

HRTPO CMAQ/RSTP PROJECT SELECTION PROCESS: UPDATE & OVERVIEW



Presented By:
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Background

- The HRTPO is responsible for project selection and funding allocation for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Regional Surface Transportation Program (RSTP)
 - CMAQ provides federal funding for projects that primarily help improve air quality
 - RSTP provides federal funding for a wide variety of projects
- HRTPO Board-Approved Project Selection Process Methodology
 - Transportation Programming Subcommittee (TPS) reviews process periodically
 - February 19, 2016 TPS Meeting – Reviewed current methodologies
 - CMAQ – Recommend continued use of existing methodology
 - RSTP – Recommend:
 - *Existing methodology* for Non-Highway RSTP-eligible projects
 - *HRTPO Project Prioritization Tool* for Highway RSTP-eligible projects

CMAQ PROJECT SELECTION METHODOLOGY

Overview

CMAQ Methodology

1. Determine change in VOC and NO_x emissions
2. Calculate cost per ton of emissions reduction for VOC and for NO_x
3. Rank projects by cost effectiveness for VOC and for NO_x
4. Calculate composite rank for each project
5. TPS uses the composite ranks as a guide in recommending projects and allocations

CMAQ Methodology – Step 1

Calculate the change in VOC and NO_x emissions:

1 - INCREASED BUS EMISSIONS:						
	Route Length (one-way):					35 mi/trip ⁽²⁾
	Bus Trips per day (round trips):					7 round trips / day ⁽²⁾
	Factor:					2 trips / round trip
	Bus VMT:					490 mi/day
Type	Emissions Factor, g/mi ⁽³⁾	Bus VMT, mi/day (above)	Emissions Increase, g/day	Emissions Increase, kg/day	Conversion Factor, days/yr	Emissions Increase, kg/yr
VOC	0.660	490	323	0.32	250	81
NOx	0.940	490	461	0.46	250	115
2 - REDUCED AUTO EMISSIONS:						
	Ridership Estimate:					66 boardings/day ⁽²⁾
	Vehicle Occupancy Rate:					1.15 persons/veh ⁽⁴⁾
	Reduction in Daily Vehicle Trips:					57 veh trips / day
	Average Trip Length:					10 miles/trip ⁽⁵⁾
	Reduction in VMT:					574 miles/day
Type	Emissions Factor, g/mi ⁽⁶⁾	VMT Reduction, mi/day (above)	Emissions Reduction, g/day	Emissions Reduction, kg/day	Conversion Factor, days/yr	Emissions Reduction, kg/yr
VOC	0.665	574	382	0.38	250	95
NOx	0.797	574	457	0.46	250	114

Net Emissions Reduction, kg/yr
15
-1

CMAQ Methodology – Step 2

Calculate cost per ton of emission for each VOC and NO_x:

3- COST EFFECTIVENESS:						
	Project Cost:			\$1,308,555 above		
	Project life, years:			3 ⁽²⁾		
		Annual Cost:		\$436,185		
Type	Cost, \$/yr (above)	Net Emissions Reduction, kg/yr	Cost Effectiveness, \$/kg	Conversion Factor, kg/ton	Cost Effectiveness, \$/ton	
VOC	\$436,185	15	\$29,952	907	\$27,166,011	
NO _x	\$436,185	-1	negative	907	negative	

CMAQ Methodology – Step 3

Rank projects by cost effectiveness for each VOC and NO_x:

Code	Applicant	Project Name	VOC	NO _x	VOC	NO _x
HR1CM	HRT	Bus Vehicle Replacement	\$95,737	\$46,467	2	1
WA4CM	WATA	WATA Transfer Station (HUB)	\$73,690	\$61,486	1	3
NF1CM	Norfolk	Norfolk Systemwide Signal Controller and System Upgrade	\$235,853	\$54,428	3	2
CH1CM	Chesapeake	Chesapeake Signal Timing & Incident Management Plans	\$608,422	\$140,405	4	4
VB4CM	Virginia Beach	Traffic Adaptive Corridor Implementation	\$787,999	\$181,846	5	5
NN2CM	Newport News	Briarfield Sidewalk	\$1,041,466	\$313,287	6	6
SF1CM	Suffolk	Suffolk TOC	\$1,459,270	\$335,755	9	7
NF2CM	Norfolk	Bus Shelters and Pedestrian Improvements	\$1,264,960	\$380,516	7	9
HM1CM	Hampton	Traffic Signal System Retimings	\$1,511,937	\$348,909	10	8
WA3CM	WATA	York County - Southeast - Demonstration Route	\$1,310,911	\$1,137,893	8	12
SF2CM	Suffolk	Suffolk Citywide Signal Timings	\$2,050,619	\$473,220	11	10
VB1CM	Virginia Beach	Corridor Retiming - Kempsville Road and Newtown Area	\$3,306,838	\$763,117	12	11
NN1CM	Newport News	Warwick Boulevard Sidewalk Widening	\$6,787,274	\$2,041,700	13	13
VB3CM	Virginia Beach	Rosemont Road/South Plaza Trail Intersection Improvements	\$16,368,146	\$3,777,264	14	14
VB2CM	Virginia Beach	Independence Blvd/Edwin Dr Intersection Improvements	\$18,372,260	\$4,239,752	15	15
CH2CM	Chesapeake	Freeman Avenue/Norfolk-Portsmouth Beltline Railroad Overpass	\$32,938,224	\$7,601,129	17	16
JC1CM	James City Co	Longhill Road/Olde Towne Intersection Improvements	\$33,436,768	\$7,716,177	18	17
WA2CM	WATA	Upper York County/New Kent Connector - Demonstration Route	\$27,166,011	Negative	16	20
CH4CM	Chesapeake	Battlefield Blvd/Kempsville Rd/Great Bridge Blvd Intersection Improvements	\$61,262,303	\$14,137,455	19	18
SF3CM	Suffolk	Rte 626 Reconstruction (Shoulders Hill Road)	\$178,076,459	\$41,094,567	20	19
WA1CM	WATA	Four (4) Bus Expansion	Negative	Negative	21	21

CMAQ Methodology – Step 4

Rank projects by cost effectiveness for each VOC and NO_x:

VOC	NOx	Composite	Rank
2	1	3	1
1	3	4	2
3	2	5	3
4	4	8	4
5	5	10	5
6	6	12	6
9	7	16	7
7	9	16	7
10	8	18	9
8	12	20	10
11	10	21	11
12	11	23	12
13	13	26	13
14	14	28	14
15	15	30	15
17	16	33	16
18	17	35	17
16	20	36	18
19	18	37	19
20	19	39	20
21	21	42	21

CMAQ Methodology – Step 5

TPS uses the composite ranks as a guide in recommending projects and allocations:

ID	Jurisdiction	Project Description	Project Useful Life (years)	Total Cost	Year 1 FY - 22 Request	Proposed FY - 22 Allocation	Rank
*HR1CM	HRT	Bus Vehicle Replacement	15	\$78,603,532	\$5,781,329	\$3,349,302	1
*WA4CM	WATA	WATA Transfer Station (HUB)	15	\$2,500,000	\$2,500,000	\$2,500,000	2
*NF1CM	Norfolk	Norfolk Systemwide Signal Controller and System Upgrade	10	\$3,000,000	\$3,000,000	\$3,000,000	3
CH1CM	Chesapeake	Chesapeake Signal Timing & Incident Management Plans	2	\$150,000	\$150,000	\$150,000	4
VB4CM	Virginia Beach	Traffic Adaptive Corridor Implementation	10	\$390,000	\$390,000	\$390,000	5
NN2CM	Newport News	Briarfield Sidewalk	15	\$600,000	\$600,000	\$600,000	6
*SF1CM	Suffolk	Suffolk TOC	10	\$2,750,000	\$50,000	\$50,000	7
NF2CM	Norfolk	Bus Shelters and Pedestrian Improvements	15	\$700,000	\$315,000	\$315,000	7
HM1CM	Hampton	Traffic Signal System Retimings	2	\$1,055,000	\$1,055,000	\$1,055,000	9
*WA3CM	WATA	York County - Southeast - Demonstration Route	3	\$1,564,817	\$597,977	\$597,977	10
SF2CM	Suffolk	Suffolk Citywide Signal Timings	2	\$370,000	\$140,000	\$140,000	11
VB1CM	Virginia Beach	Corridor Retiming - Kempsville Road and Newtown Area	2	\$521,180	\$521,180	\$521,180	12
NN1CM	Newport News	Warwick Boulevard Sidewalk Widening	15	\$500,000	\$500,000	\$500,000	13
VB3CM	Virginia Beach	Rosemont Road/South Plaza Trail Intersection Improvements	10	\$363,000	\$363,000	\$363,000	14
VB2CM	Virginia Beach	Independence Blvd/Edwin Dr Intersection Improvements	10	\$647,000	\$647,000	\$647,000	15
CH2CM	Chesapeake	Freeman Avenue/Norfolk-Portsmouth Beltline Railroad Overpass	68	\$21,007,550	\$5,500,000		16
*JC1CM	James City Co	Longhill Road/Olde Towne Intersection Improvements	10	\$3,015,500	\$825,000		17
*WA2CM	WATA	Upper York County/New Kent Connector - Demonstration Route	3	\$1,308,555	\$516,164		18
CH4CM	Chesapeake	Battlefield Blvd/Kempsville Rd/Great Bridge Blvd Intersection Improvements	10	\$8,700,000	\$1,500,000		19
*SF3CM	Suffolk	Rte 626 Reconstruction (Shoulders Hill Road)	10	\$17,500,000	\$5,000,000		20
*WA1CM	WATA	Four (4) Bus Expansion	15	\$1,793,772	\$1,793,772		21

RSTP PROJECT SELECTION METHODOLOGY

Review & Update

RSTP Methodology

1. Divide projects into broad Project Categories
 - Highway Capacity, Accessibility, & Operational Improvements
 - Intermodal Transportation Projects
 - Transit & Fixed Guideway
 - Planning Studies
 - Transportation Demand Management
 - Intelligent Transportation Systems
2. Evaluate Projects and assign points in 3-7 Evaluation Areas
3. Rank like-projects based on points earned
4. TPS uses the composite ranks as a guide in recommending projects and allocations

RSTP METHODOLOGY – STEP 1

DIVIDE IN TO PROJECT CATEGORIES

Project Category	Evaluation Method
<p><i>Highway Capacity, Accessibility and Operational Improvements</i></p> <ul style="list-style-type: none"> Roadway widening, new facilities, HOV lanes, new interchanges, intersection improvements Corridor operational improvements Bridge rehabilitation 	<ul style="list-style-type: none"> See Table 2 See Table 3 See Table 4
<p><i>Intermodal Transportation Projects</i></p> <ul style="list-style-type: none"> Intermodal facilities 	<ul style="list-style-type: none"> See Table 5
<p><i>Transit and Fixed Guideway</i></p> <ul style="list-style-type: none"> New service, expansion of service, shelters and facilities (bus, HOV express) Vehicle replacement/purchase Other transit and ITS projects Fixed Guideway (High Speed Rail, Intercity Passenger Rail, Light Rail, Station Development, Vehicle Upgrades) 	<ul style="list-style-type: none"> See Table 6 See Table 7 See Table 8
<p><i>Planning Studies</i></p> <ul style="list-style-type: none"> Alternatives Analysis Feasibility Studies 	<ul style="list-style-type: none"> See Table 9
<p><i>Transportation Demand Management</i></p> <ul style="list-style-type: none"> Regional rideshare Marketing & outreach HOV lane express bus service Park and Ride Lots 	<ul style="list-style-type: none"> See Table 10
<p><i>Intelligent Transportation Systems</i></p>	<ul style="list-style-type: none"> See Table 11

RSTP Methodology – Step 2: Evaluate

Table 2 | *Roadway Widening, New Facility, HOV Lanes, Intersection Improvements*

Evaluation Criteria	Points	Scoring Instructions
Congestion Level	0-20	Existing and future conditions (10 points each): severe=7, moderate=3, low=0
Cost-Effectiveness	0-20	Lowest cost/VMT = 20 Highest cost/VMT = 0 Straight line interpolation between
System Continuity	0-20	Completion of a missing link in the transportation system Total completion = 20 Partial completion = 10
Safety	0-20	20 points to the project with highest safety improvements
Air Quality	0-10	Reduces NO _x =5 points Reduces HC=5 points
Project Readiness	0-10	Projects with detailed design and cost estimates that are ready to go will receive 10 points

RSTP Methodology – Step 2: Evaluate

Table 3 | *Corridor Operational Improvements*

Evaluation Criteria	Points	Scoring Instructions
Arterial LOS based on Average Travel Speed	0-25	Relative Scale – maximum points to arterial with lowest average speed (worst LOS), 0 to arterial with LOS C or better
Average Daily Traffic (ADT) of Roadway	0-20	Existing and future ADT (10 points each). Relative scale - maximum points to highest corridor ADT/Lane
Cost-Effectiveness	0-25	Relative Scale – maximum points to the project with lowest cost/VMT
Existing Accident Experience	0-20	Relative Scale- maximum points to the project With highest accident rate or frequency
Project Readiness	0-10	Projects with detailed design and cost estimates that are ready to go will receive 10 points

RSTP Methodology – Step 2: Evaluate

Table 4 | *Bridge Rehabilitation*

Evaluation Criteria	Points	Scoring Instructions
Bridge Condition per VDOT Sufficiency Index	0-60	Relative Scale – maximum points to the bridge with worst condition
Average Daily Traffic (ADT) of Bridge	0-30	Relative Scale – maximum points to the bridge with highest ADT
Project Readiness	0-10	Projects with detailed design and cost estimates that are ready to go will receive 10 points

RSTP Methodology – Step 2: Evaluate

Table 5 | *Intermodal Facilities*

Evaluation Consideration	Points
<p>Will the project establish opportunities for linkages or connections between transportation modes or existing corridors or centers?</p>	<p>Up to 40 points</p>
<p>Will the project improve the operating system to better accommodate intermodal movements?</p>	<p>Up to 25 points</p>
<p>Will the project improve rail or vehicular access to freight distribution facilities, ports, or major industrial clients?</p>	<p>Up to 25 points</p>
<p>Project Readiness Projects with detailed design and cost estimates that are ready to go will receive 10 points</p>	<p>Up to 10 points</p>

RSTP Methodology – Step 2: Evaluate

Table 6 | *Transit and Fixed Guideway*

Evaluation Criteria	Points	Scoring Instructions
Congestion relief	0-10	Impacts of new/expanded service on area highways – 10 points to the project with the highest % of trips removed from highways; 0 points to the project with no impact on adjacent highway.
Facility Usage – Daily Ridership	0-20	Relative Scale Highest ridership=20 points Lowest ridership=0 points
Cost Effectiveness – Subsidy/passenger (or use other FTA formula depending on the project)	0-20	Relative scale Lowest subsidy/passenger=20 Highest subsidy/passenger=0
Air Quality	0-20	NO _x reductions=10 HC reductions=10
Coverage Area	0-20	Relative scale - Population and Employment data.
Project Readiness	0-10	Projects with detailed design and cost estimates that are ready to go will receive 10 points

RSTP Methodology – Step 2: Evaluate

Table 7 | *Vehicle Replacement/Purchase*

Evaluation Criteria	Points	Scoring Instructions
Average age of the vehicles	35	FTA standard=12 years
Number of vehicles to replace/total fleet	10	
Emissions changes of the old and new vehicles	30	
Cost-effectiveness	10	Cost/Ridership
Average mileage of the vehicles to be replaced	15	FTA Standards

RSTP Methodology – Step 2: Evaluate

Table 8 | *Other Transit, Other Fixed Guideway and Transit ITS Projects*

Evaluation Consideration	Points
Will the project increase service reliability of the transit system?	0-25
Will the project improve passenger safety, comfort and convenience?	0-30
Does the project improve efficiency of the transit system?	0-10
Does the project improve the revenue collection?	0-25
Does the project improve transit data collection system?	0-10

RSTP Methodology – Step 2: Evaluate

Table 9 | *Alternatives Analysis and Feasibility Studies*

Evaluation Consideration	Points	Yes or No
Is the study necessary to address a major issue or to revise the LRTP?	0-25	
Is the study necessary to address a safety issue?	0-15	
Is the study concerned with encouraging multimodal transportation?	0-10	
Does the study address the mobility or accessibility needs of the region?	0-20	
Is the study well defined in terms of purpose, design concept and scope?	0-10	
Do the goals and objectives of the study show support for economic development?	0-10	
Do the goals and objectives demonstrate preservation or protection of the environment?	0-10	

RSTP Methodology – Step 2: Evaluate

Table 10 | *Regional Rideshare, Marketing & Outreach, HOV Lane Express Bus Service, Park & Ride*

Measures of Success	Base Year	Target Year
Number of employers offering some TDM programs		
% of employees ridesharing (car, van, bus)		
% of employees walking or biking		
Number of contacts made		
Parking Management (availability, price, zoning requirements)		
Mixed use land use (trip reduction)		
HOV usage/ Vehicle occupancy rates		
Other measures		

RSTP Methodology – Step 2: Evaluate

Table 11 | *Intelligent Transportation Systems Projects*

Evaluation Consideration	Points
Will the project improve traffic flow during peak congestion periods and special events?	0-15
Will the project directly reduce the number or severity of accidents, which occur on roadways?	0-25
Will the project improve level of service, increase service capacity, or contribute to incident management?	0-20
Does the project address the mobility or accessibility needs of the region?	0-10
Does the project improve the linkage and communications among various operating agencies to provide better and accurate traffic information to the motorists?	0-20
Is the project part of the Regional ITS Strategic Plan?	0-10

RSTP Methodology – Step 3: Rank

#	ID	Jurisdiction	Project Description	Score
Previously Approved Projects				
	T1404	HRT	TRAFFIX Program	
	107035	Portsmouth	George Washington Highway (US 17) Corridor Improvements (including Elm Ave. intersection)	
Highway Projects				
1	VB1RS	Virginia Beach	Elbow Road Extended - Phase 2	82.0
2	VP1RS	VPA	Port of Virginia - Norfolk International Terminals Master Plan	77.0
3	SF3RS	Suffolk	Spiegths Spillway Bridge Replacement	75.0
4	*SF1RS	Suffolk	Suffolk TOC	75.0
5	CH3RS	Chesapeake	George Washington Highway (US 17) Corridor Improvements	72.0
6	JC2RS	James City Cty.	Longhill Road Widening - Westbound Lanes	71.0
7	JC3RS	James City Cty.	Longhill Road Widening - Eastbound Lanes	71.0
8	NF2RS	Norfolk	Hampton Boulevard Bridge Rehabilitation	70.0
9	IW1RS	Isle of Wight Cty.	Route 258 SOUTH Widening	69.0
10	IW2RS	Isle of Wight Cty.	Route 607 (Old Mill Road) Signalization	67.0
11	CH2RS	Chesapeake	Mount Pleasant Phase 1 Corridor Improvements	67.0
12	NN1RS	Newport News	Jefferson Avenue Widening - Kings Ridge Drive to Industrial Park Drive	66.0
13	JC4RS	James City Cty.	Longhill Road/Williamsburg Plantation Road Roundabout	64.0
14	NF5RS	Norfolk	I-64/Northampton Interchange Ramp Modifications	63.0
15	*SF2RS	Suffolk	Rte 626 Reconstruction (Shoulders Hill Road)	63.0
16	*NF6RS	Norfolk	Norfolk Systemwide Signal Controller and System Upgrade	61.0
17	*JC1RS	James City Cty.	Longhill Road/Olde Towne Intersection Improvements	58.0
18	NF1RS	Norfolk	Berkley Avenue Bridge Rehabilitation	58.0
19	SF4RS	Suffolk	Lake Meade Bridge Replacement	58.0
20	NF3RS	Norfolk	Llewellyn Avenue Street Improvements	57.0
21	VB2RS	Virginia Beach	Indian River Road - Phase 7	53.0
22	CH4RS	Chesapeake	Mt. Pleasant Road/Great Bridge By-Pass Interchange Modification Study	53.0
23	VB3RS	Virginia Beach	Travel Time Display on Dynamic Message Sign (DMS)	50.0
24	NF4RS	Norfolk	Military Highway (NBL) "Wayside Bridge" Rehabilitation	48.0
Non-Highway Projects				
25	*HT6RS	HRT	Bus Vehicle Replacement	90.0
26	HT1RS	HRT	Naval Station Norfolk Transit Extension Study FEIS/PE	80.0
27	CH1RS	Chesapeake	Study of light rail extension to Chesapeake	78.0
28	*WA3RS	WATA	York County - Southeast - Demonstration Route	72.0
29	*WA2RS	WATA	Upper York County/New Kent Connector - Demonstration Route	71.0
30	HT3RS	HRT	Planning and Engineering of Fixed Guideway Transit System in Hampton and Newport News	68.0
31	HT4RS	HRT	Farebox Upgrades - Incorporation of Alternative Fare Media Technology	63.0
32	HT5RS	HRT	Ticket Vending Machine (TVM) II Replacement	56.0
33	*WA5RS	WATA	WATA Transfer Station (HUB)	55.0
34	*WA1RS	WATA	Four(4) Bus Purchase Expansion	45.0
35	HT2RS	HRT	Passenger Amenity Program	37.0
36	WA4RS	WATA	Transit Bus Pull-Outs	10.0

RSTP Methodology – Step 4: Allocate

#	ID	Jurisdiction	Project Description	Proposed Allocation FY - 22	Score
Previously Approved Projects					
	T1404	HRT	TRAFFIX Program	\$1,000,000	
	107035	Portsmouth	George Washington Highway (US 17) Corridor Improvements (including Elm Ave. intersection)		
Highway Projects					
1	VB1RS	Virginia Beach	Elbow Road Extended - Phase 2	\$13,612,795	82.0
2	VP1RS	VPA	Port of Virginia - Norfolk International Terminals Master Plan	\$150,000	77.0
3	SF3RS	Suffolk	Spiegts Spillway Bridge Replacement	\$1,350,000	75.0
4	*SF1RS	Suffolk	Suffolk TOC		75.0
5	CH3RS	Chesapeake	George Washington Highway (US 17) Corridor Improvements		72.0
6	JC2RS	James City Cty.	Longhill Road Widening - Westbound Lanes		71.0
7	JC3RS	James City Cty.	Longhill Road Widening - Eastbound Lanes		71.0
8	NF2RS	Norfolk	Hampton Boulevard Bridge Rehabilitation		70.0
9	IW1RS	Isle of Wight Cty.	Route 258 SOUTH Widening		69.0
10	IW2RS	Isle of Wight Cty.	Route 607 (Old Mill Road) Signalization	\$257,728	67.0
11	CH2RS	Chesapeake	Mount Pleasant Phase 1 Corridor Improvements		67.0
12	NN1RS	Newport News	Jefferson Avenue Widening - Kings Ridge Drive to Industrial Park Drive		66.0
13	JC4RS	James City Cty.	Longhill Road/Williamsburg Plantation Road Roundabout		64.0
14	NF5RS	Norfolk	I-64/Northhampton Interchange Ramp Modifications		64.0
15	*SF2RS	Suffolk	Rte 626 Reconstruction (Shoulders Hill Road)		64.0
16	*NF6RS	Norfolk	Norfolk Systemwide Signal Controller and System Upgrade		64.0
17	*JC1RS	James City Cty.	Longhill Road/Olde Towne Intersection Improvements		58.0
18	NF1RS	Norfolk	Berkley Avenue Bridge Rehabilitation		58.0
19	SF4RS	Suffolk	Lake Meade Bridge Replacement		58.0
20	NF3RS	Norfolk	Llewellyn Avenue Street Improvements		57.0
21	VB2RS	Virginia Beach	Indian River Road - Phase 7		53.0
22	CH4RS	Chesapeake	Mt. Pleasant Road/Great Bridge By-Pass Interchange Modification Study		53.0
23	VB3RS	Virginia Beach	Travel Time Display on Dynamic Message Sign (DMS)		50.0
24	NF4RS	Norfolk	Military Highway (NBL) "Wayside Bridge" Rehabilitation		48.0
Non-Highway Projects					
25	*HT6RS	HRT	Bus Vehicle Replacement	\$2,432,027	90.0
26	HT1RS	HRT	Naval Station Norfolk Transit Extension Study FEIS/PE	\$6,000,000	80.0
27	CH1RS	Chesapeake	Study of light rail extension to Chesapeake	\$2,000,000	78.0
28	*WA3RS	WATA	York County - Southeast - Demonstration Route		72.0
29	*WA2RS	WATA	Upper York County/New Kent Connector - Demonstration Route		71.0
30	HT3RS	HRT	Planning and Engineering of Fixed Guideway Transit System in Hampton and Newport News		68.0
31	HT4RS	HRT	Farebox Upgrades - Incorporation of Alternative Fare Media Technology		63.0
32	HT5RS	HRT	Ticket Vending Machine (TVM) II Replacement		56.0
33	*WA5RS	WATA	WATA Transfer Station (HUB)		55.0
34	*WA1RS	WATA	Four(4) Bus Purchase Expansion		45.0
35	HT2RS	HRT	Passenger Amenity Program		37.0
36	WA4RS	WATA	Transit Bus Pull-Outs		10.0

RSTP Project Selection Process Methodology | *Recommendation*

Highway Projects

- Utilize HRTPO Board-Approved Project Prioritization Tool
- Currently used for LRTP
- Most RSTP-eligible projects *should* already be scored for inclusion in LRTP
- Use the Tool to rank projects

Non-Highway Projects

- Utilize Existing RSTP Methodology for Scoring and Ranking Projects
- Reason –
 - Prioritization Tool does not currently score all types of non-highway projects
 - The Tool may be modified in the future to allow the scoring of non-highway type RSTP projects

Recommended Action

- Recommend HRTPO Board approval of new RSTP Project Selection Methodology as shown in slide 25.

Questions?



Presented By:
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