

May 1, 2025

Memorandum #2025-61

TO: HRTPO Long-Range Transportation Plan Subcommittee

BY: Dale M. Stith – Principal Transportation Planner

RE: HRTPO LRTP Subcommittee Meeting – May 7, 2025

Attached is the agenda with related materials for the Long-Range Transportation Plan (LRTP) Subcommittee meeting scheduled for **Wednesday, May 7, 2025, from approximately 11:30 AM to 1:30 PM** (meeting will start immediately following TTAC). The meeting agenda includes a discussion of the draft 2050 LRTP fiscal constraint guidelines, proposed resiliency enhancements to the Project Prioritization Tool, data collection needs to support project prioritization, and an update on the Greater Growth scenario planning effort.

This meeting will be held in a hybrid format. Please indicate how you will attend the meeting with RSVP. For those who plan to attend in person, the meeting will be held in Board Room A/B of the Regional Building located at 723 Woodlake Drive, Chesapeake, VA, 23320. For those who plan to attend virtually, please use the Microsoft Teams link or call in (audio only) information below:

Microsoft Teams

[Meeting Link](#)

Meeting ID: 224 474 828 257 8

Passcode: 2gv32K8N

Call In (audio only)

+1 972-301-8039

Phone Conference ID: 857 554 566#

Lunch will be provided to members who RSVP as 'Attending in Person.' Please RSVP to Kyle Gilmer (kgilmer@hrtpo.org) by Noon, Monday, May 5, 2025.

DS/cm

Attachments



HRTPO LRTP Subcommittee Meeting

Wednesday, May 7, 2025 @ 11:30 AM

(immediately following TTAC)

Hybrid Meeting

In Person: The Regional Building, Boardroom A&B
723 Woodlake Drive, Chesapeake, VA 23320

Virtual: Microsoft Teams ([link](#))

Call In (audio only): +1 972-301-8039; ID 857 554 566#

Lunch will be provided to members who RSVP as 'Attending in Person.'
Please RSVP to Kyle Gilmer (kgilmer@hrtpo.org) by
Noon, Monday, May 5, 2025.

Agenda

1. CALL TO ORDER
2. APPROVAL OF AGENDA **[ACTION ITEM]**
3. SUMMARY MINUTES OF FEBRUARY 5, 2025 LRTP MEETING **[ACTION ITEM]**
4. 2050 LRTP DRAFT FISCAL CONSTRAINT GUIDELINES **[ACTION ITEM]**
5. 2050 LRTP PROJECT PRIORITIZATION: PROPOSED RESILIENCY ENHANCEMENTS **[FEEDBACK ITEM]**
6. 2050 LRTP PROJECT PRIORITIZATION – DATA COLLECTION **[FEEDBACK ITEM]**
7. 2050 LRTP GREATER GROWTH SCENARIOS UPDATE
8. UPCOMING MEETING TOPICS AND ACTION ITEMS
9. FOR YOUR INFORMATION
10. OLD/NEW BUSINESS
11. NEXT MEETING
12. ADJOURNMENT

HAMPTON ROADS 2050 LRTP

AGENDA ITEM #1: CALL TO ORDER

The meeting will be called to order by the Chair at approximately 11:30 AM.

AGENDA ITEM #2: APPROVAL OF AGENDA [ACTION ITEM]

Members are provided an opportunity to add or delete items from the agenda. Any item for which a member desires an action from the LRTP Subcommittee should be submitted at this time, as opposed to under “Old/New Business.”

AGENDA ITEM#3: SUMMARY MINUTES OF FEBRUARY 5, 2025 MEETING [ACTION ITEM]

Summary minutes of the previous LRTP Subcommittee meeting are attached.

Attachment 3: February 5, 2025 Summary Minutes

AGENDA ITEM #4: 2050 LRTP DRAFT FISCAL CONSTRAINT GUIDELINES [ACTION ITEM]

As part of the development of the 2050 LRTP, HRTPO staff is seeking input from the LRTP Subcommittee on key elements that will guide the application of fiscal constraint. These elements – established in advance of revenue forecasts and project prioritization scores – help ensure the project selection framework remains objective and uninfluenced by specific funding sources or individual project outcomes. Specifically, staff is requesting approval of assumptions for Year-of-Expenditure (YOE) cost conversions and the Guiding Principles for Fiscal Constraint.

Year-of-Expenditure Inflation Rate and Timebands

Project evaluation and scoring using the HRTPO Project Prioritization Tool are conducted in current-year dollars. However, during the fiscal constraint phase, project costs must be converted to YOE dollars to reflect anticipated future costs and to comply with federal planning regulations.

HRTPO staff proposes continuing the use of a **3% annual inflation rate** for this conversion. This rate is consistent with past LRTP assumptions and aligns with current long-term inflation guidance from both VDOT and the Federal Highway Administration. Although recent inflation has been elevated, national guidance and VDOT practices acknowledge that cost growth typically stabilizes over a 20+ year horizon, generally falling within a 2 - 4% range.

To convert costs to YOE, the following planning timebands and associated midpoint inflation factors are proposed for the 2050 LRTP:

Timeband	Years	Midpoint Year	Inflation Factor
Near-Term	2026-2034	2030	1.16
Mid-Term	2035-2042	2038	1.47
Long-Term	2043-2050	2046	1.86

Guiding Principles for Fiscal Constraint

As part of the LRTP process, guiding principles are developed to ensure that the project selection process is transparent, consistent, and aligned with regional goals. These principles define how forecasted revenues are distributed across programs, modes, and planning priorities, helping to guide project selection in a structured and balanced manner.

Dale Stith, Principal Transportation Planner, will brief the LRTP Subcommittee on this item.

Attachment 4: DRAFT 2050 LRTP Guiding Principles for Fiscal Constraint

RECOMMENDED ACTION:

Approve the proposed Year-of-Expenditure inflation rate, planning timebands, and Guiding Principles for Fiscal Constraint for the 2050 LRTP.

AGENDA ITEM #5: 2050 LRTP PROJECT PRIORITIZATION: PROPOSED RESILIENCY ENHANCEMENTS [FEEDBACK ITEM]

The 2050 Long-Range Transportation Plan (LRTP) approach includes a clear commitment to enhancing how resiliency is incorporated into regional transportation planning and decision-making. As part of this effort, HRTPO staff has developed an approach to more effectively thread resiliency throughout the Project Prioritization Tool, leveraging data-driven outputs from the U.S. DOT Volpe Center's Resilience and Disaster Recovery (RDR) Tool Suite, alongside existing measures within the tool to better reflect infrastructure criticality.

The RDR Tool Suite, developed through a multi-year partnership with the Volpe Center, supports scenario-based analysis of transportation vulnerabilities, system disruptions, and investment outcomes. HRTPO staff participated in the pilot phase of the tool's development and continue to contribute to its refinement. The tool enables planners to assess how projects perform under a range of potential future conditions, including those influenced by sea level rise, storm surge, and other hazard events.

Rather than isolating resiliency within a single scoring factor, HRTPO staff's approach embeds new and refined metrics across all three components of the Project Prioritization Tool: Project Utility, Project Vitality, and Project Viability. This ensures resiliency is addressed holistically, supporting a more balanced and coordinated project evaluation process that aligns with the LRTP's goal of preparing the region for future uncertainty.

Key proposed metrics include:

- Trip loss and access to critical facilities during hazard events
- TAZ-level transportation benefits to underserved communities
- Return on investment (ROI) and regret-based scoring across future scenarios

Dale Stith, Principal Transportation Planner, will brief the LRTP Subcommittee on this item.

Attachment 5: Proposed Resiliency Measures for the HRTPO Project Prioritization Tool

RECOMMENDED ACTION:

Review the proposed resiliency enhancements for use in the HRTPO Project Prioritization Tool as part of the 2050 LRTP and provide feedback to Dale Stith (dstith@hrtpo.org) by

Friday, May 23, 2025.

AGENDA ITEM #6: 2050 LRTP PROJECT PRIORITIZATION – DATA COLLECTION
[FEEDBACK ITEM]

As part of the prioritization of [2050 LRTP Candidate Projects](#), staff began collecting cost estimate data in February. **Note there are still a few localities who have not submitted their cost data. This information will be needed to score candidate projects.**

In addition to cost estimates, other essential data is needed as input into the HRTPO Project Prioritization Tool. HRTPO staff has prepared a data collection spreadsheet (will be emailed directly to stakeholders) that highlights cells requiring stakeholder input for this process. To facilitate this effort, staff has pre-filled some fields with relevant data from the 2045 LRTP (where applicable). **Stakeholders will need to review this data to ensure its accuracy and update or provide any missing information.**

Kyle Gilmer, HRTPO Senior Transportation Planner, will brief the LRTP Subcommittee on this item.

RECOMMENDED ACTION:

Please provide the requested data to Kyle Gilmer (kgilmer@hrtpo.org) by **Friday, May 30, 2025**

AGENDA ITEM #7: 2050 LRTP GREATER GROWTH SCENARIOS UPDATE

As part of the HRTPO Board-approved 2050 LRTP Regional Scenario Planning Framework, three Greater Growth scenarios were developed to evaluate how different future conditions might impact regional travel behavior and infrastructure needs. These scenarios build on the 2050 Baseline and are designed to stress test the transportation system using narrative-driven assumptions related to growth, technology adoption, development patterns, and the system's ability to withstand future environmental conditions.

The approved Greater Growth range for this effort reflected 24–33% employment growth above 2020 levels. Following iterative testing, HRTPO staff and our LRTP consultants determined that a 33% employment increase, combined with a population increase of approximately 416,000 residents above the 2050 Baseline, produced the level of scenario distinction needed to support meaningful analysis. This growth level is consistent with

HAMPTON ROADS 2050 LRTP

previous stress-testing used in the 2045 LRTP and Regional Connectors Study and allows for comparative evaluation without oversaturating the transportation modeling network.

Using initial suitability factors informed by the LRTP Subcommittee, the LRTP consultant team used the CommunityViz land use model to allocate Greater Growth across the region's Traffic Analysis Zones (TAZs). In November 2024, HRTPO staff presented draft Greater Growth TAZ-level allocations to the LRTP Subcommittee. The forecasted growth patterns produced for each scenario were reviewed and confirmed to be consistent with their narrative storylines – a critical checkpoint in our scenario planning process.

Following that step, the validated draft allocations were incorporated into the regional travel demand model and the TREDIS regional economic model to evaluate whether each scenario's forecasted travel behavior and regional economic impacts also matched the intended storylines. The modeling results confirm that each scenario produces distinct and meaningful differences in network performance, travel patterns, and economic outcomes – providing a strong foundation for the LRTP's exploratory scenario analysis.

Dale Stith, Principal Transportation Planner, will brief the LRTP Subcommittee on this item.

RECOMMENDED ACTION:

For discussion.

AGENDA ITEM #8: UPCOMING MEETING TOPICS AND ACTION ITEMS

- 2050 LRTP Project Prioritization – Status Update
- Long-Range Transportation Revenue Forecast
- Identification of Regional Priority Projects
- New Regional Travel Demand Model Kick-Off
- Upcoming 2050 LRTP Draft Reports (presented to TTAC)
 - Framework
 - Socioeconomic Forecast and TAZ Allocations
 - Regional Needs
 - Vulnerability Analysis

AGENDA ITEM #9: FOR YOUR INFORMATION

AGENDA ITEM #10: OLD/NEW BUSINESS

AGENDA ITEM #11: NEXT MEETING

To be determined (tentatively in June).

AGENDA ITEM #12: ADJOURNMENT

Action Summary
HRTPO Long-Range Transportation Plan (LRTP) Subcommittee Meeting
February 5, 2025
Hybrid Meeting

1. Call to Order

The meeting was called to order by Chair Carol Rizzio at 11:10 AM.

Members in Attendance:

Andi Kerley (CH)	Jason Souders (SU)
Kevin Finn (CH)	Steve Lambert (VB)
Carol Rizzio (Chair, GL)	Uros Jovanovic (VB)
Donald Whipple (HA)	Tevya Williams Griffin (WB)
Stefanie Strachan (HA)	Ray Amoruso (HRT)
Jamie Oliver (IW)	Sherri Dawson (HRT)
Angela Hopkins (NN)	Angela Effah-Amponsah (VDOT)
Angela Rico (NN)	Mariah David (VDOT)
Alan Budde (NO)	Mitzi Crystal (VDOT)
Francis Moll (NO)	Todd Halacy (VDOT)
Keith Darrow (Vice Chair, NO)	Chris Gullickson (VPA)
Thomas Cannella (PQ)	

Others in Attendance:

Karen McPherson (VHB)

HRTPO Staff in Attendance:

Dale M. Stith	Matthew Harrington
Kyle A. Gilmer	Vikas Chhillar

2. Approval of Agenda [Action Item]

The agenda was unanimously approved as written (Motion: Ms. Angela Rico, Second: Mr. Kevin Finn).

3. Summary Minutes of December 18, 2024 LRTP Meeting [Action Item]

The LRTP Subcommittee Minutes from December 18, 2024 were unanimously approved as written (Motion: Ms. Angela Rico, Second: Mr. Kevin Finn).

4. Importance of the LRTP and Subcommittee Member Engagement

Ms. Dale Stith, HRTPO Principal Transportation Planner, briefed the Subcommittee on the critical role of the Long-Range Transportation Plan (LRTP) in regional transportation planning and highlighted the importance of active subcommittee engagement throughout the planning process. Ms. Stith emphasized that the LRTP is a foundational document for improving mobility, supporting economic vitality, promoting resiliency, and enhancing the quality of life across Hampton Roads. Ms. Stith reviewed key LRTP milestones, roles and responsibilities of subcommittee members, and the importance of regional collaboration. She encouraged members to remain active participants, to provide timely feedback, and offered to host a “Prioritization 101” session to support a deeper understanding of the upcoming 2050 LRTP prioritization process.

5. Review of 2050 LRTP Committed Projects [Feedback Item]

Mr. Kyle Gilmer, HRTPO Senior Transportation Planner, presented an overview of the draft list of Committed Projects for the 2050 LRTP. He explained that committed projects are defined as projects fully funded for construction in the current VDOT FY 2025-2030 Six-Year Improvement Program (SYIP) and HRTAC's Six-Year Funding Program and are automatically included in the fiscally constrained LRTP. Mr. Gilmer noted that HRTPO staff had identified 42 committed projects and requested that Subcommittee members review the draft list for accuracy. Members were asked to verify completion dates, provide any updates or corrections, and notify HRTPO staff if any projects are anticipated to be completed prior to FY 2026 to ensure appropriate inclusion in the plan.

6. 2050 LRTP Project Prioritization: Data Collection [Feedback Item]

Ms. Dale Stith outlined the process for data collection needed to evaluate candidate projects as part of the 2050 LRTP Project Prioritization effort. She explained that two spreadsheets, one for project cost estimates and one for prioritization data, would be provided to members following the meeting. Ms. Stith emphasized the importance of stakeholder input for completing the evaluation process, noting that critical missing data could result in projects being excluded from prioritization consideration. She clarified that planning-level cost estimates could be provided in current or year-of-expenditure dollars and that HRTPO staff would assist with inflation adjustments as needed.

7. 2050 LRTP: Environmental Coordination Discussion [Feedback Item]

Ms. Dale Stith provided an overview of the environmental coordination process for the 2050 LRTP. She explained that early consultation with environmental agencies is essential to identify potential impacts and to promote environmental stewardship throughout the planning process. Ms. Stith presented the list of state and federal agencies that would be contacted for input, including agencies involved during the 2045 LRTP development. She asked Subcommittee members to review the agency list and suggest additional agencies to include in HRTPO staff outreach efforts.

8. 2050 LRTP: Spatial Analysis for Prioritization [Feedback Item]

Mr. Kyle Gilmer presented an overview of the spatial analysis efforts supporting project prioritization. He described the GIS-based overlay analysis being conducted to assess candidate project interactions with key datasets, including environmental resources, transportation-vulnerable communities, and resilience considerations. Mr. Gilmer requested that members review and update specific spatial datasets, particularly single entry/exit points, regional activity districts/centers, and updated transit routes and stops, to support the analysis and ensure accurate evaluations.

9. Inter-Agency Consultation for Conformity (IACC) – Membership Update [Feedback Item]

Ms. Dale Stith reviewed the need to update the IACC membership roster. She explained the IACC's role in ensuring air quality conformity for regional plans and requested that members provide updates to voting and alternate representatives by February 19, 2025. She emphasized the importance of maintaining full membership from each locality and agency, preferably a TTAC member.

10. Upcoming Meeting Topics and Action Items

Ms. Dale Stith noted the handout, summarizing key tasks and deadlines, emphasizing the volume of review, input, and data needed from LRTP Subcommittee members. Members were asked to review the draft list of committed projects and provide any updates or

corrections, review and update IACC membership, review and update the spatial analysis data, and complete the cost estimates spreadsheet for project prioritization.

11. For Your Information

Ms. Stith noted that HRTPO staff had reviewed the SMART Scale Round 6 staff recommendations to ensure that the recommended projects are either included in the 2045 LRTP or are consistent with the LRTP.

12. Old/New Business

There was no old/new business.

13. Next Meeting

The next LRTP Subcommittee is scheduled for May 7, 2025, immediately following TTAC (approximately 11:30 AM).

14. Adjournment

The meeting was adjourned by Chair Carol Rizzio at 12:42 PM.

2050 LRTP: DRAFT Guiding Principles for Fiscal Constraint

These principles are designed to ensure the region applies forecasted transportation revenues strategically, balancing funding needs across modes, roadway systems, and regional priorities.

Guiding Principle	Description
Maintenance	<ul style="list-style-type: none"> Set aside funding to cover projected maintenance needs for the 2026–2050 LRTP planning horizon Includes State of Good Repair program funds Includes set-asides for HRTAC debt service and financing fees
Committed Projects	<ul style="list-style-type: none"> Defined as projects under construction or fully funded for construction in the VDOT or HRTAC Six-Year Programs Automatically included in the LRTP without requiring prioritization (will reflect 2026-2050 balance to complete)
Grouped Projects	<ul style="list-style-type: none"> Set-aside of select forecasted revenues to cover Grouped Projects (smaller-scoped projects such as turn lanes, signals, safety projects, ITS, etc., not individually listed in the LRTP, but included in the TIP as funding becomes available)
Regional Priority Projects (RPPs) Funding Sources	Funding sources reserved to fiscally constrain RPPs: <ul style="list-style-type: none"> Hampton Roads Transportation Fund (HRTF) Hampton Roads Regional Transit Funds (HRRTF) SMART SCALE High-Priority Projects funding program
Distribution of Funding	<ul style="list-style-type: none"> RSTP Highway/Transit split informed by historic funding patterns and LRTP Subcommittee input Roadway system split determined by historic funding patterns and LRTP Subcommittee input CMAQ forecast to be used to constrain transit, with balance going to active transportation projects Transportation Alternatives Set-Aside funds reserved for active transportation projects
Project Prioritization	<ul style="list-style-type: none"> Projects within funding categories selected based on overall Project Prioritization score and available forecasted revenues

PROPOSED RESILIENCY PRIORITIZATION ENHANCEMENTS

Scoring Location		Draft Measure Name	Draft Scoring Language	Draft Scoring Tiers	Source
Project Utility	System Continuity / Resiliency - new measure	Trips Loss During Hazard Events	Project minimizes loss of trip-making under disruptive conditions (indicates project's importance for maintaining mobility/accessibility during disruptions).	High: ≥90% trips retained Medium: 75–89% Low: 50–74% No Points: <50% retained	Change in Trips (RDR Benefits Analysis Tool)
Project Utility	System Connectivity / Resiliency - replace current level of access to critical areas	Level of Access to Critical Areas/Facilities During Disruptive Event	Project preserves access to essential services or facilities during hazard conditions.	High, Medium, Low, No Access Multiplier for retained access during disruptive events	Critical Areas/Facilities data (GIS overlay) + Trip Retention (RDR)
Economic Vitality	Modify current Economic Distress Factors, adding new submeasure	Maintains Access to Vulnerable Communities During Disruptive Event	Project preserves access for vulnerable communities during disruptive events (supports equitable mobility and recovery).	High: ≥75% of distressed TAZs retain ≥90% trips Medium: 50–74% Low: 25–49% No Points: <25%	TAZ-Level Metrics (RDR Benefits Tool + Transportation-Vulnerable Communities data)
Project Viability	Modify Cost Effectiveness measure, adding new submeasure	Return on Investment (ROI)	Return on Investment (ROI) across scenarios (includes delay and repair costs savings).	High: ROI ≥ 2.0 Medium: 1.5–1.99 Low: 1.0–1.49 No Points: <1.0	ROI Analysis Tool (RDR: NPV / Cost)
Project Viability	New category: System Importance - new measure	Regret Score	Reflects the potential for regret if a project is not implemented under future hazard conditions. Higher scores indicate greater importance under robust decision-making scenarios.	High: Top 25% of scores Medium: Middle 50% of scores Low: Bottom 25% of scores No Points: Score=0	ROI Analysis Tool (RDR Regret Ranking)
Project Viability	New category: System Importance - new measure	Infrastructure Criticality	Importance of project to maintaining critical regional functions.	High Criticality Medium Criticality Low Criticality No Points	See Criticality matrix (informed by other prioritization measures)

PROPOSED CRITICALITY MEASURE: ROADWAYS

Measure Name	High Criticality (2 points)	Medium Criticality (1 point)	Low Criticality (0 points)
Future Usage (Volumes/Ridership) (double weight)	Top 25% of volumes/ridership (4 points)	25% to 75% volumes/ridership (2 points)	Bottom 25% volumes/ridership
Travel Time Reliability	Very High, High	Medium High, Medium, Medium Low	Low
Degree of Regional Impact	Regional	Multi-jurisdictional	Local
Incident Management/Evacuation Routes	Designated evacuation or incident route	Secondary evacuation support	No evacuation function
Labor Market Access	High	Medium	Low
Military Access	High	Medium	Low
STRAHNET	Yes	Military Roads	No
Port/Freight Access (Truck Zones)	High	Medium	Low
Impact to Freight Movement (Improved Delay for Port Facilities)	>3	3 to 2	<2
Tourism Access	High	Medium	Low
Access to High Unemployment/ Low-Income Areas	>7	7 to 3	<3
Functional Class	Interstate/Freeway/Expressway Principal Arterial	Minor Arterial	Collectors/Local

ROADWAY CRITICALITY	
18-26 points	High Criticality
9-17 points	Medium Criticality
0-8 points	Low Criticality

PROPOSED CRITICALITY MEASURE: INTERMODAL

Measure Name	High Criticality (2 points)	Medium Criticality (1 point)	Low Criticality (0 points)
Future Usage (Volumes/Ridership) (double weight)	Top 25% of volumes/ridership (4 points)	25% to 75% volumes/ridership (2 points)	Bottom 25% volumes/ridership
Travel Time Reliability	Very High, High	Medium High, Medium, Medium Low	Low
Degree of Regional Impact	Regional	Multi-jurisdictional	Local
Labor Market Access	High	Medium	Low
Impact on Truck Movement	>11 points	4 to 11 points	<4 points
Increased Access for Port Facilities	Yes	N/A	No
Improved Access to Truck Zones	High	Medium	Low

INTERMODAL CRITICALITY	
12-16 points	High Criticality
6-11 points	Medium Criticality
0-5 points	Low Criticality

PROPOSED CRITICALITY MEASURE: TRANSIT

Measure Name	High Criticality (2 points)	Medium Criticality (1 point)	Low Criticality (0 points)
Future Usage (Volumes/Ridership) (double weight)	Top 25% of volumes/ridership (4 points)	25% to 75% volumes/ridership (2 points)	Bottom 25% volumes/ridership
Percent of Trips Removed from Roadways	High	Medium	Low
Degree of Regional Impact	Regional	Multi-jurisdictional	Local
Labor Market Access	High	Medium	Low
Military Access	High	Medium	Low
Tourism Access	High	Medium	Low
Access to High Unemployment/Low-Income Areas	20	10	0

TRANSIT CRITICALITY	
12-16 points	High Criticality
6-11 points	Medium Criticality
0-5 points	Low Criticality

PROPOSED CRITICALITY MEASURE: ACTIVE TRANSPORTATION

Measure Name	High Criticality (2 points)	Medium Criticality (1 point)	Low Criticality (0 points)
Future Usage (Volumes/Ridership) (double weight)	Top 25% of volumes/ridership (4 points)	25% to 75% volumes/ridership (2 points)	Bottom 25% volumes/ridership
Access to Transit or Regional Activity Centers	3+ categories	2 categories	1 or fewer categories
Degree of Regional Impact	Regional	Multi-jurisdictional	Local
Labor Market Access	High	Medium	Low
Military Access	High	Medium	Low
Tourism Access	High	Medium	Low
Access to High Unemployment/Low- Income Areas	20	10	0

ACTIVE TRANSPORTATION CRITICALITY	
12-16 points	High Criticality
6-11 points	Medium Criticality
0-5 points	Low Criticality