Prioritizing the State Highway Plan
Linking Planning and Programming

Transportation and Mobility Planning Division
July 2005
Why develop a prioritization process?

- Accountability and transparency to the project selection process
- Recommendations from two independent reports
  - 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.
Internal and External Outreach

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
2025 State Highway Plan

- Focuses on the Interstate and Primary systems

MPO Plans → Local Plans → State Highway Plan → Field Reviews → Corridor Studies → Highway Needs Assessment
2025 State Highway Plan

System Recommendations

Tier 1
Immediate Needs

Tier 2
Midterm Needs

Tier 3
Long-Term Needs

Prioritization Criteria Applied

Recommendations Scored and Ranked

Review Teams

Proposed Candidate List
Goals for Prioritization
Tier 1 Projects

Apply these goals to the process:

• **Goal 1**: Provide a transportation system that facilitates the efficient movement of people and goods 29%

• **Goal 2**: Provide a safe and secure transportation system 23%

• **Goal 3**: Retain and increase business and employment opportunities 18%

• **Goal 4**: Improve quality of life and minimize potential impacts to the environment 15%

• **Goal 5**: Preserve the existing transportation system and promote efficient system management 15%

**Total**: 100%
How do we measure each goal?

- **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
How do we measure each goal?

• **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

- 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 – CTB and Fall Meetings

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
For additional information contact:

Marsha Fiol  
State Transportation Planning Engineer  
804-786-2985  
Marsha.Fiol@VDOT.Virginia.gov

Chad Tucker  
District Coordination Manager  
804-786-2974  
Chad.Tucker@VDOT.Virginia.gov