

VTrans:
Virginia's Statewide Multimodal Transportation Plan

Kick-off VTrans Update

RRTPO Board Meeting

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OUTLINE

- What is VTrans?
- Review of VTrans2040
- Kick-off of VTrans Update
 - Major components
 - Key modifications from VTrans2040
 - Expected outcomes
 - Tentative timeline
- Stakeholder Involvement



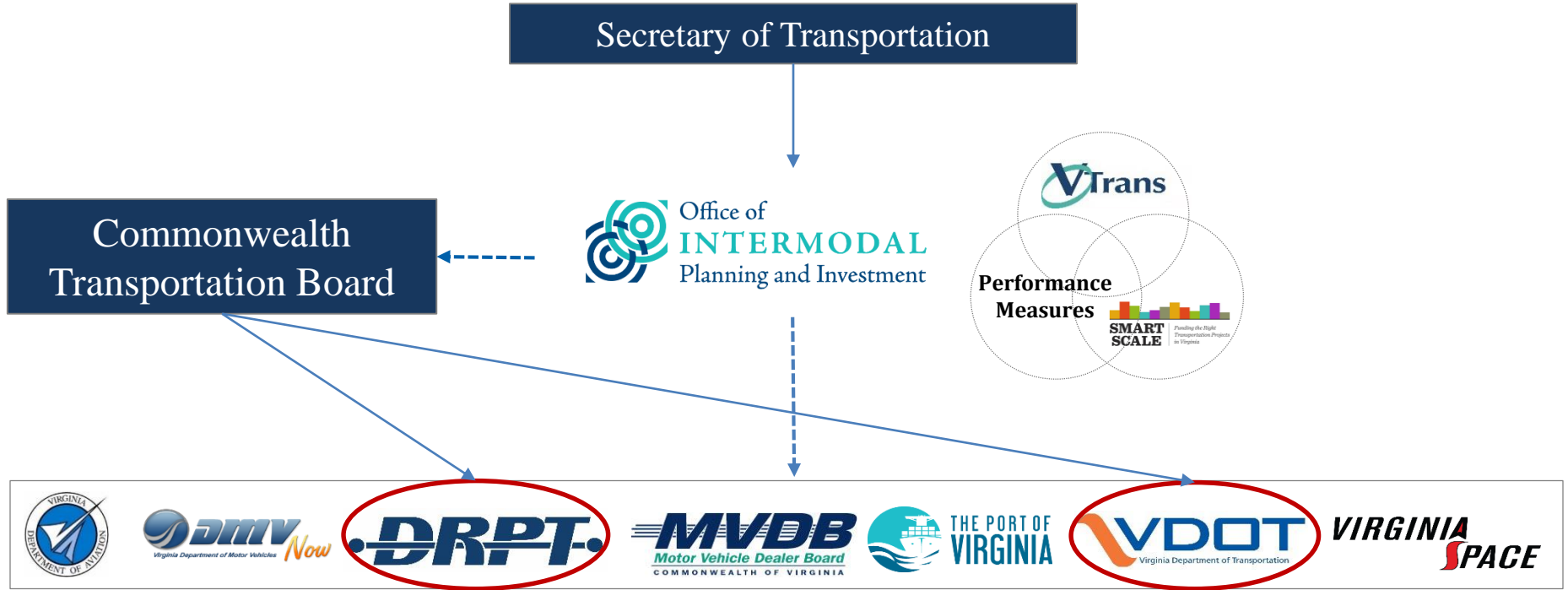


WHAT IS VTRANS?

- *VTrans* is Virginia's Multimodal Transportation Plan.
 - Provides a backdrop for consistent and coordinated performance-based transportation planning between federal, state, regional, and local agencies.
 - Performance-based, multimodal, long-range plan that is coordinated with MPO's and other stakeholders.
 - Includes a Needs Assessment
 - Updated at least every four years
 - *VTrans* has a statewide perspective and is not a compilation of local or regional plans



OIPI's ROLE in VTRANS



OIPI assists the Commonwealth Transportation Board in the Development of VTrans.



REVIEW OF VTRANS2040

- Vision, Goals, Objectives and Guiding Principles - approved by CTB in December 2015
- Needs - approved by CTB in December, 2015
- Recommendations - approved by CTB in January, 2018
- Implementation Plan - approved by CTB for review in December, 2018





REVIEW OF VTRANS2040

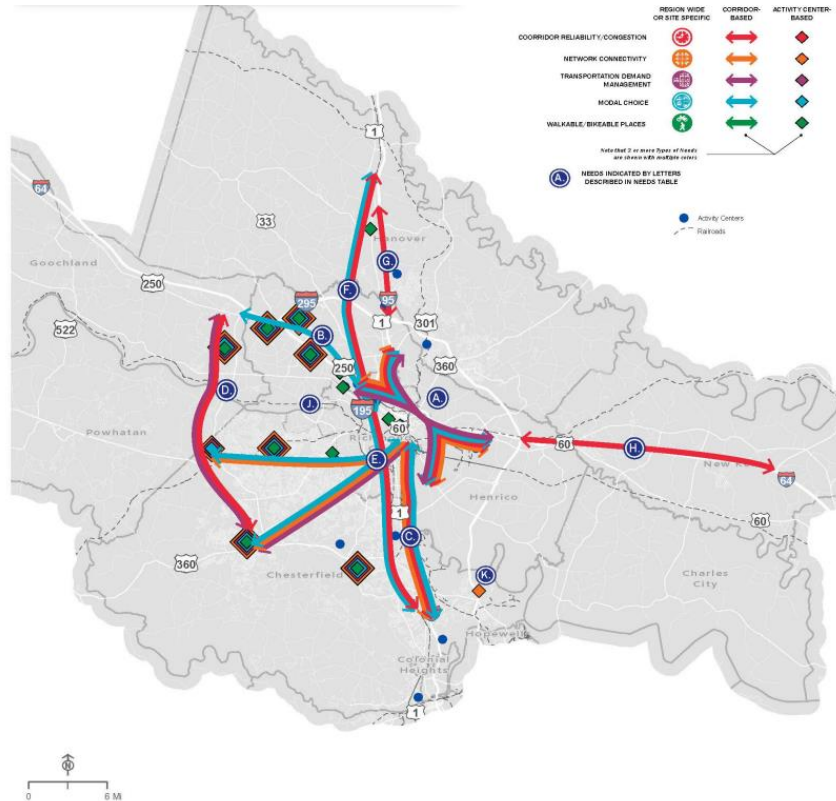
- Needs Assessment
 - Used a ten-year horizon
 - Identified needs by Travel Market:
 - Corridors of Statewide Significance
 - Regional Networks
 - Urban Development Areas (UDA's)
 - Safety (PSI's)
- Recommendations
 - Needs from the above categories were consolidated into one set of needs
 - Projects and studies were identified that could address those needs, and they were tiered (prioritized) based on analysis and local input





REVIEW OF VTRANS2040

- Regional Network Needs

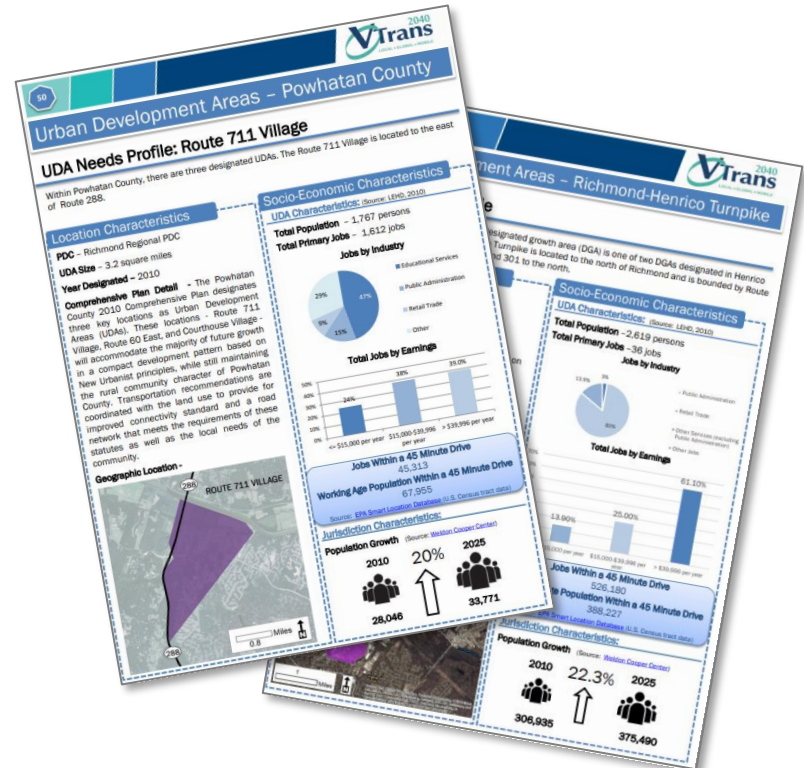
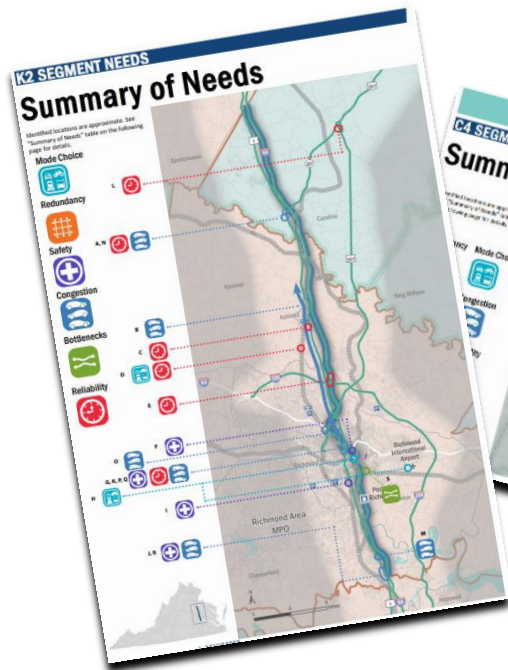


A. I-95 & 64 Corridor Reliability
The I-95 & 64 Overlap Corridor serves as a major artery for the region, handling commuter and freight traffic as well as connecting the region to other parts of Virginia. There is a need for improved access at many older interchanges and more options for commuters such as transit, passenger rail and transportation demand management, to better connect residents with destinations and ease congestion. The issues for this corridor extend to the interchanges at each end, along the I-95 corridor to the James River and along the I-64 corridor to Mechanicsville Turnpike.
B. Downtown Richmond to West End Mode Choice
The regional activity centers along the US 250 and I-64 Corridors from Downtown Richmond to West Creek are key Knowledge Sector employment centers and Local Service centers. Transit access is limited west of Willow Lawn. Extending and improving transit access along the entire corridor would improve transit accessibility for the region substantially.
C. I-95 Southside Connectivity and Mode Choice
Along the I-95 Corridor from the James River Bridge to VA Route 10 are key freight activity centers such as the Port of Richmond and Meadowville. Numerous factors such as insufficient vertical clearances and older interchange designs limit the accessibility of trucks and other freight modes to some of these centers. Improving the accessibility of freight to these centers will improve goods movement for many business in these centers.
D. VA 288 Corridor Reliability and TDM
VA 288 is a key corridor connecting activity centers such as Innsbrook and West Creek to major workforce residential areas in Chesterfield and serves as an important bypass around the region. There are some key bottlenecks with reliability issues and limited TDM options currently serving this corridor.
E. US 60 & 360 Connectivity and Mode Choice
The US Route 60 and 360 Corridors are important arteries for the movement of commuters and connects a sizeable portion of the regional workforce with key activity centers. These corridors lack transit access west of Chippendale Parkway, they have limited bike access and suffer from limited network connectivity creating bottlenecks as users have no other option to travel between destinations, even locally.
F. North/South Rail Reliability and Connectivity
The North-South CSX Rail Lines through the region are critical freight and passenger corridors for inter-regional movement and suffer from congestion and unreliability. Passenger rail service is not well connected to the region as the main train station for the region is not well connected to regional multimodal options and is distant from major activity centers.
G. I-95 Corridor Reliability
The I-95 corridor north of I-295 is a major artery for the region, handling commuter and freight traffic as well as connecting the region to other parts of Virginia. Congestion is very unreliable, particularly in the bottleneck between I-295 and Ashland. The corridor would benefit from operational and capacity improvements to reduce the unreliable travel times.
H. I-64 Corridor Reliability
The I-64 Corridor east of I-295 is a major artery for the region, handling commuter and freight traffic as well as connecting the region to other parts of Virginia. Congestion is very unreliable and the corridor would benefit from operational and capacity improvements to reduce the unreliable travel times.



REVIEW OF VTRANS2040

- CoSS and UDA Needs





REVIEW OF VTRANS2040

- Current Uses
 - Vision, Goals & Objectives, and Guiding Principles
 - Overall reference for transportation planning at the state, regional, and local level
 - Needs Assessment
 - SMART SCALE (Applications for SMART SCALE must show that they address one of more VTrans Needs in order to be screened in (move on to scoring))

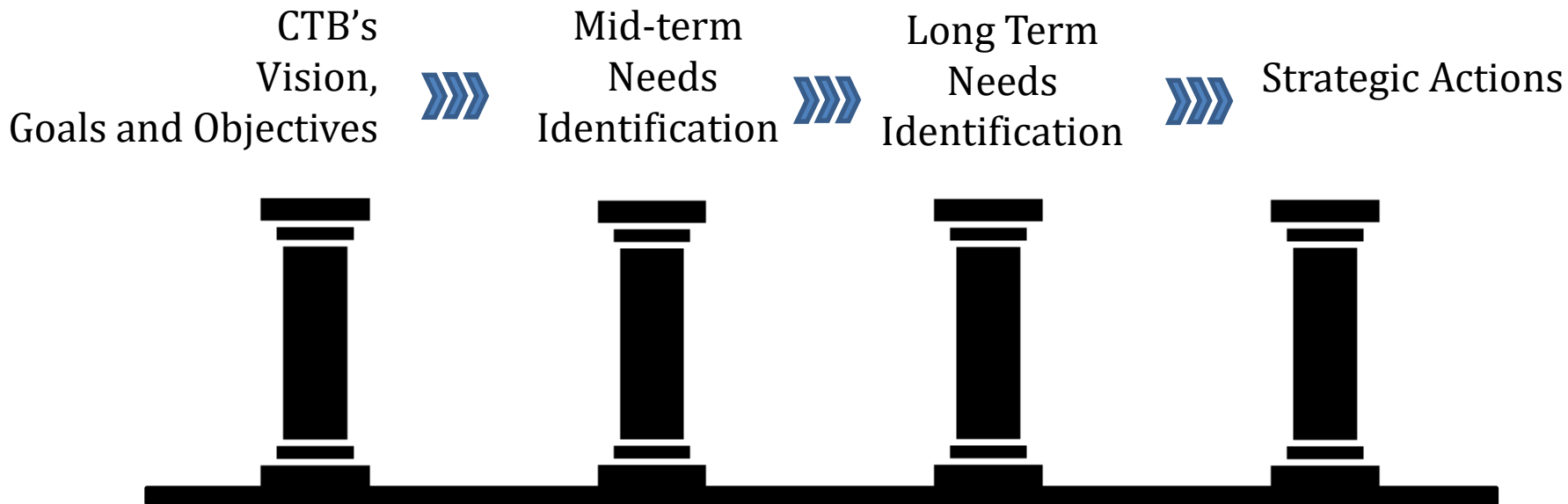


VTRANS UPDATE KICK-OFF

- Major components
- Key modifications from VTrans2040
- Expected outcomes
- Tentative timeline
- Stakeholder Involvement



MAJOR COMPONENTS





MAJOR COMPONENTS (Vision, Goals, and Objectives)

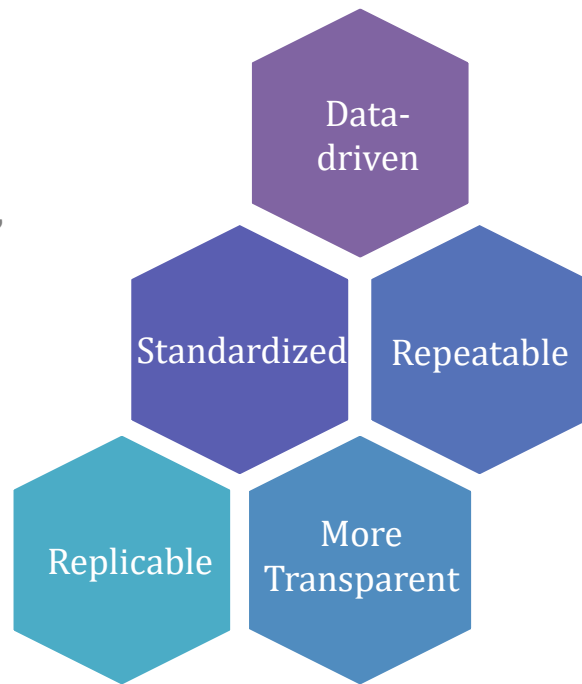
- CTB to review and reaffirm their overall direction for transportation planning & policy
- Vision to be informed by:
 - A public survey
 - Vulnerability assessment
 - Demographic and land use trends, opportunities, and challenges
 - Technology trends, opportunities, and challenges
 - Financial trends, opportunities, and challenges



MAJOR COMPONENTS (Mid-term Needs)

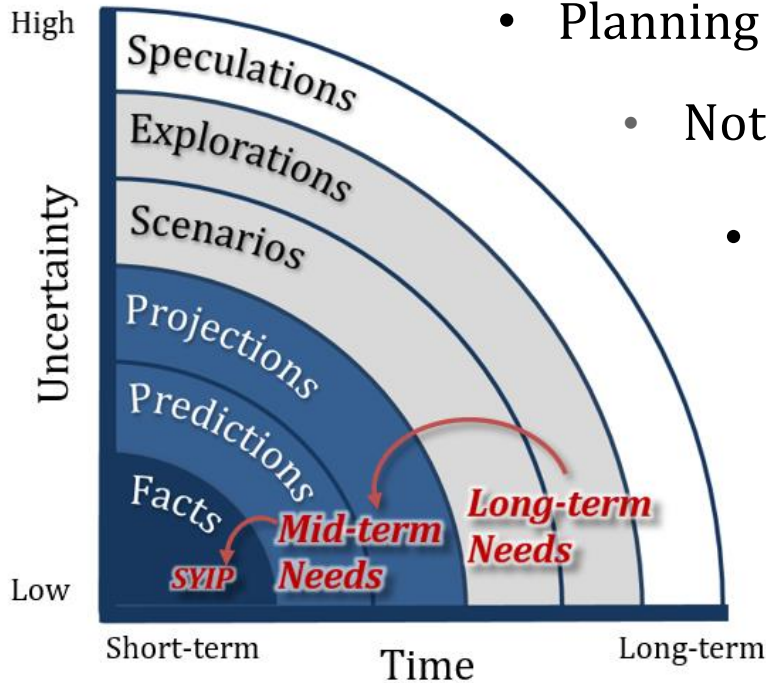
- Planning horizon: 0- 10 years
- **CTB to adopt a policy for needs identification**
 - Define “transportation need”
 - Review of VTrans need categories (e.g. CoSS, RN, UDA, Safety)
 - Utilize adopted Performance Targets, new measures or Key Performance Indicators (KPIs)
- **Adoption of the mid-term needs by December 2019**
 - Inform SMART SCALE Round 4

Ensure that methods are:





MAJOR COMPONENTS (Long-term Needs)



- Planning horizon: 10+ years
 - Not an attempt to predict, but to be prepared
 - Develop three scenarios, associated needs and revenue impacts
 - Establish connection between mid-term and long-term needs
 - **Finalize by 2020**



MAJOR COMPONENTS (Strategic Actions)



- Develop strategic actions for CTB consideration:
 - Policy options and recommendations
 - Priorities for project planning activities



KEY MODIFICATIONS



- VTrans Update aims to:
 - Identify challenges and opportunities associated with trends
 - Provide a more complete picture for transportation investments
 - Convey trade-offs and opportunity cost associated with policy options
 - Relative return on investments



KEY MODIFICATIONS

- VTrans Update aims to provide compelling, easy-to-communicate snapshot of existing and envisioned transportation in Virginia.
 - Convey economic benefits associated with transportation investments
 - Identify changes in economic output and productivity
 - Identify regional connectivity needs





THEMES (Key Modifications)



Image Source: USDOT

- Resilient Transportation Infrastructure
- Smart Transportation Infrastructure
- Smarter Investments

- Increase awareness among public and local agencies

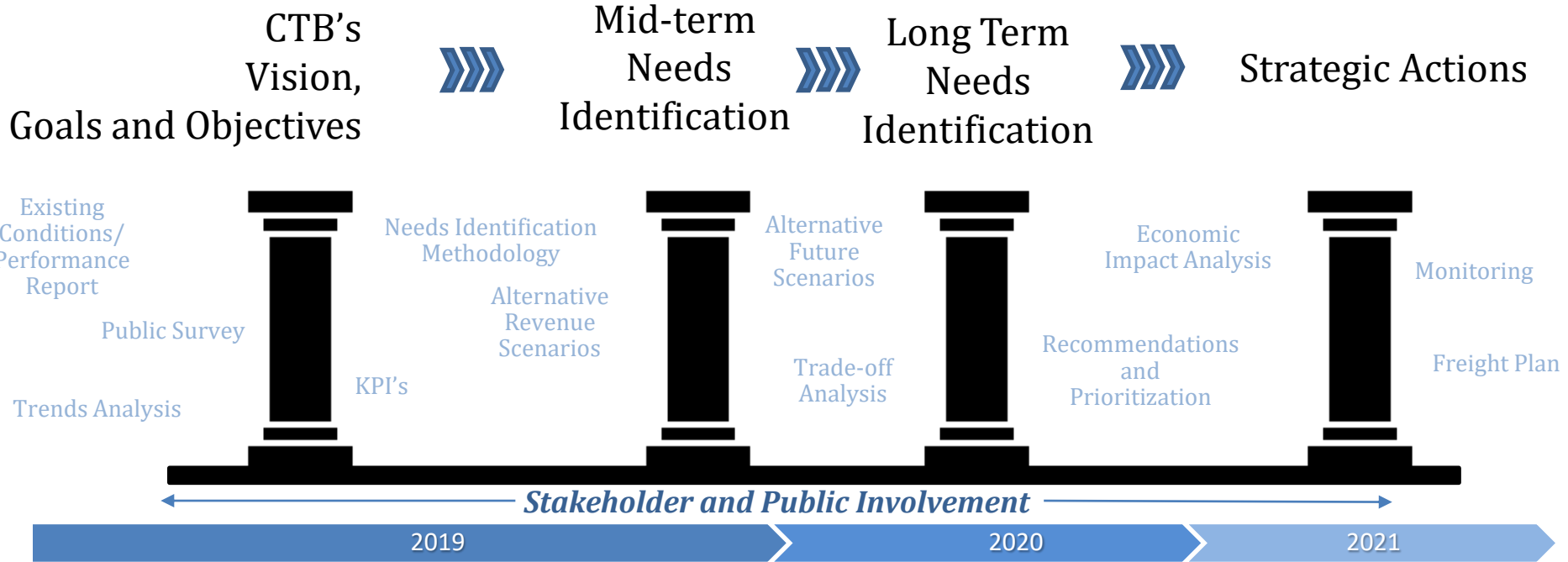


EXPECTED OUTCOMES

- Provide policy options for investment decisions to prepare for the future, such as:
 - Which transportation investments support desired growth and economic development
 - Opportunity costs associated with delaying or not pursuing certain investments
 - Possible technological changes and associated revenue impacts to prepare for
 - Planning considerations for making transportation infrastructure less vulnerable to extreme natural events



KEY MILESTONES





STAKEHOLDER INVOLVEMENT

- With MPO's
 - Presentations at MPOs and PDCs throughout the Commonwealth
 - Winter 2018/2019:
 - Kick-off/Approach
 - Spring 2019:
 - Review Existing Conditions & Trends (to inform Vision)
 - Review Economic Profiles
 - Discuss Needs Identification Methodology
 - Fall 2019:
 - Review Draft Mid-Term Needs
 - Informal updates and notifications
 - MPO-initiated discussions



STAKEHOLDER INVOLVEMENT

- With the Public
 - Spring 2019:
 - Statewide Survey to gauge opinions, attitude, and preferences towards transportation issues
 - Public meetings in all nine CTB districts
 - Continued involvement through Spring and Fall Transportation Meetings
 - Active online and social media presence
 - www.vtrans.org
 - Facebook - @vtransvirginia
 - Instagram - @vtransvirginia



Thank you

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