



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

DRAFT POLICY FOR THE PRIORITIZATION OF VTRANS MID-TERM NEEDS

FAMPO TECHNICAL ADVISORY COMMITTEE

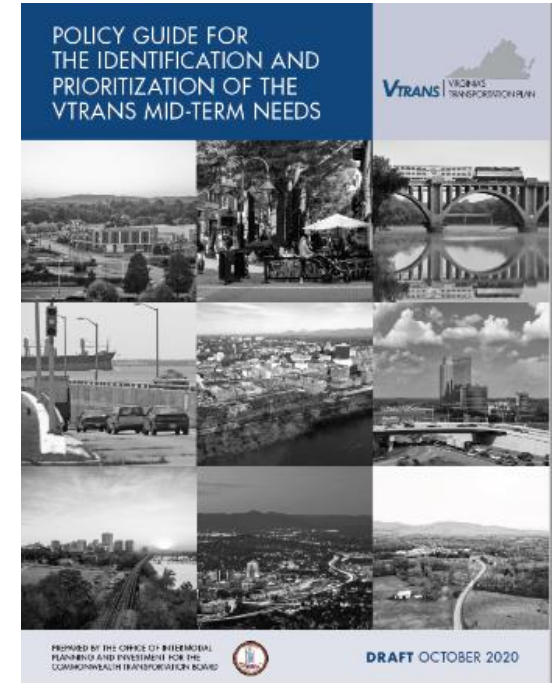
Chris Wichman
Virginia Office of Intermodal Planning and Investment

November 9, 2020



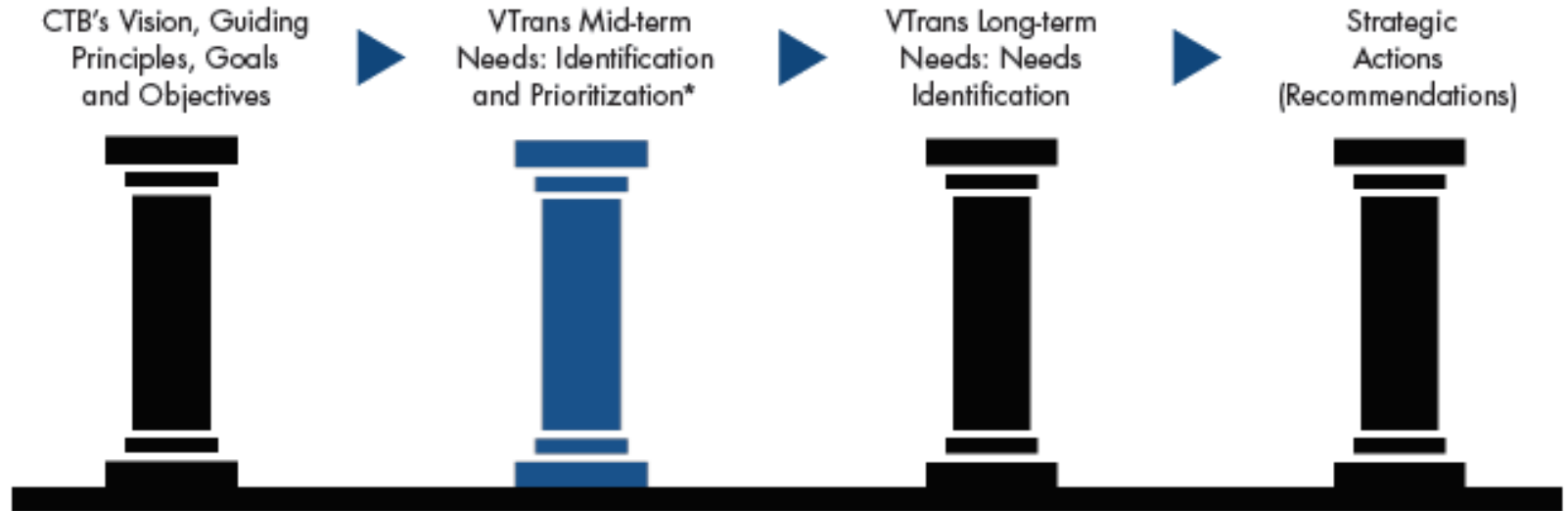
DISCUSSION ITEMS

- **Context and Overview**
- **Significance of the Mid-term Needs Prioritization Policy**
- **Process and Steps**
- **Resources for Review and Reference**
- **Next Steps**



CONTEXT AND OVERVIEW | ABOUT VTRANS

- VTrans is Virginia's Multimodal Transportation Plan



*Focus of this Policy Guide

Major Components of VTrans

CONTEXT AND OVERVIEW | ABOUT VTRANS

- VTrans seeks to address various state and federal requirements and business requirements
 - Federal requirement [23 U.S.C. 135](#) and others
 - State requirement [§ 33.2-353](#): OIPI to **assist the CTB** in the development and **update of a Statewide Transportation Plan**. Conduct a statewide needs assessment of CoSS, RN, UDA travel markets
 - State requirement [§ 2.2-229](#): OIPI to assist the Commonwealth Transportation Board in the **development of a comprehensive, multimodal transportation policy**, which may be developed as part of the Statewide Transportation Plan pursuant to § 33.2-353
 - State requirement [§ 33.2-214.1](#): A project/funding request submitted for SMART SCALE **screened by the CTB for consistency with capacity and safety needs identified in VTrans**
 - State requirement [§ 33.2-357](#): A projects/funding request submitted for VDOT Revenue Sharing Program receives a **priority consideration if the projects meets a need in VTrans** or accelerates a project in a locality's capital improvement plan

CONTEXT AND OVERVIEW | ABOUT VTRANS

- VTrans also benefits from and intends to inform local and regional transportation plan and planning process
 - State requirement [§ 33.2-353](#): “It is the intent of the General Assembly that this plan assess transportation needs and assign priorities to projects on a statewide basis, **avoiding** the production of **a plan that is an aggregation of local, district, regional, or modal plans.**”

CONTEXT AND OVERVIEW | PLANNING HORIZONS

- **VTrans identifies Transportation Needs (policy and infrastructure) for two planning horizons**

	Mid-Term Needs	Long-Term Needs
Planning Horizon	<ul style="list-style-type: none">• 0 - 10 years	<ul style="list-style-type: none">• Next 20+ years
Purpose	<ul style="list-style-type: none">• Screen SMART SCALE funding requests• Act as a criteria for the evaluation of VDOT Revenue Sharing funding requests	<ul style="list-style-type: none">• Inform policy to prepare for gradual and systematic change
Board Action	<ul style="list-style-type: none">• January 2020: Policy for Identification of VTrans Mid-term Needs adopted• January 2021: Policy for the Prioritization of VTrans Mid-term Needs, request for CTB action	<ul style="list-style-type: none">• Scheduled for fall of 2021

CONTEXT AND OVERVIEW | SIGNIFICANCE OF THE PRIORITIZATION POLICY

- Based on the guidance from the CTB, the Policy for the Prioritization of VTrans Mid-term Needs may form the basis for:
 - Allocation of limited state dollars for studies, project development, or advanced activities
 - Other planning and programming purposes

DRAFT PRIORITIZATION POLICY | PROCESS

STEP 1

Establish Types of
Priorities

- Establish criteria for aggregating VTrans Need Categories

STEP 2

Prioritize within
Needs Categories

Prioritized
Needs

- Very high
- High
- Medium
- Low

STEP 3

Weigh and
Aggregate Needs
across Needs
Categories

- Apply weighting
- Identify initial Statewide and District Priority Locations

STEP 4

Adjust Priorities
for Influencing
Factors

Prioritized locations:

- Statewide Priority Locations 1 - 4
- District Priority Locations 1 - 4

- Consider influencing factors
- Adjust the Statewide and District Priority Locations

DRAFT PRIORITIZATION POLICY | STEP 1: ESTABLISH TYPES OF PRIORITIES

Statewide Priorities: Statewide Priorities are established using Needs in the following VTrans Travel Markets:

- Corridors of Statewide Significance (CoSS)
- Safety along CoSS

One set of Statewide Priorities
Directly or indirectly benefit Virginians no matter where they live.



Construction District Priorities: Construction District Priorities are established using Needs in the following VTrans Travel Markets:

- Regional Networks (RN)
- Safety
- Urban Development Area (UDA): Access to Industrial and Economic Development Areas (IEDA)

Nine sets of Construction District Priorities, one for Each Construction District
Serve regional transportation needs in each Construction District.



Photo Credit: Virginia Department of Transportation

DRAFT PRIORITIZATION POLICY | STEP 2: PRIORITIZE WITHIN EACH NEED CATEGORY

- Prioritize each Need Category (e.g. Congestion, Safety, etc.) using:
 - Severity
 - Magnitude

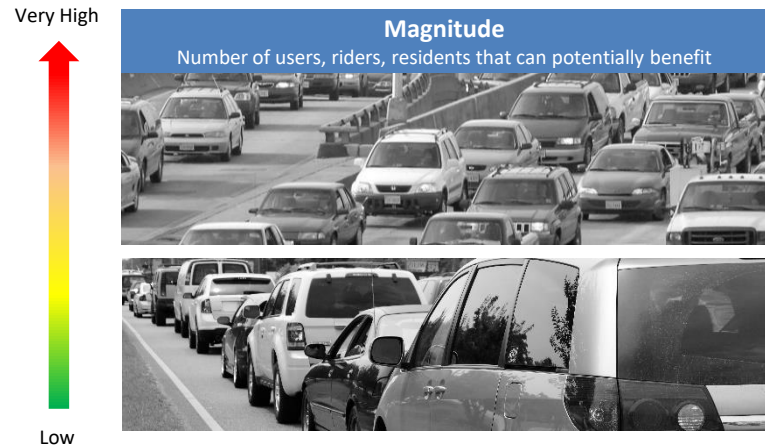
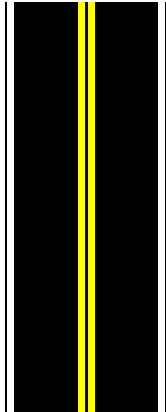


Photo Credit: Virginia Department of Transportation

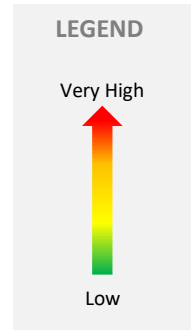
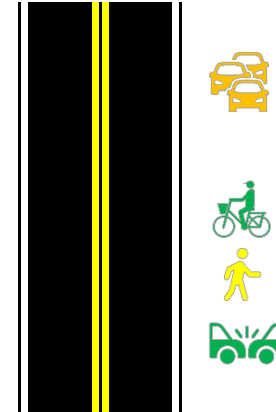
DRAFT PRIORITIZATION POLICY | STEP 3: WEIGH AND AGGREGATE ACROSS NEED CATEGORIES

- Prioritized Needs (Very High, High, Medium, Low) are weighted by category and added for each segment

- Location with a Very High Transit Access Need
- No other Needs are present



- Location with several High, Medium, and Low Needs
- No Very High Need Present



DRAFT PRIORITIZATION POLICY | STEP 3: WEIGH AND AGGREGATE ACROSS NEED CATEGORIES

Travel Market	Board-adopted VTrans Need Category	Weighting - Statewide Priority	Weighting - District Priority			
			Area Type A	Area Type B	Area Type C	Area Type D
CoSS	Congestion Mitigation	25.00%	These Need Categories are not utilized for establishing Construction District Priority Locations.			
CoSS	Improved Reliability	15.00%				
CoSS	Rail on Time Performance	10.00%				
CoSS	Capacity Preservation	10.00%				
CoSS	Transportation Demand Management	15.00%				
Safety	Roadway Safety (on CoSS)	25.00%				
RN	Congestion Mitigation	These Need Categories are not utilized for establishing Statewide Priority Locations.	25.00%	15.00%	10.00%	5.00%
RN	Improved Reliability		20.00%	10.00%	5.00%	5.00%
RN	Transit Access to Activity Centers		5.00%	6.25%	6.25%	3.75%
RN	Transit Access - Equity Emphasis Areas		5.00%	6.25%	6.25%	3.75%
RN	Bicycle Access to Activity Centers		5.00%	6.25%	6.25%	3.75%
RN	Pedestrian Access to Activity Centers		5.00%	6.25%	6.25%	3.75%
RN	Capacity Preservation		2.50%	10.00%	15.00%	20.00%
RN	Transportation Demand Management		10.00%	10.00%	10.00%	10.00%
Safety	Roadway Safety		15.00%	15.00%	20.00%	25.00%
Safety	Pedestrian Safety		5.00%	5.00%	5.00%	5.00%
UDA	Access to Industrial and Economic Development Areas		2.50%	10.00%	10.00%	15.00%
Total			100%	100.00%	100.00%	100.00%

DRAFT PRIORITIZATION POLICY | STEP 4: ADJUST FOR INFLUENCING FACTORS

- Initial Priority Locations are adjusted for two types of influencing factors depending on co-located relevant Needs
 - Co-located bridge and pavement needs
 - Exposure to flooding

Co-located Bridge and Pavement Needs



Carson Road (Rte 703) Bridge Replacement



I-81 Pavement Project

Exposure to Flooding

Projected or Historic Sea-level Rise, Storm Surge, and Inland/Riverine Flooding



Tropical Storm IDA – Route 10



Hurricane Isabel – Midlothian Turnpike & Labrook Drive

Photo Credit: Virginia Department of Transportation

DRAFT CONSTRUCTION DISTRICT PRIORITY LOCATIONS

- Mid-term Prioritization [webpage](#) includes a webmap to view the results

Draft Statewide Priority Locations

Draft Construction District Priority Locations

Find address or place

STEP 2:
Priorities are established within the following Need Categories based on severity and magnitude of the Needs

- Congestion mitigation (RN)
- Reliability improvement (Roadway) (RN)
- Transit EEA Access (RN)
- Transit Access to AC (RN)
- Pedestrian access to AC (RN)
- Bicycle access to AC (RN)
- Access to IEDA (UDA - Statewide)
- Roadway safety (Statewide)
- Capacity preservation (RN)
- Transportation demand management (RN)
- Pedestrian safety

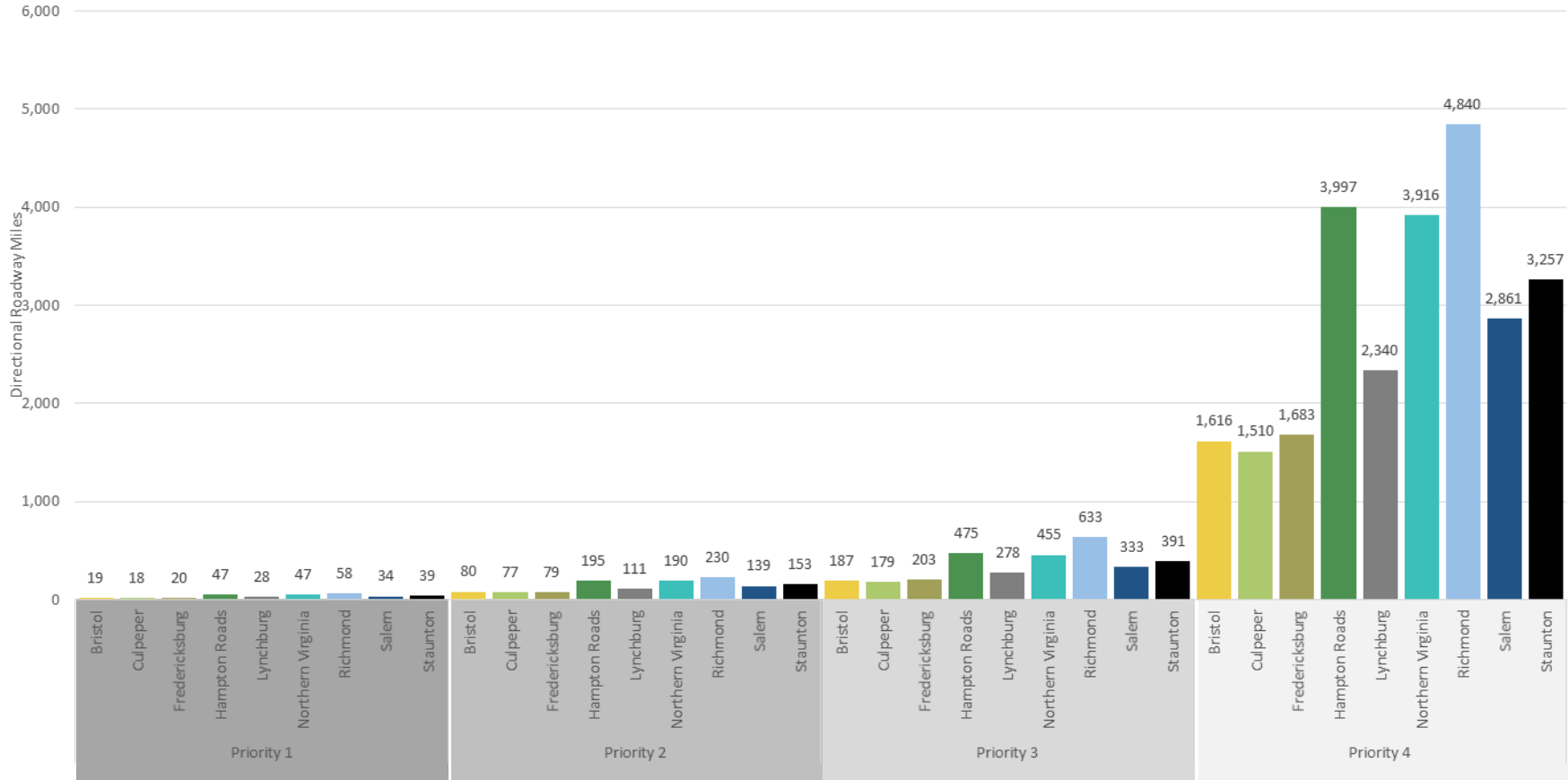
STEP 3:
Needs are weighted and aggregated across the different categories by location

InteractVTrans

Esri, HERE, NPS

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DRAFT CONSTRUCTION DISTRICT PRIORITY LOCATIONS | SUMMARY BY DISTRICT



DRAFT STATEWIDE PRIORITY LOCATIONS

- Mid-term Prioritization [webpage](#) includes a webmap to view the results

Draft Statewide Priority Locations

Draft Construction District Priority Locations

Priorities are established within the following Need Categories based on severity and magnitude of the Needs

- Congestion mitigation (CoSS) ?
- Reliability improvement (Roadway) (CoSS) ?
- Reliability improvement (Intercity/commuter rail) (CoSS) ?
- Roadway safety (On CoSS) ?
- Capacity preservation (CoSS) ?
- Transportation demand management (CoSS) ?

STEP 3:
Needs are weighted and aggregated across the different categories by location ?

STEP 4:
Aggregated scores are adjusted for co-located Bridge and Pavement Needs and Exposure to Sea-level Rise, Storm Surge, and/or Inland Riverine Flooding

- Applicable vulnerability to flooding exposure (On CoSS) ?
- Applicable bridge needs (On CoSS) ?
- Applicable pavement needs (On CoSS) ?

Find address or place

InteractVTrans

Winchester

Germantown

Aspen Hill

Sterling

Reston

Centerville

Washington

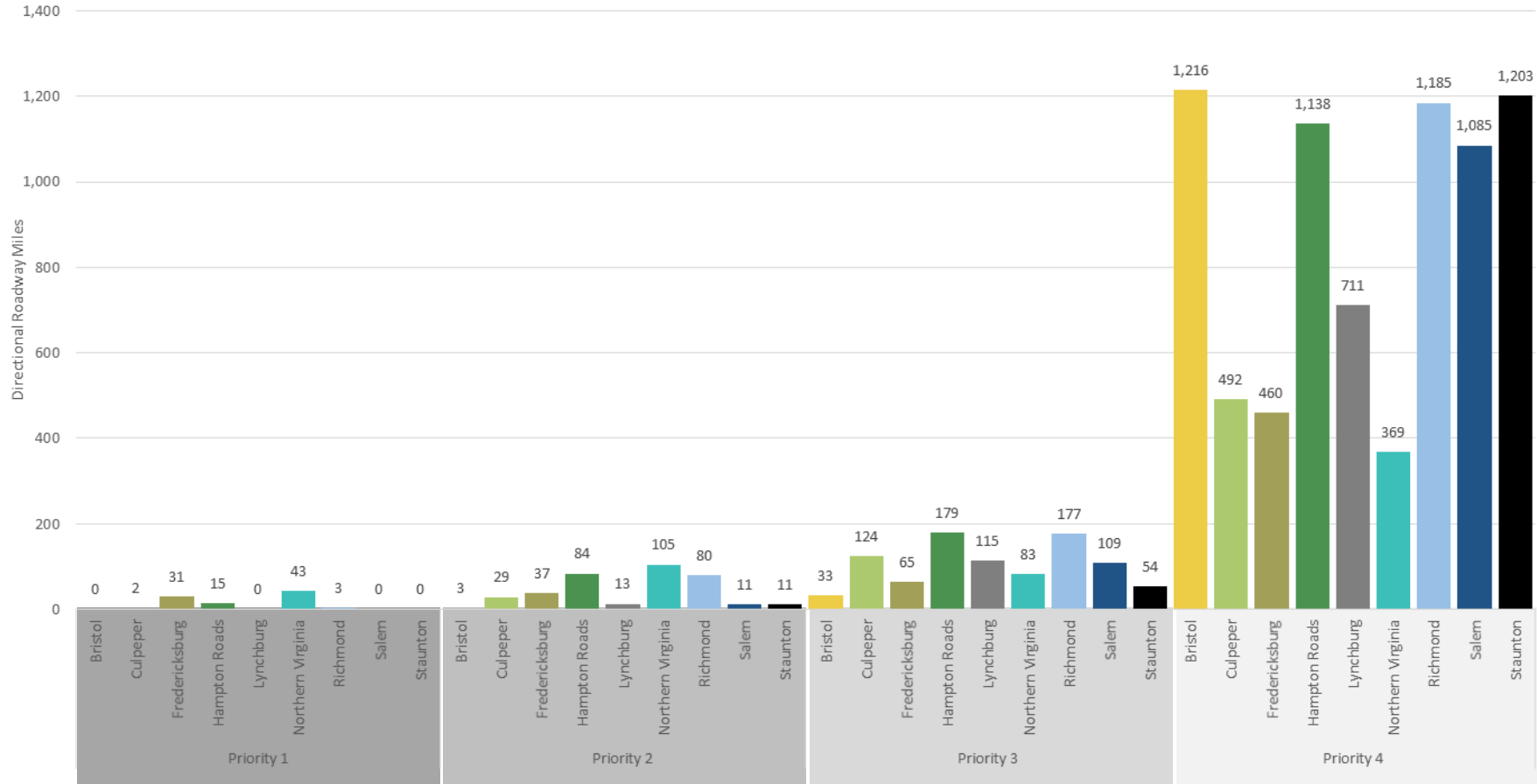
Alexandria

Dale City

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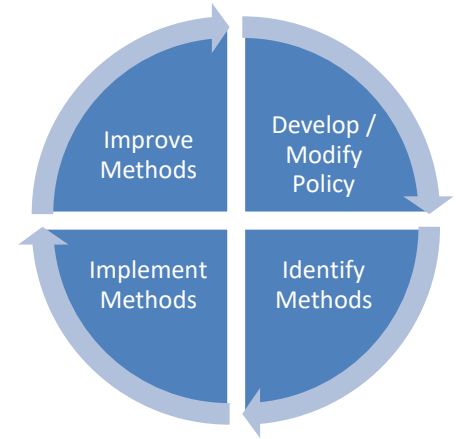
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DRAFT STATEWIDE PRIORITY LOCATIONS | SUMMARY BY CONSTRUCTION DISTRICT



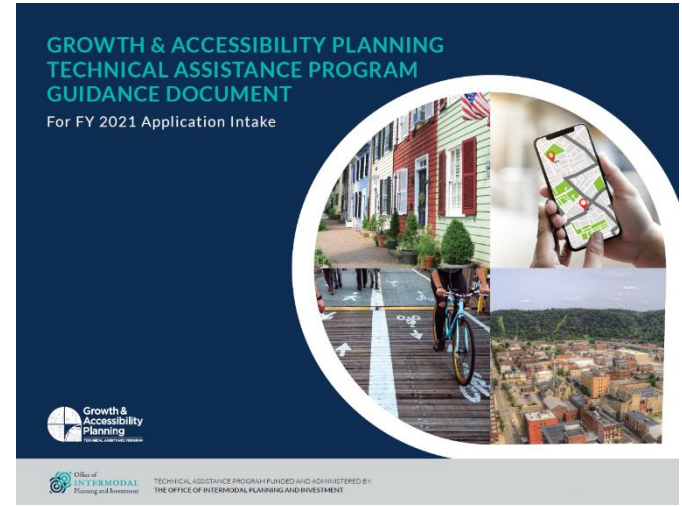
DRAFT PRIORITIZATION POLICY | NOTEWORTHY ITEMS

1. A solution/improvement does not have to be co-located with a prioritized need.
2. Identified Mid-term Needs or priorities do not limit or prescribe nature, type (infrastructure, program, policy), or mode (highway, transit, bike-ped) of improvements.
3. Continuous Improvement
 - In case of inadvertent errors in the execution (maps), the Board-adopted Policy and the methods, processes, and techniques documented in the [Technical Guide](#) take precedence.
 - The execution of the Prioritization Policy (maps) will benefit from **Continuous Improvement**. For example, in the future programmed projects can be considered while establishing priority locations.



4. UDA Needs: Growth and Accessibility Planning (GAP) Technical Assistance Program

- Planning Assistance for the CTB-identified Mid-term **UDA Needs**
- Planning Assistance for designating UDAs
- Planning Assistance for other CTB priorities per the [VTrans2040 Implementation Plan](#) – actions that the CTB directed OIPI, VDOT, and DRPT to address
- Upcoming webinar: *Overview of the GAP Technical Assistance Program and Q&A*



NEXT STEPS | TIMELINE

May	Briefings Gather initial feedback on the policy for the prioritization of VTrans Mid-term Needs
July	CTB Workshop Present initial approach to the policy and gather feedback
July - Sept	Evaluate Develop initial policy options and develop results
Oct - Nov	Briefings Present policy outline
Oct - Nov	Release Draft Policy 30-day review and comment period, Conduct VTrans Virtual Workshops
Dec	CTB Workshop Present summary of comments received on the draft policy
Jan 2021	CTB Meeting Incorporate changes and request Board Action

NEXT STEPS | 2020 VTRANS WORKSHOPS

- **Overview** of the Draft Policy for the Prioritization of VTrans Mid-term Needs
 - Workshop 1: Thursday, October 29th, 2020, 1:30pm - 3:00pm. [Workshop Page & Recording](#)
 - Workshop 2: Friday, October 30th, 2020, 10:00am - 11:30am. [Workshop Page & Recording](#)

- **Questions and Answers (Q&A)** related to the Draft Policy for Prioritization of VTrans Mid-term Needs
 - Workshop 3: Friday, November 13th, 10:00am - 11:30am. [Register](#), [Workshop Page](#)
 - Workshop 4: Tuesday November 17th, 1:30pm - 3:00pm. [Register](#), [Workshop Page](#)

Public Comment Period open through November 30th

Note: Attendance at workshops is **NOT** required to provide comments on the Draft Policy



Photographs from 2019 VTrans Workshops

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Thank you