

# Prioritizing the State Highway Plan Linking Planning and Programming

Transportation and Mobility Planning Division

July 2005

# OVERVIEW and HISTORY

## Why develop a prioritization process?

- Accountability and transparency to the project selection process
- Recommendations from two independent reports
  - Auditor of Public Accounts (2002)
  - Joint Legislative Audit and Review Commission (2001)
- Legislation from General Assembly in 2002 (HB771)

## What are we trying to accomplish?

Develop a methodology to objectively evaluate Interstate and Primary recommendations for the State Highway Plan to propose the most effective highway investment strategy to the CTB.

## Prioritization Process Stakeholders include:

### **External Outreach**

- VTRANS public meetings
- Virginia Economic Development Partnership
- Virginia Employment Center
- University of Virginia – Center for Risk Management
- Virginia Association of Counties (VACO)
- Metropolitan Planning Organizations
- Planning District Commissions

### **Steering Committee**

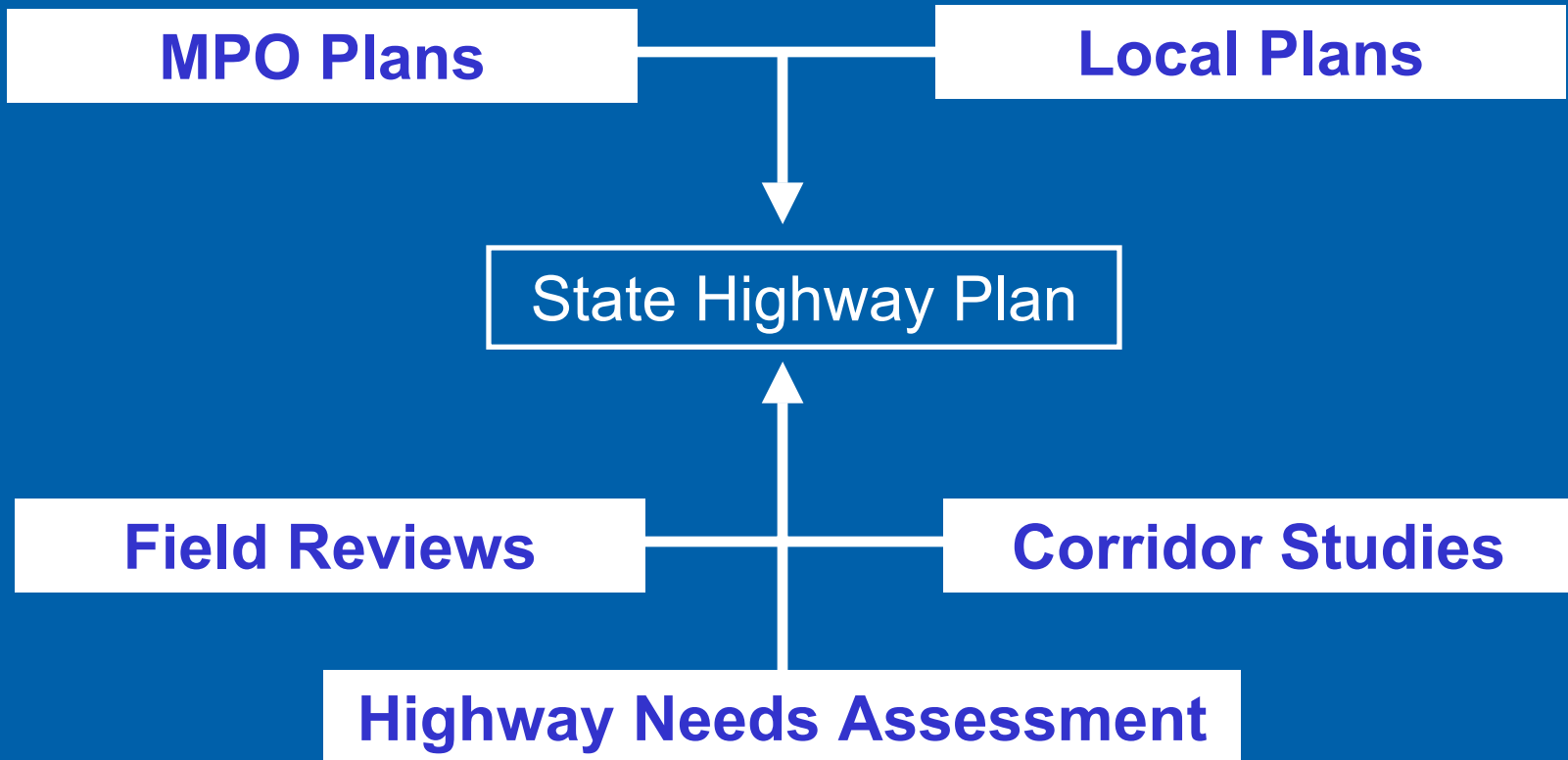
- VDOT Divisions and Districts

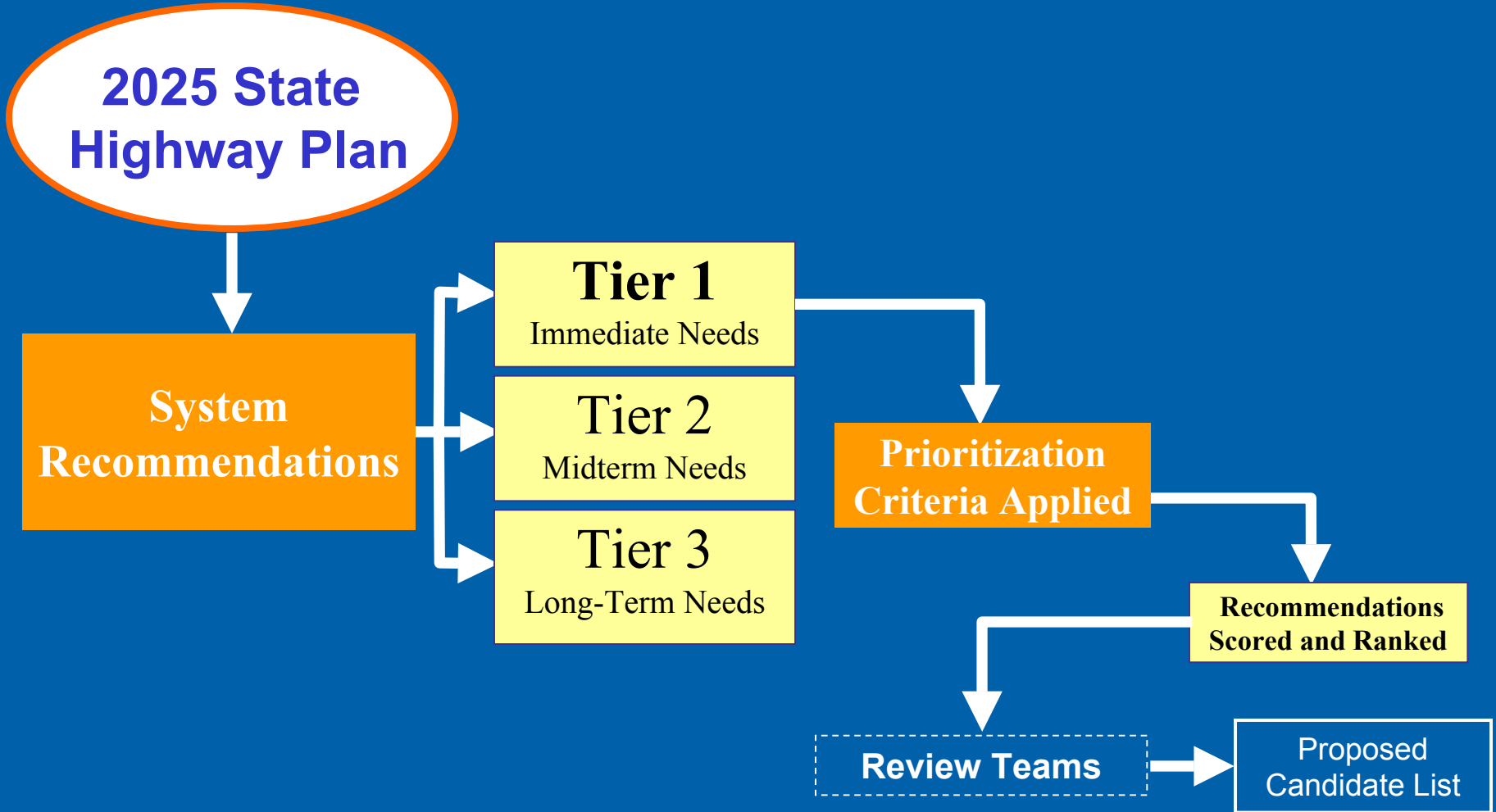
### **Internal Outreach**

- Executive Leadership Group and District Administrators Council, ITS group, Virginia Transportation Research Council

# Prioritization Process

- Focuses on the Interstate and Primary systems





# Goals for Prioritization Tier 1 Projects

## Apply these goals to the process:

• <b>Goal 1:</b> Provide a transportation system that facilitates the efficient movement of people and goods	29%
• <b>Goal 2:</b> Provide a safe and secure transportation system	23%
• <b>Goal 3:</b> Retain and increase business and employment opportunities	18%
• <b>Goal 4:</b> Improve quality of life and minimize potential impacts to the environment	15%
• <b>Goal 5:</b> Preserve the existing transportation system and promote efficient system management	15%
<b>Total:</b>	100%



- **Goal 1:** Provide a transportation system that facilitates the efficient movement of people and goods
  - Present day LOS
  - Present day Volume to Capacity Ratio
  - Present day Flow Rate (passenger cars per lane per hour)
  - Access to other modes (ports, airports, transit stations, park and ride lots, etc.)

- **Goal 2: Provide a safe and secure transportation system**
  - Crash Rate – average of three years (2000-2002)
  - Strategic Highway Network (STRAHNET) or Emergency Evacuation Route Designation

- **Goal 3: Retain and increase business and employment opportunities**
  - Average Daily Volume of Heavy Trucks
  - Local Unemployment Rate

- **Goal 4: Improve quality of life and minimize potential impacts to the environment**
  - Potential Environmental Impacts – wetlands, agricultural/forest districts, cultural resources, conservation lands, Virginia Outdoor Foundation easements, and T&E species
  - Potential ROW impacts – High, Med, Low, None

- **Goal 5: Preserve the existing transportation system and promote efficient system management**
  - Interchange Spacing/Mainline Adequacy
  - Inclusion of other modes – HOV lanes, bike/ped accommodations, park and ride lots, bus lanes, rail facilities, bus pull outs, etc.
  - Bridge Conditions – Bridge Sufficiency Rating
  - Cost Effectiveness – Estimated cost/vehicle miles traveled

- Review team considerations for identifying priorities:
  - Local and regional planning efforts
  - Availability of funding/improvement cost (preliminary planning estimate – not based on PCES)
  - Leveraging of funding sources – maximizing the use of federal/local/private funding sources
  - Project development considerations – time it will take to implement the improvement
  - Project phasing - starting the next phase of a multi-phase roadway improvement
  - Route continuity – improvement maintains a logical transition with existing facilities

## Next Steps

- District Administrators meet with CTB members to discuss staff recommendations and develop candidate lists by district (August)
- Conduct public meetings in fall (October/November)
  - Present candidate improvements to the public this fall (Include visual displays similar to those used at last year's planning and programming meetings such as district maps with primary priorities and statewide map showing interstate priorities)
  - Collect public feedback in deciding which improvements are ultimately included in the SYIP

## Next Steps

- Recommendations for Interstate candidate projects for the draft program will be provided by the Secretary, Commissioner and Director for the FY 07 Six Year Improvement Program after public participation (Spring 2006)
- Incorporate the Commonwealth Transportation Board Policy goals into the Prioritization Process



## Institutionalize the Process:

- Recommend prioritization be used to assist in identifying candidate projects for the 2007-2012 Six-Year Improvement Program
- Review Team meetings should be held each April and May to develop VDOT staff recommendations to CTB
- Prioritization process will evolve over time by continually refining and enhancing the methodology
- Continue to develop and incorporate new data sources and measures



# Contact Information

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