	Chairman	Richmond Regional PDC	Richmond Regional PDC	10/22/2014
Other	What is intended by the term UDA? Does the term refer to officially designated UDA's or is the term more generally applied, just referring to areas with more compact development?	Sarah Rhodes	Principal Planner	Richmond Regional TPO	Richmond Regional TPO	1/12/2015
Other	Hypothetically, if after all of the encouragement and grant opportunities to designate UDAs (prior to HB2's implementation) is not acknowledged/accepted by a community, what are the short and long-term negative effects relative to project prioritization for such communities?	Bryan W. Hill	Transportation Planner 1	Roanoke Valley TPO	Roanoke Valley TPO	3/13/2015
Other	primary concern is that we would like to see some measures, factors, or mechanism in place to ensure that small urban and rural areas are able to compete equitably with larger, more populous, areas	Bryan Chrisman	Assistant Town Manager	Town of Luray	Town of Luray	1/13/2015
Other	consider allowing similar sized entities (population, lane miles, and either urban or rural) to compete among their true peers within the various districts	Bryan Chrisman	Assistant Town Manager	Town of Luray	Town of Luray	1/13/2015
Other	At some point, Virginia will have to make the European (and large US cities) decision of "enough is enough" when it comes to transportation. The answer can't always be "more", it really needs to start being "better". Expending planning efforts to effect a mind-set and personal philosophy change may be a way to help us use our transportation dollars more efficiently in the short-term, and more effectively in the long-term	Bryan Chrisman	Assistant Town Manager	Town of Luray	Town of Luray	1/13/2015
Other	Transit modes should be explicitly addressed in the funding application. Project descriptions should cover transit station projects, rolling stock, and transit access improvements.	Virginia Railway Express	Misc.	Virginia Railway Express	Virginia Railway Express	5/1/2015

Topic	Summary	Name	Title	Entity	Submitted On Behalf Of	Date
Other	Corridors of Statewide Significance: The policy guidance notes that projects in a Corridor of Statewide Significance (COSS) are eligible to pass the initial HB2 project screening process (page 18). As several transit projects run along such corridors, we recommend that the scope of these corridors adhere to the most recent COSS definition the Commonwealth's long-range, multi-modal transportation plan, currently the VTrans2035 Update.	Northern Virginia Transporta	Misc.	Northern Virginia Transportation Commission	Northern Virginia Transportati	4/28/2015
Other	Regional Networks. In defining Regional Networks, the policy guide alludes to the concept's introduction in VTrans2040 (page 18). We suggest that for projects in the Northern Virginia Transportation District the identification of these regional networks be consistent with the regional networks categorized under the Northern Virginia Transportation Authority's long-range transportation plan, currently TransAction 2040.	Northern Virginia Transporta	Misc.	Northern Virginia Transportation Commission	Northern Virginia Transportati	4/28/2015
Other	Urban Development Areas. We are pleased that the guidance includes projects in Urban Development Areas and "UDA-like" areas, as they would encompass activity centers found in Northern Virginia (page 19). The guidance, however, should be amended to state that UDA-like areas include activity centers as defined by the Metropolitan Washington Council of Governments and the Transportation Planning Board, the MPO for the Northern Virginia region.	Northern Virginia Transporta	Misc.	Northern Virginia Transportation Commission	Northern Virginia Transportati	4/28/2015
Other	Entitiies: In addition to cities and counties, all regional transportation entities, including NVTC, should be eligible to apply for HB2 funds. We ask that you make clear that NVTC is eligibile to submit projects that support a COSS or a Regional Network.	Northern Virginia Transporta	Misc.	Northern Virginia Transportation Commission	Northern Virginia Transportati	4/28/2015

Section 2

Factor Weighting and MPO and PDC Typology

This section includes information on the originally proposed factor weighting and MPO/PDC Typology assignments, as well as proposed changes to the factor weighting and typology assignments based on stakeholder feedback.

HB2 Factor Weighting – MPO & PDC Typology

Preliminary Draft Weighting (March 2015 – Draft Policy Guide)

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	35%	10%	25%	10%	10%	10%
Category B	15%	20%	25%	15%	10%	15%
Category C	10%	20%	30%	30%	10%	
Category D	10%	30%	20%	30%	10%	

Revised Draft Weighting (May 2015)

Factor	Congestion Mitigation	Economic Development	Accessibility	Safety	Environmental Quality	Land Use
Category A	35%	10%	25%	10%	10%	10%
Category B	15%	20%	25%	20% (+5%)	10%	10% (-5%)
Category C	15% (+5%)	25% (+5%)	25% (-5%)	25% (-5%)	10%	
Category D	10%	35% (+5%)	15% (-5%)	30%	10%	

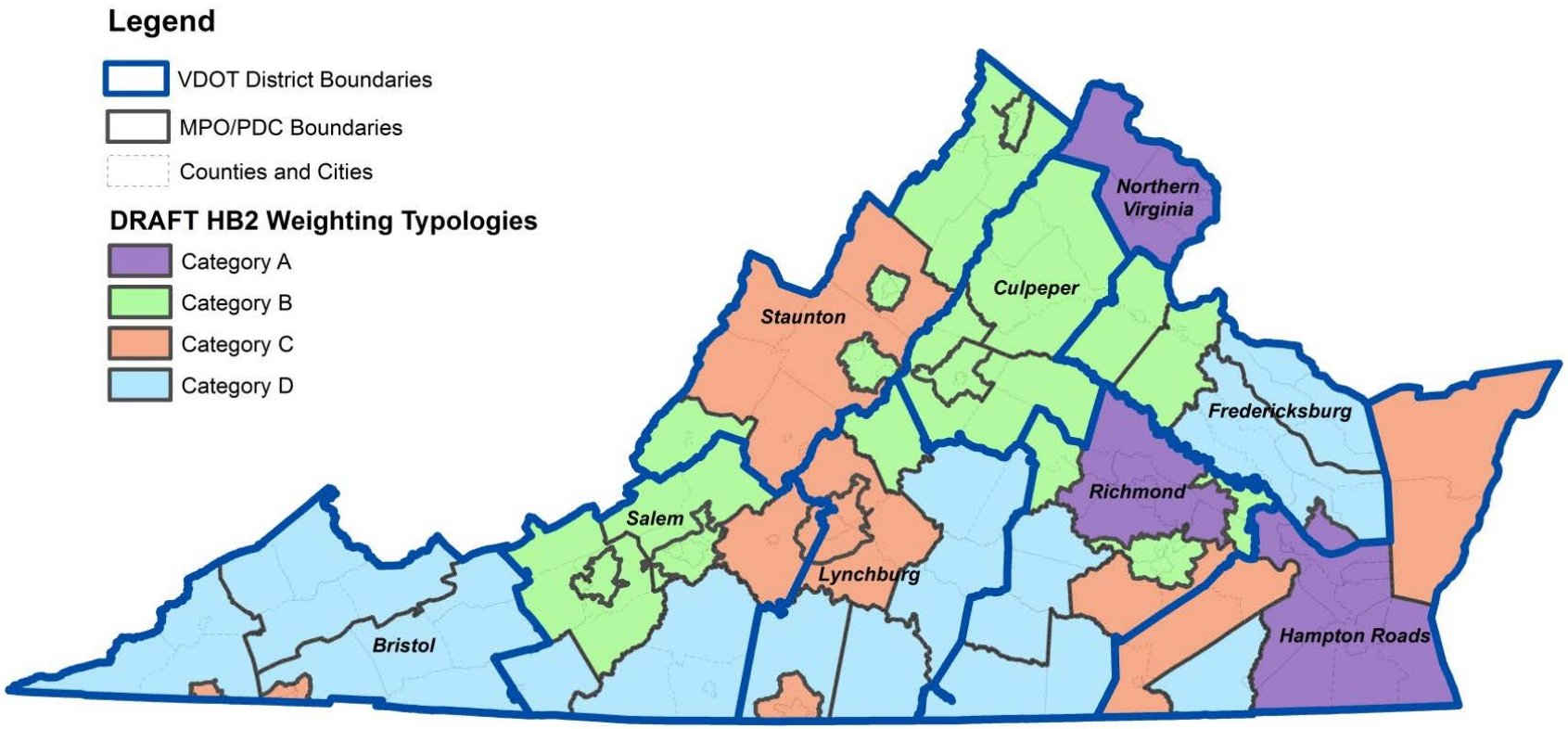
PDC-MPO Draft Typology

Name	Typology (March 2015)	Revised Typology (May 2015)
Northern Virginia Transportation Authority (NVTA) / Transportation Planning Board (TPB)[2]	Category A	Category A
Hampton Roads TPO (HRTPO)[1]	Category A	Category A
Richmond Regional TPO (RRTPO)	Category A	Category B
WinFred MPO	Category B	Category C
Fredericksburg Area MPO (FAMPO)	Category B	Category A
Northern Shenandoah Valley RC	Category B	Category C
George Washington RC	Category B	Category C
Richmond Regional PDC	Category B	Category D
Charlottesville-Albemarle MPO	Category B	Category B
Harrisonburg-Rockingham MPO	Category B	Category C
New River Valley MPO	Category B	Category C
Rappahannock-Rapidan RC[2]	Category B	Category C
Thomas Jefferson PDC	Category B	Category C
New River Valley PDC	Category B	Category D
Roanoke Valley TPO (RVTPO)	Category B	Category B
Staunton-Augusta-Waynesboro MPO	Category B	Category C
Tri-Cities MPO	Category B	Category C
Roanoke Valley-Alleghany PDC	Category B	Category D
Bristol MPO	Category C	Category D
Central Virginia MPO	Category C	Category C
Crater PDC	Category C	Category D
Region 2000 LGC	Category C	Category D
Accomack-Northampton PDC	Category C	Category D
Central Shenandoah PDC	Category C	Category D
Danville MPO	Category C	Category D
Kingsport MPO	Category C	Category D
Middle Peninsula PDC[1]	Category D	Category D
Mount Rogers PDC	Category D	Category D
Commonwealth RC	Category D	Category D
Lenowisco PDC	Category D	Category D
Northern Neck PDC	Category D	Category D
West Piedmont PDC	Category D	Category D
Cumberland Plateau PDC	Category D	Category D
Hampton Roads PDC	Category D	Category D
Southside PDC	Category D	Category D

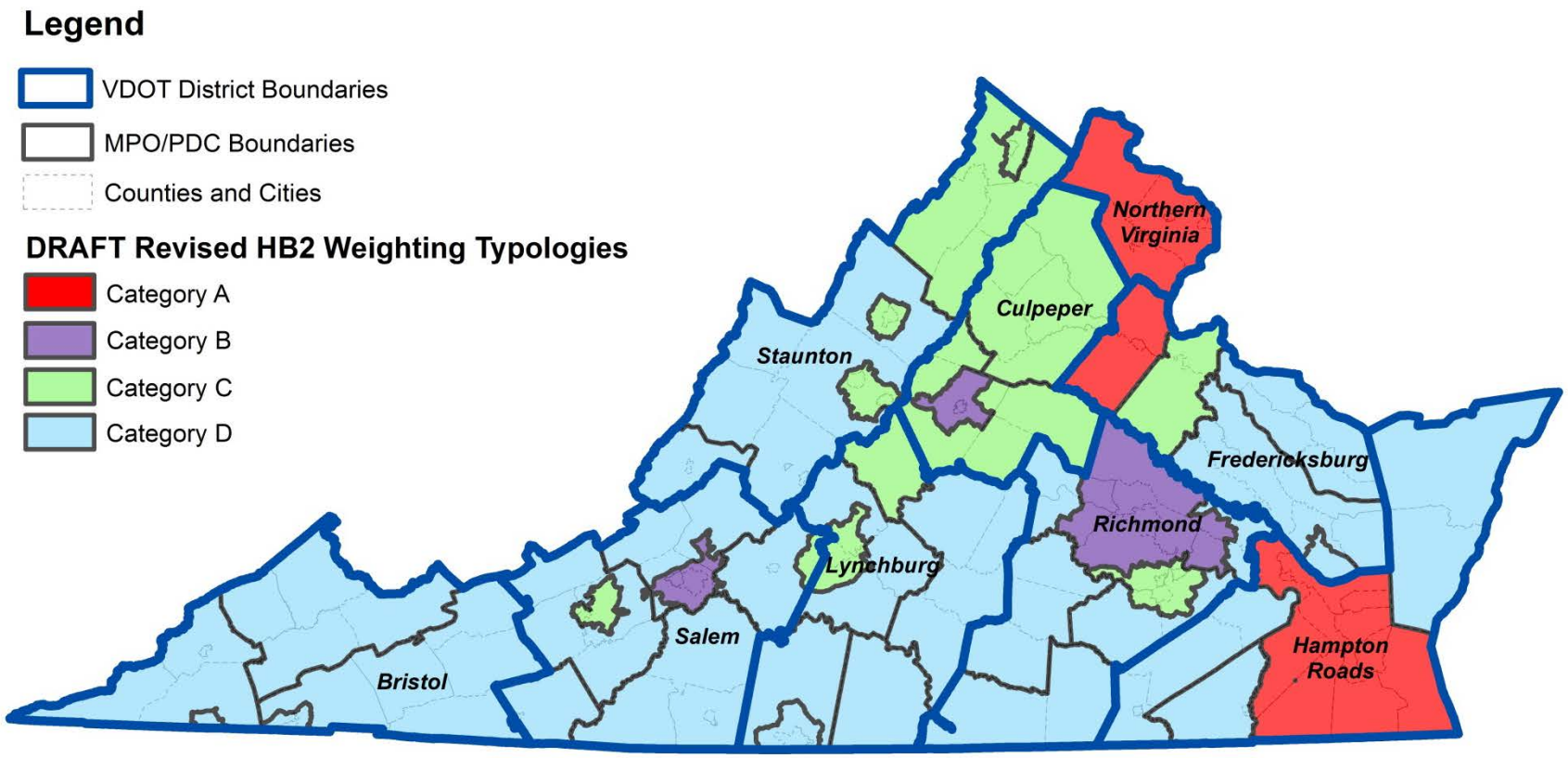
Note 1: Gloucester County portion of HRTPO included within Middle Peninsula PDC typology.

Note 2: Warrenton and Fauquier County portion of TPB included within Rappahannock-Rapidan RC typology

PDC – MPO Draft Typology (March 2015 Policy Guide)



PDC – MPO Draft Typology (Revised - May 2015)



HB2 Factor Weighting Categories - MPO/PDC Stakeholder Feedback

				Requested Changes to Factor Weights					
PDC/MPO	**Initial HB2 Designation**	**Proposed HB2 Designation**	***Requested Changes - Stakeholder Comments***	***Congestion Mitigation***	***Economic Development***	***Accessibility***	***Safety***	***Environment Quality***	***Land Use***
Transportation Planning Board (TPB)	Category A	Category A							
Northern Virginia Transportation Authority	Category A	Category A							
Hampton Roads TPO (HRTPO)	Category A	Category A	*Requested that Category A weighting change to:*	*35%*	*10%*	*25%*	*20%*	*5%*	*5%*
Richmond Regional TPO (RRTPO)	**Category A**	**Category B**	*Requested the creation of a 5th Designation Category*	*15%*	*25%*	*25%*	*25%*	*5%*	*5%*
WinFred MPO	**Category B**	**Category C**	*Change based on feedback at SYIP PH*						
Fredericksburg Area MPO (FAMPO)	**Category B**	**Category A**	*Request change to Category A at Stakeholder outreach meeting. Requested that Category B weighting change to:*	*High*	*Low*	*High*	*High*	*Medium*	*Medium*
Northern Shenandoah Valley RC*	**Category B**	**Category C**	*Change based on feedback at SYIP PH*						
George Washington RC*	**Category B**	**Category C**							
Richmond Regional PDC*	**Category B**	**Category D**	*Requested that Category B weighting change to:*	*Medium*	*High*	*High*	*High*	*Low*	*Low*
Charlottesville-Albemarle MPO	Category B	Category B	*Supports category B*						
Harrisonburg-Rockingham MPO	**Category B**	**Category C**	*Requested that weighting reflect:*	*Medium-Low*	*High*	*Medium*	*High-Medium*	*Medium-Low*	
New River Valley MPO	**Category B**	**Category C**	*Requested a change to Category C because they do not wish to use the Land Use Factor of 15%*						
Rappahannock-Rapidan RC	**Category B**	**Category C**	*Requested Category C*						
Thomas Jefferson PDC*	**Category B**	**Category C**	*Requested a change to Category C for the non-MPO area*						
New River Valley PDC*	**Category B**	**Category D**	*Requested a change to Category C*						
Roanoke Valley TPO (RVTPO)	Category B	Category B							
Staunton-Augusta-Waynesboro MPO	**Category B**	**Category C**	*Change based on feedback at SYIP PH*	*Medium-Low*	*High*	*Medium*	*High-Medium*	*Medium-Low*	*Medium*
Tri-Cities MPO	**Category B**	**Category C**	*Request change to Category D*						
Roanoke Valley-Alleghany PDC*	**Category B**	**Category D**	*Requested a change to Category D*						
Bristol MPO	**Category C**	**Category D**	*Requested a change to Category D*						
Central Virginia MPO	Category C	Category C	*Requested Category C weighting change to:*	*20%*	*25%*	*15%*	*25%*	*15%*	
Crater PDC*	**Category C**	**Category D**	*Requested a change to Category D*						
Region 2000 LGC*	**Category C**	**Category D**							
Accomack-Northampton PDC	**Category C**	**Category D**							
Central Shenandoah PDC*	**Category C**	**Category D**	*Requested a change to Category D*						
Danville MPO	**Category C**	**Category D**	*Requested Category C weighting change to:*	*10%*	*35%*	*15%*	*30%*	*10%*	
Kingsport MPO	**Category C**	**Category D**							
Middle Peninsula PDC	Category D	Category D							
Mount Rogers PDC*	Category D	Category D							
Commonwealth RC	Category D	Category D							
Lenowisco PDC	Category D	Category D							
Northern Neck PDC	Category D	Category D							
West Piedmont PDC*	Category D	Category D							
Cumberland Plateau PDC	Category D	Category D							
Hampton Roads PDC*	Category D	Category D							
Southside PDC	Category D	Category D							

Section 3

Proposed Revisions to Measures

This section includes information related to proposed changes to the measures within each factor area.

HB2 Implementation

Proposed Revisions to Measures – May 6, 2015

Safety Measures

ID	Measure Name	Measure Description	Measure Weight	Proposed Revisions Since Release of Policy Guide (3/18/2015)
S.1	Expected reduction in total fatalities and severe injuries	Number of annual fatal and severe injury crashes expected to be avoided due to project	50%	• Use 5 years of historical crash data (3 years of data used in the Pilot Test) • Will test inclusion of less severe crashes ('AB" crashes)
S.2	Expected reduction in the rate of fatalities and severe injuries per 100 million vehicle miles traveled	Number of annual fatal and severe injury crashes per VMT expected to be avoided due to project	50%	• Use 5 years of historical crash data (3 years of data used in the Pilot Test) • Will test inclusion of less severe crashes ('AB" crashes)

Congestion Mitigation Measures

ID	Measure Name	Measure Description	Measure Weight	Proposed Revisions Since Release of Policy Guide (3/18/2015)
C.1	Person throughput	Change in peak period corridor total person throughput in the project corridor	50%	• Clarifying methodology description – throughput is calculated as the increase in person throughput made possible by the additional capacity (i.e. where V/C is greater than 1.0 for current capacity) • For transit projects, change in person throughput is the change in transit ridership due to the project (not capacity constrained) • Reviewing approach for intersections and interchanges
C.2	Person hours of delay	Change in the amount of peak period person hours of delay in LOS E or worse conditions in the project corridor	50%	• No change to measure.

Accessibility Measures

ID	Measure Name	Measure Description	Measure Weight	Proposed Revisions Since Release of Policy Guide (3/18/2015)
A.1	Access to work destinations	Change in cumulative jobs accessibility (within 45 minutes)	60%	• Use 60-minute buffer for transit projects
~~A.2~~	~~Access to non-work destinations~~	~~Change cumulative non-work accessibility (within 30 minutes).~~	~~20%~~	• Dropped – Lack of definition of "essential destinations". Previously defined to include education (K 12, colleges, and universities), health care, and recreation (public parks)
A.2	Access to jobs for disadvantaged populations	Change in cumulative job accessibility for disadvantaged populations and accessibility (within 45 minutes)	20%	• Moved from Environmental E2 measure
A.3	Access to multimodal choices	Assessment of the project support for connections between modes, and promotion of multiple transportation choices.	20%	• Revised language and points for scoring criteria (see below)

A.3 Access to Multimodal Choices - Scoring Approach

Project Type (Mode) & Characteristics	Points (If Yes)
Project includes transit system improvements or reduces delay on a roadway with scheduled peak service of 1 transit vehicle per hour.	5
Project includes improvements to an existing or proposed park-and-ride lot. Ex. New lot, more spaces, entrance/exit, technology (payment, traveler information).	4
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required.	1.5
Project includes construction or replacement of ped facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).	1.5
Project includes improvements to existing or new HOV/HOT lanes or ramps to HOV/HOT.	2
Project provides real-time traveler information or wayfinding specifically for inter-modal connections (access to transit station or park&ride lot).	1
Provides traveler information or is directly linked to an existing TMC network/ITS architecture.	1
Total Points Possible	5 points maximum
Measure Scaling: Points are multiplied by the number of non-SOV users	

Environmental Quality Measures

ID	Measure Name	Measure Description	Measure Weight	Proposed Revisions Since Release of Policy Guide (3/18/2015)
E.1	Air quality and energy environmental effect	Potential of project to reduce criteria air pollutant and greenhouse gas emissions	50%	• Revised language and points for scoring criteria (see below)
~~E.2~~	~~Access to jobs for disadvantaged populations~~	~~Change in cumulative job accessibility for disadvantaged populations and accessibility for non-auto modes (within 45 minutes)~~	~~40%~~	• Moved to Accessibility
~~E.2~~	~~Access to essential destinations for disadvantaged populations~~	~~Change in cumulative non-work accessibility for disadvantaged populations accessibility for non-auto modes (within 30 minutes).~~	~~10%~~	• Dropped – Lack of definition of "essential destinations".
E.2	Impact to natural and cultural resources	Potential of project to minimize impact on natural and cultural resources located within project buffer	50%	• Methodology being developed (NOT INCLUDED IN PILOT TEST). Additional detail will be provided at May 19th meeting.

E.1 Air Quality and Energy Effect - Scoring Approach

Project Type (Mode) & Characteristics	Points (If Yes)
Project includes construction or replacement of bike facilities. For bicycle projects, off-road or on-road buffered or clearly delineated facilities are required.*	2
Project includes construction or replacement of ped facilities. For pedestrian projects, sidewalks, pedestrian signals, marked crosswalks, refuge islands, and other treatments are required (as appropriate).*	2
Project includes improvements to rail transit or passenger rail facilities.*	3
Project includes improvements to an existing or proposed park-and-ride lot. Ex. New lot, more spaces, entrance/exit, technology (payment, traveler information).*	2
Project includes bus facility improvements or reduces delay on a roadway with scheduled peak service of 1 transit vehicle per hour.*	1
Project reduces traffic delay at a congested intersection, interchange, or other bottleneck with a high percentage of truck traffic (greater than 8 percent of AADT).**	1
Project includes improvements to freight rail network or intermodal (truck to rail) facilities/ports/terminals.**	0.5
Project include special accommodations for hybrid or electric vehicles, or space or infrastructure for electric vehicle parking/charging).*	0.5
Project includes energy efficient infrastructure or fleets, including: hybrid or electric buses, LED lights and signals, electronic/open road tolling, alternative energy infrastructure (e.g. roadside solar panels).*	0.5
Total Points Possible	10 points maximum
Measure Scaling: *Points are multiplied by the number of non-SOV users. **Points are multiplied by truck volumes	

Economic Development Measures

ID	Measure Name	Measure Description	Measure Weight	Revisions/Issues Since Release of Policy Guide (3/18/2015)
ED.1	Project support of planned economic development in project area	Assessment of progress made toward new economic development (new and expansion of existing) at the local level by the public and private sector.	~~70%~~ TBD	• Revised language for scoring criteria (see below)
ED.2	Intermodal access and reliability	Rate projects based on the extent to which the project is deemed to enhance access to critical intermodal locations, interregional freight movement, and/or freight intensive industries and supports increased reliability for freight movement in congested corridors.	~~30%~~ TBD	• No change to measure
ED.3	Travel time reliability	Buffer time index: ratio of 95th percentile time to average time	TBD	• Methodology being developed (NOT INCLUDED IN PILOT TEST). Additional detail will be provided at May 19th meeting.

ED1. Project Consistency, Local Support and Development Actions Checklist

Rating Description	Points Value
Transportation project consistency with Local Comprehensive Plan or Local Economic Development Strategy	Consistent with: 0.5 Referenced in: 1
Transportation project consistency with Regional Economic Development Strategy	Consistent with: 0.5 Referenced in: 1
Development project consistent with local comprehensive plan (future land use or zoning map) and or zoning code/ordinance	Consistent with: 0.5 Referenced in: 1
Development project site plan status	Submitted: 0.5 Approved: 1
Development project site utilities status (sewer/water, broadband, etc…)	Programmed: 0.5 In place: 1
Total (maximum points in rows above)	5

Measure Scaling: Points are multiplied by proposed or potential development building square footage (does not include residential-only property) near the project. Suggested distance within 1 mile. Results of the "value of points multiplied by the square footage" is then adjusted as follows:

Project provides new direct access to the site or improves existing access to the site (site must be physically adjacent to the project)	multiply by 1
Project enhances economic development by improving congestion, mobility, access, or operations in the vicinity of the site but the site is not physically adjacent to the project	multiply by 0.5
Development sites that are greater than 1 mile away	divide value by the distance in miles

Land Use Coordination Measures

ID	Measure Name	Measure Description	Measure Weight	Revisions/Issues Since Release of Policy Guide (3/18/2015)
L.1	Future land use consistency	Degree to which project will support transportation efficient land use patterns and local policies	~~50%~~ 100%	• Revised language for scoring criteria (see below)
~~L.2~~	~~Change in VMT per capita~~	~~Forecasted percentage change in the VMT per capita for the MPO region**~~	~~50%~~	• Included in L1 measure – captures benefits of job-housing balance and other strategies to reduce VMT growth

L1. Land Use Policy Consistency/Transportation-Efficient Land Use Support

Policy and Planning Criteria	Points (If Yes)
Project promotes walkable/bicycle friendly, mixed-use development.	1
In-fill development projects are adjacent to the project	Active: 1 point Proposed: 0.5 point
~~Project supports development that will improve job-to-housing balance.~~ Forecasted percentage change in VMT per capita for the MPO region	1 (for decrease)
Project promotes designated urban development areas or other locally designated growth areas (see UDA map).	1
Does the corridor have an existing access management plan in place, and/or zoning overlay that manages access?	1
Total (maximum points in rows above)	5
Measure Scaling: For pilot test, points are multiplied by the number of non-SOV users; but reviewing other options for scaling	

Section 4

Sample Project Scoring

This section will be provided separately.