



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

VTRANS:

APPROACH TO PRIORITIZING THE MID-TERM TRANSPORTATION NEEDS

Tri-Cities MPO TAC Meeting

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Virginia Office of Intermodal Planning & Investment

September 4th, 2020



AGENDA

- Background
- Prioritization of the 2019 Mid-term Needs
 - Context and Significance
 - Steps
 - Next Steps

BACKGROUND

- The [Commonwealth Transportation Board \(CTB\)](#) accepted the [2019 Mid-term Transportation Needs](#) in January, 2020
- At that time, the CTB also directed the Office of Intermodal Planning and Investment to Prioritize the 2019 Mid-term Transportation Needs



BACKGROUND

- In VTrans, needs are identified for two planning horizons.
 - Mid-term
 - Long-term

| | Mid-Term Needs | Long-Term Needs |
|-------------------------|--|--|
| Planning Horizon | <ul style="list-style-type: none">• 7 - 10 years | <ul style="list-style-type: none">• 10 – 25 years |
| Purpose | <ul style="list-style-type: none">• Screen SMART SCALE applications• Prioritize VDOT Revenue Sharing applications• Forms the basis of VTrans Multimodal Project Study Pipeline | <ul style="list-style-type: none">• Inform policy to prepare for gradual and systematic change |
| Board Action | <ul style="list-style-type: none">• Adopted in January 2020 | <ul style="list-style-type: none">• Requested in 2021 |

PRIORITIZATION OF VTRANS MID-TERM NEEDS | CONTEXT AND SIGNIFICANCE

- Based on the CTB's direction, the Prioritized Mid-term Needs may be used to:
 - Inform state-level planning and project development processes
 - Develop of policies related to transportation programs and activities
 - Inform other programmatic or planning related functions
- Finally, local and regional planning agencies may utilize the prioritized Needs to inform local and regional planning efforts.

- **VTrans Multimodal Project Study Pipeline**

- In January 2020, the Board directed OIPI to prioritize the identified 2019 Mid-term Needs
- In May 2020, Deputy Secretary Donohue [presented](#) the following overarching approach:



- **Significance of This Work**

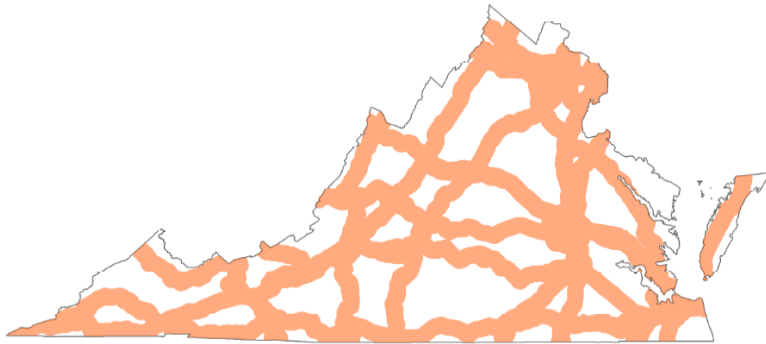
- This work informs VDOT and DRPT investments for various types of studies

PRIORITIZATION OF VTRANS MID-TERM NEEDS | STEPS

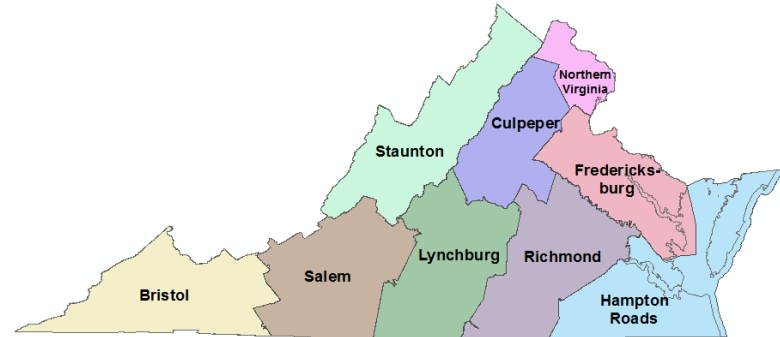
1. Define Geographical Levels of Prioritization

Establish criteria for aggregating VTrans Need Categories:

- **Commonwealth Prioritization:** Needs along Corridors of Statewide Significance (CoSS) and Safety Travel Markets (on COSS)
- **District Prioritization:** Needs within the Regional Networks (RN), Safety, and UDA (IEDA Access) Travel Markets



Statewide Prioritization (along COSS)



District Prioritization

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2. Prioritize within Needs Categories

Establish priorities within each VTrans Need Category:

- Criteria 1: Severity of the Need
- Criteria 2: Number of Users Affected

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3. Weigh and Aggregate Needs across Needs Categories

Assign weightings to each VTrans Need Category Priority from Step 2 and aggregate to establish Commonwealth and District Priority Locations

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4. Adjust Priority Locations for Influencing Factors

Adjust for influencing Factors:

- Co-located transportation infrastructure repair, rehabilitation, or replacements needs
- Exposure to Storm Surge and Inland/Riverine Flooding

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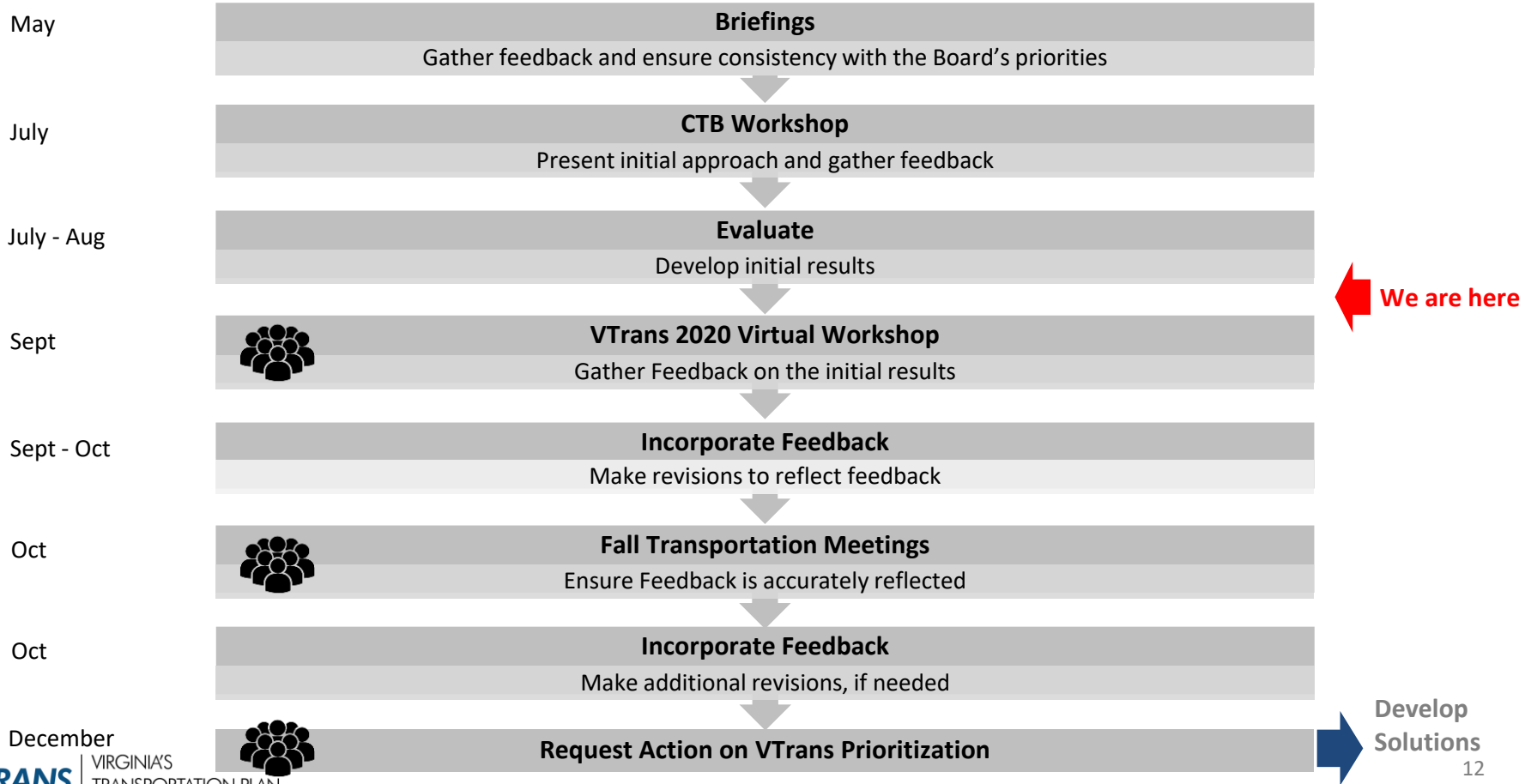
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Iterative development based on feedback from local and regional agencies




PRIORITIZATION OF VTRANS MID-TERM NEEDS | NEXT STEPS

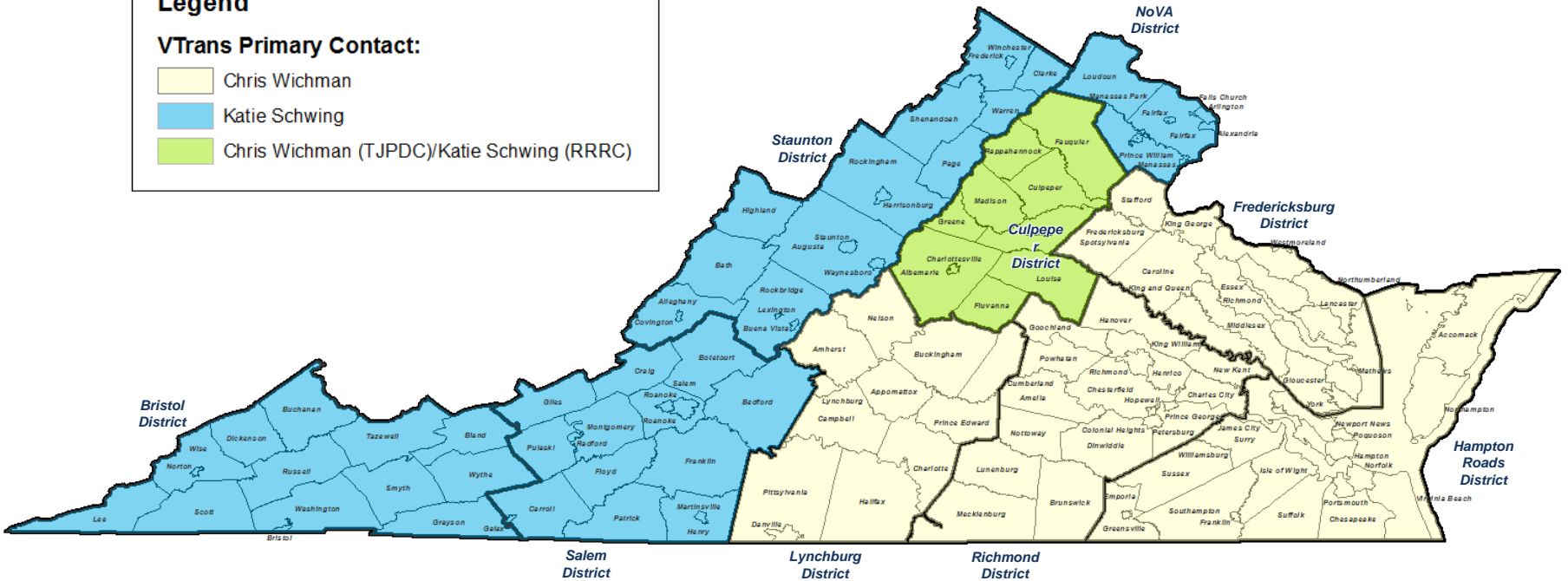


VTRANS DESIGNATED POINTS OF CONTACT

Legend

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