

*VTrans:*  
Virginia's Statewide Multimodal Transportation Plan  
Kick-off VTrans Update

HRMPO Meeting  
December 20, 2018

Katie Schwing, AICP  
Senior Transportation Planner  
Office of Intermodal Planning and Investment (OIPi)



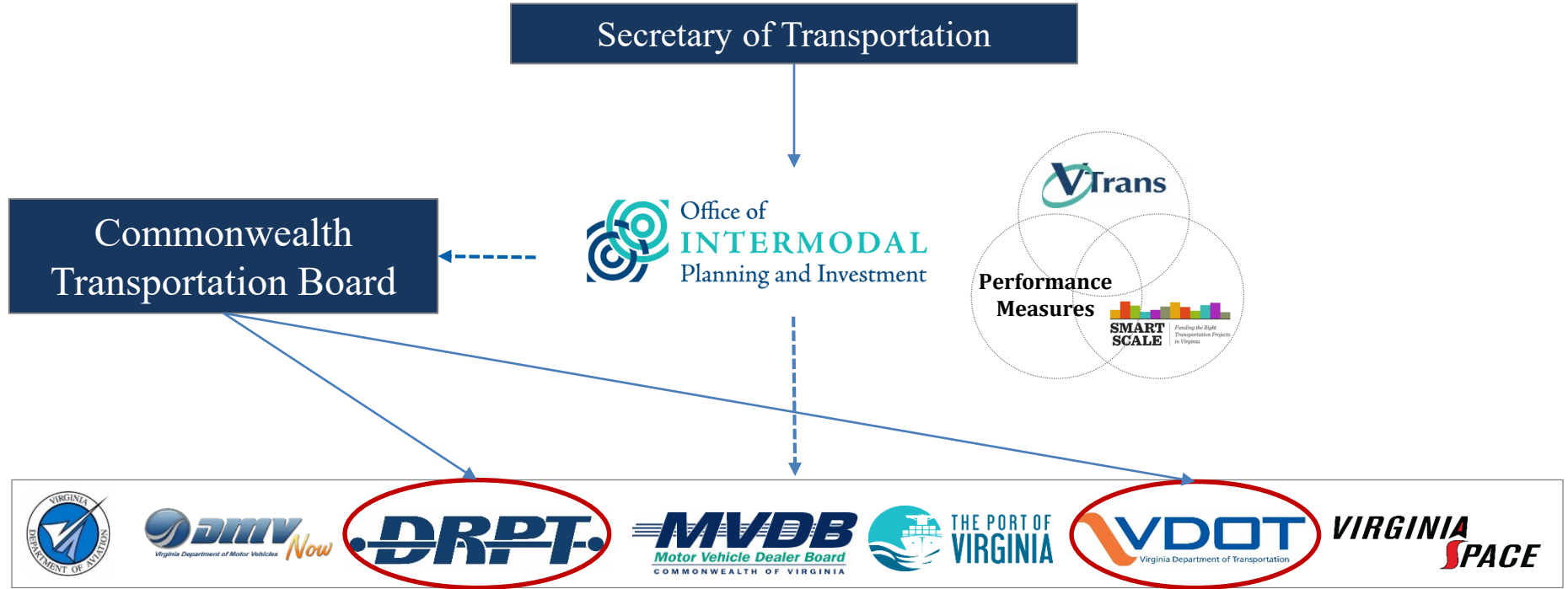


# WHAT IS VTRANS?

- *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

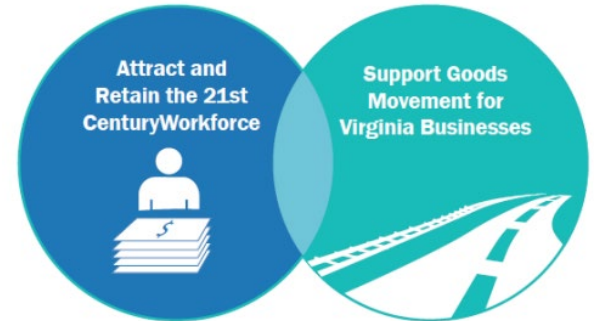
- Vision, Goals, Objectives and Guiding Principles were approved by CTB in December 2015
  - Needs approved by CTB in December, 2015
  - Recommendations approved by CTB in January, 2018
- Implementation Plan went to CTB for review in November, 2018





# REVIEW OF VTRANS2040

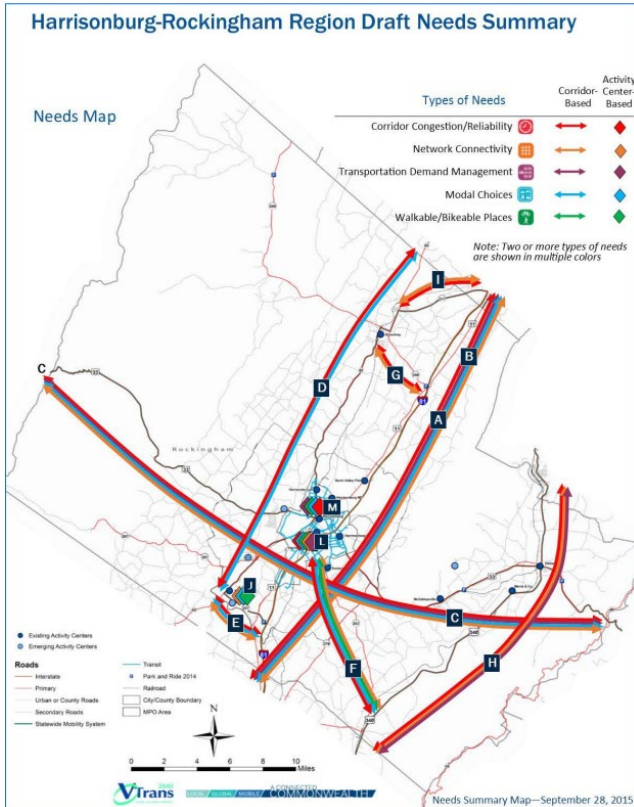
- Needs Assessment
  - Used a ten-year horizon
  - Identified needs by Travel Market:
    - Corridors of Statewide Significance
    - Regional Networks
    - Urban Development Areas (UDA's)
    - Safety (PSI's)
- Recommendations
  - Needs from the above categories were consolidated into one set of needs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



See [VTrans.org](https://www.vtrans.org) for reports



# REVIEW OF VTRANS2040 (Regional Network Needs)



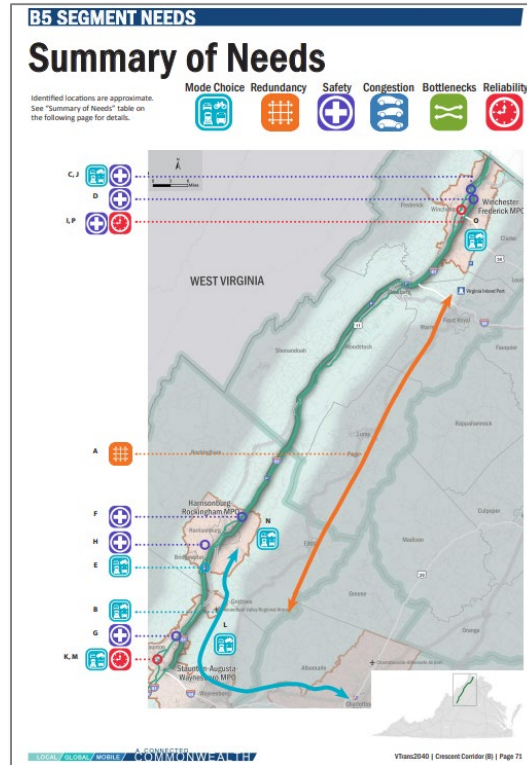
A.	I-81 Corridor and Interchanges
B.	US 11 Corridor
C.	US 33 Corridor
D.	VA 42 Corridor
E.	VA 257 Corridor
F.	US 253 Corridor
G.	VA 259 Corridor
H.	US 340 Corridor
I.	VA 211 Corridor
J.	Emerging Local Serving Activity Center
K.	Various Activity Centers
L.	James Madison University Activity Center
M.	Downtown Harrisonburg Activity Center



# REVIEW OF VTRANS2040 (COSS Needs)

## “Crescent Corridor”

- I-81
- US 11
- Virginia Inland Port
- Norfolk Southern Crescent Corridor
- Shenandoah Valley Regional Airport



**B5 SEGMENT NEEDS**

Vtrans 2040

### Summary of Needs - B5 Segment

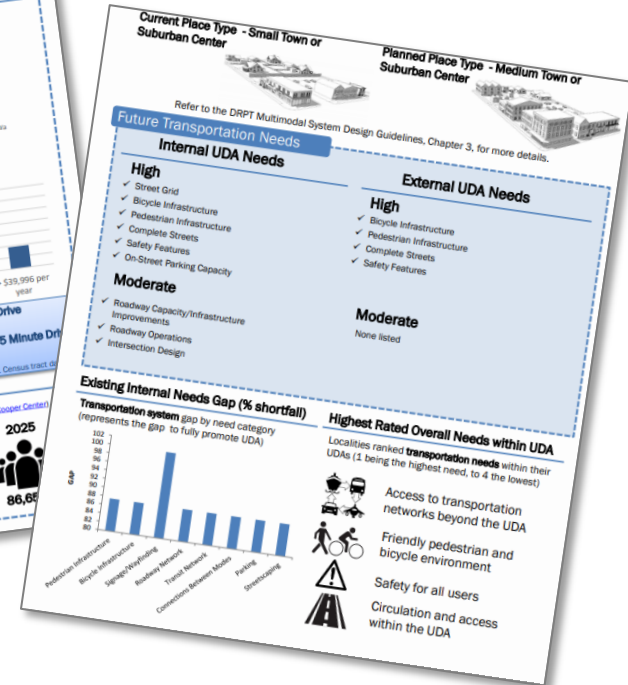
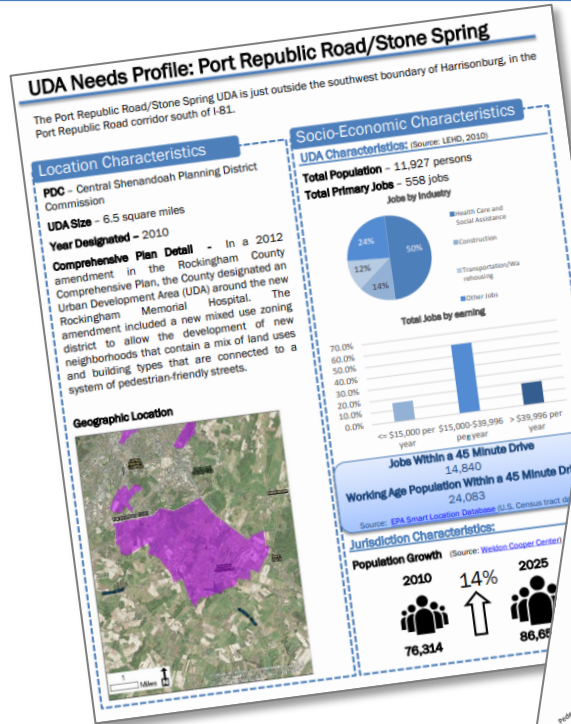
A.		US 11 not able to handle overflow when incident occurs on I-81 resulting in significant delays
B.		Lack of intercity transit service between Staunton, Waynesboro, Charlottesville, and Harrisonburg
C.		Park-and-Ride facilities at capacity
D.		Safety concerns on I-81 Bridge at Exit 313 (US 50) related to structural condition and ability to handle amount of heavy truck traffic
E.		Park-and-Ride facilities at capacity
F.		Safety concerns along I-81 between Exits 243-251
G.		US 11 in Staunton between West Village Dr and VA 262: 27 severe crashes
H.		US 11 in Harrisonburg between Pointe Drive and West Market Street: 30 severe crashes
I.		US 11 between Armour Dale and West Bond Street in Winchester: 37 crashes
J.		US 11 near northern interchange with I-81 north of Winchester: 24 severe crashes
K.		Unreliable Amtrak service from Staunton. Average departure delay is 73 minutes totaling over 4,100 person-hours of delay on this segment.
L.		Park and Ride lots in Augusta County have a higher utilization rate than the statewide average
M.		No bus or rail service is available from Staunton to cities on the corridor
N.		No bus or rail service is available from Harrisonburg to cities on the corridor
O.		No bus or rail service is available from Winchester to cities on the corridor
P.		Reliability issue at US 11 and South Braddock Street in Winchester

Vtrans2040 | Crescent Corridor (B) | Page 72



# REVIEW OF VTRANS2040 (UDA Needs)

- City of Harrisonburg
  - A: Downtown
  - B: near I-81 East of Downtown
  - C: near I-81 South of Downtown
- Rockingham County
  - Port Republic Road/Stone Spring
- Town of Broadway
  - Town Boundary







# 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))

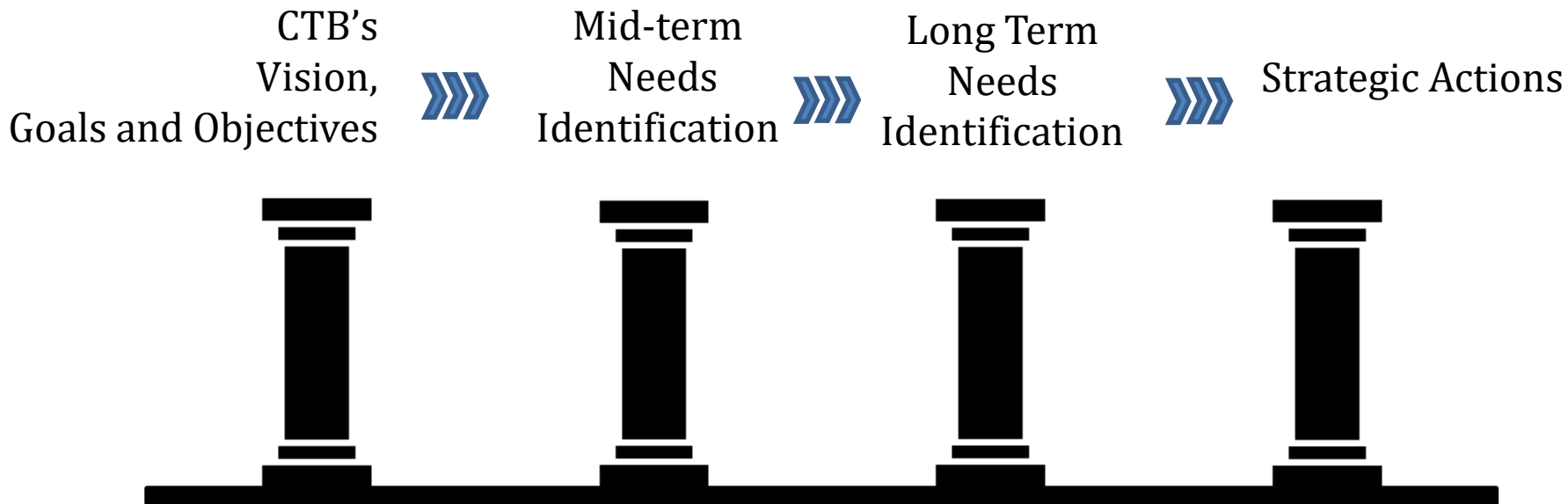


# VTRANS UPDATE KICK-OFF

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



# MAJOR COMPONENTS





# MAJOR COMPONENTS (Vision, Goals, and Objectives)

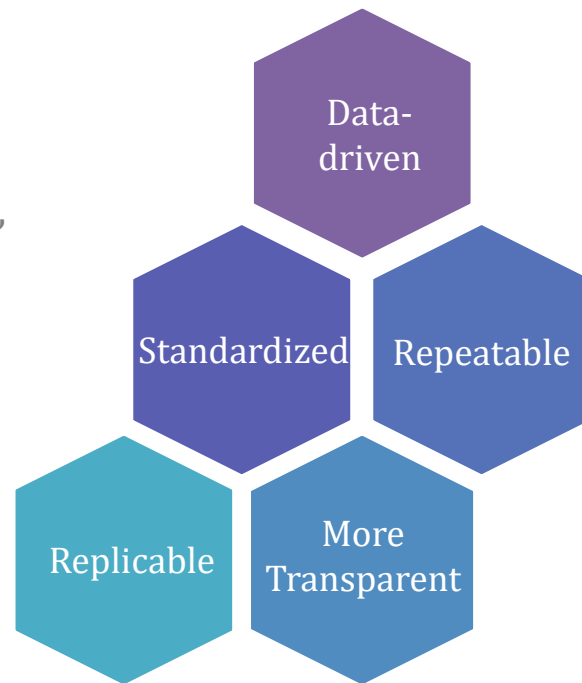
- CTB to review and reaffirm their overall direction for transportation planning & policy
- Vision to be informed by:
  - A public survey
  - Vulnerability assessment
  - Demographic and land use trends, opportunities, and challenges
  - Technology trends, opportunities, and challenges
  - Financial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



# MAJOR COMPONENTS (Mid-term Needs)

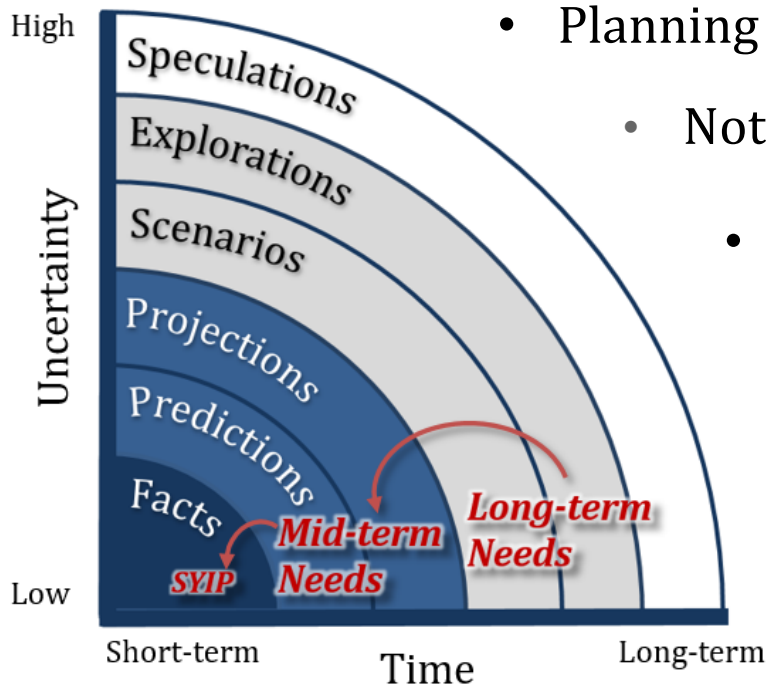
- Planning horizon: 0- 10 years
- **CTB to adopt a policy for needs identification**
  - Define “transportation need”
  - Review of VTrans need categories (e.g. CoSS, RN, UDA, Safety)
  - Utilize adopted Performance Targets, new measures or Key Performance Indicators (KPIs)
- **Adoption of the mid-term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





# THEMES (Key Modifications)

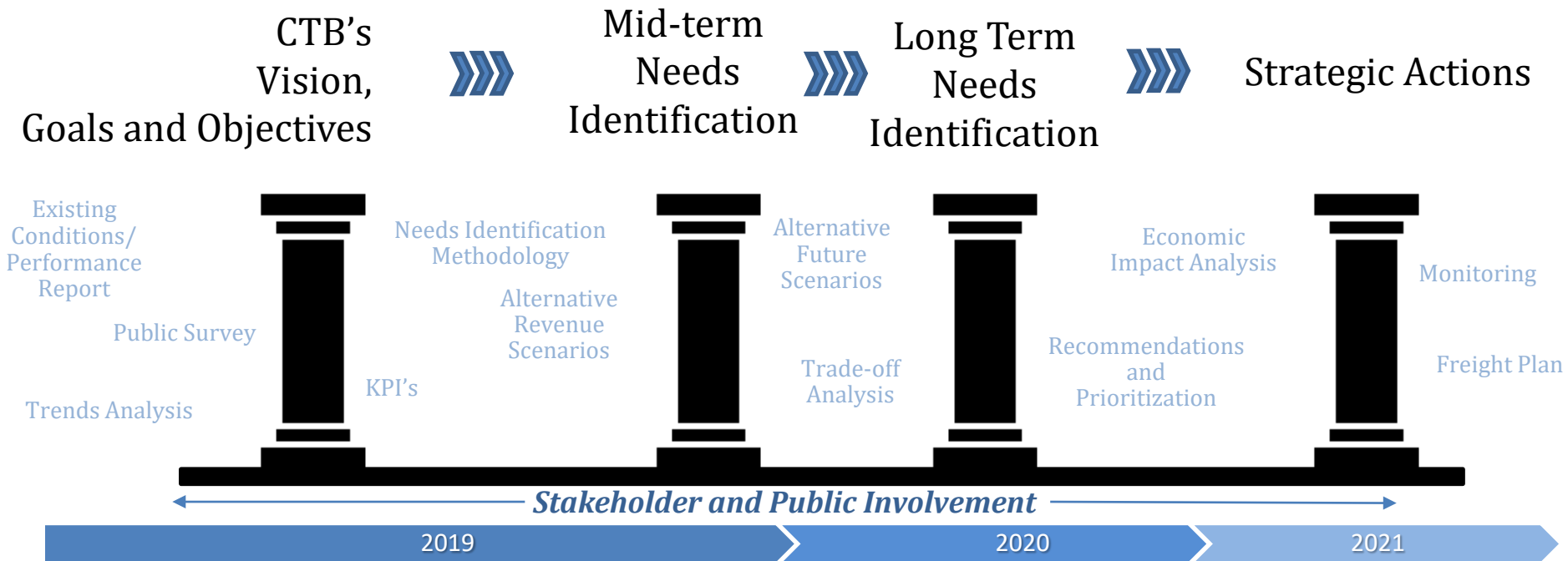


Image Source: USDOT

- Resilient Transportation Infrastructure
- Smart Transportation Infrastructure
- Smarter Investments
  
- Increase awareness among public and local agencies



# KEY MILESTONES





# STAKEHOLDER INVOLVEMENT

- With MPO's
  - Presentations at MPOs and PDCs throughout the Commonwealth
    - Fall/Winter 2018:
      - 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