

VTrans:
Virginia's Statewide Multimodal Transportation Plan

Kick-off VTrans Update

FAMPO Technical Committee
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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



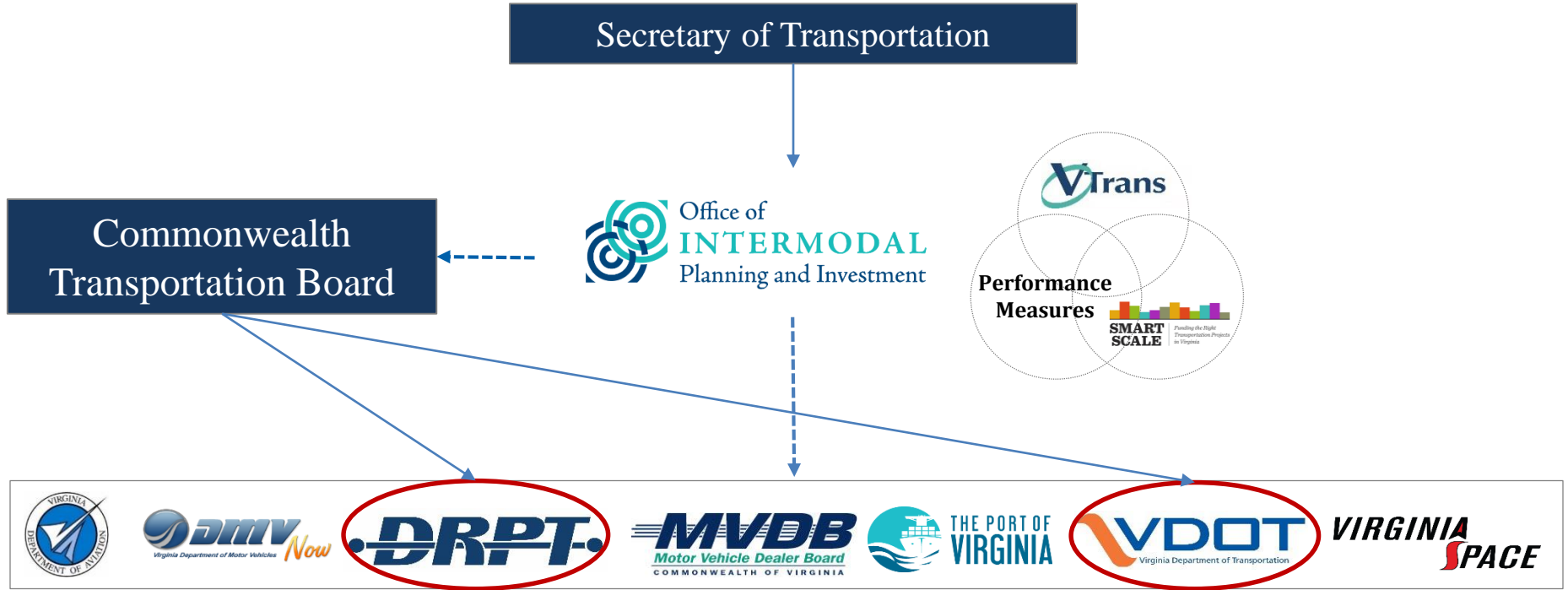


WHAT IS VTRANS?

- *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 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

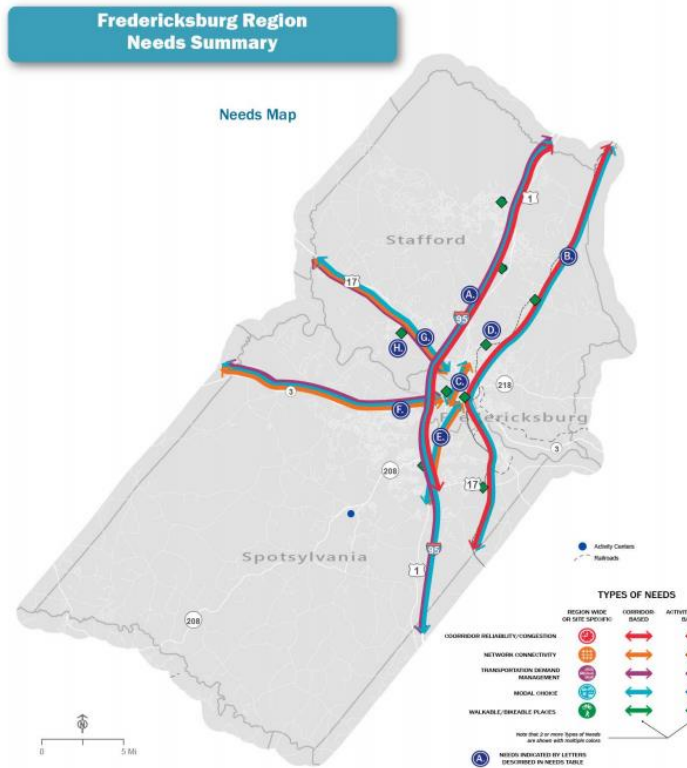
- Needs Assessment
 - Used a ten-year horizon
 - Identified needs by Travel Market:
 - Corridors of Statewide Significance
 - Regional Networks
 - Urban Development Areas (UDA's)
 - Safety (PSI's)
- Recommendations
 - Needs from the above categories were consolidated into one set of needs
 - Projects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





REVIEW OF VTRANS2040

- Regional Network Needs



Needs Table	
A. I-95 Corridor Reliability	The I-95 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, particularly connecting the workforce in Fredericksburg to Northern Virginia. Highway capacity and operational improvements, enhanced TDM and additional mode choice options are needed to maintain reasonable mobility and access along this corridor.
B. North/South Rail Reliability	The North-South CSX Rail Line through the region is a critical freight and passenger corridors for inter-regional movement and it suffers from congestion and unreliable travel times. Inter-city and commuter passenger rail service is critical to connecting the workforce in Fredericksburg to Northern Virginia. Improved commuter service would be valuable for reverse commute trips to help serve employment centers in Fredericksburg. Capacity and operational improvements to address reliable freight, commuter and intercity passenger rail travel are needed.
C. Rappahannock River Crossings	The Rappahannock River is a major asset to the region and a significant transportation barrier that funnels traffic to a few bridges, particularly the I-95 Bridge. Limited crossings and the limited mode choice at those crossings adds excess local traffic to I-95 and is a barrier to active transportation between points north and south of the river.
D. VRE Connectivity and Mode Choice	The VRE stations in the region are critical connections in the regional multimodal system but many are disconnected from nearby activity centers and surrounding residential areas and have limited mode choice options. Improved mode choice options and bike and walk connectivity are needed to maximize the value of the region's commuter rail system.
E. Fredericksburg to Spotsylvania Connectivity and Mode Choice	The US Route 1 and Lafayette Boulevard Corridors connect Fredericksburg and Spotsylvania activity centers as well as the adjacent commercial and residential areas. These corridors have limited mode choice for active transportation and have limited network connectivity. Better local network connectivity and active transportation options would enhance the attraction of these areas to businesses and workforce and connect key Knowledge activity centers to the surrounding residential areas and local service needs.
F. Route 3 Corridor Connectivity, TDM and Mode Choice	The Route 3 Corridor is a critical corridor connecting the workforce in Spotsylvania County with activity centers in the region and beyond. The corridor currently has limited local network connectivity or active transportation options. Providing additional travel options is critical to maximizing efficiency of this corridor and attracting a strong workforce to this region.
G. Route 17 Corridor Connectivity, TDM and Mode Choice	The Route 17 Corridor is a critical corridor connecting the workforce in Stafford County with activity centers in the region and beyond. The corridor currently has limited local network connectivity or active transportation options. Providing additional travel options is critical to maximizing efficiency of this corridor and attracting a strong workforce to this region.
H. Various Activity Centers - Walkable Places	There are multiple activity centers that have limited pedestrian facilities or need improved pedestrian environments. Walkable places improves appeal to the future workforce, attraction for knowledge-based industries and reduces the reliance on vehicular travel.
I. Regional Need - TDM	A large portion of the regional workforce commutes to Northern Virginia and encouraging additional TDM measures across the region, such as park-and-ride, vanpools, slugging and telework is essential to maximizing the efficiency of the transportation system given the relatively long commutes of residents in the region.



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))

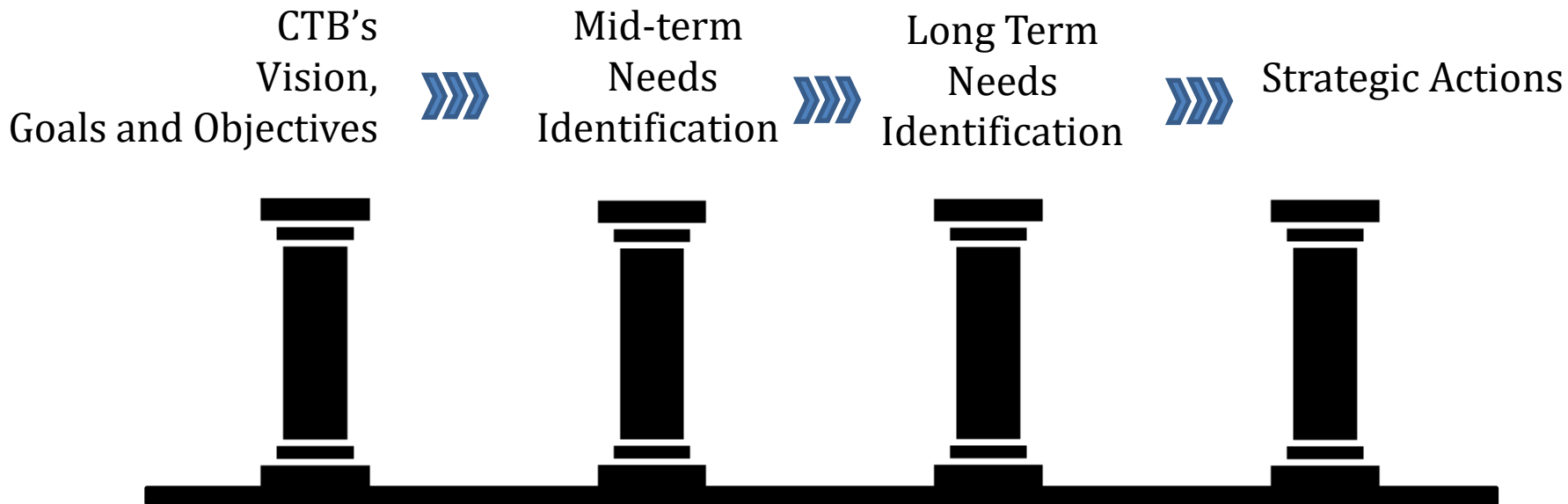


VTRANS UPDATE KICK-OFF

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



MAJOR COMPONENTS





MAJOR COMPONENTS (Vision, Goals, and Objectives)

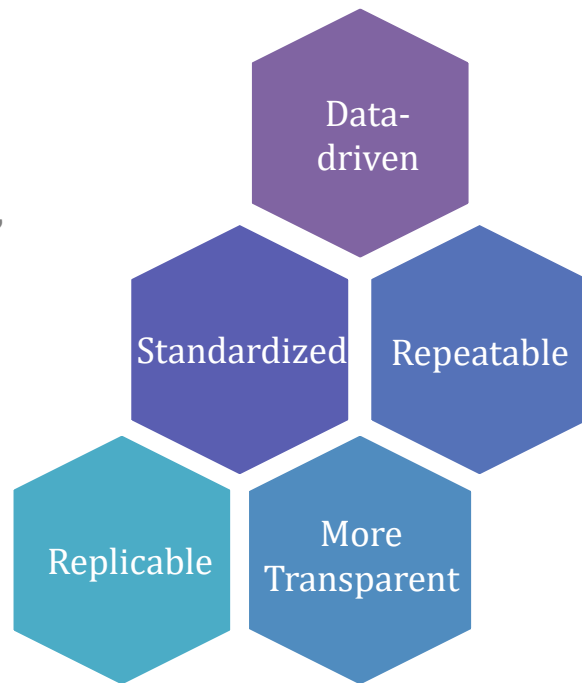
- CTB to review and reaffirm their overall direction for transportation planning & policy
- Vision to be informed by:
 - A public survey
 - Vulnerability assessment
 - Demographic and land use trends, opportunities, and challenges
 - Technology trends, opportunities, and challenges
 - Financial trends,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



MAJOR COMPONENTS (Mid-term Needs)

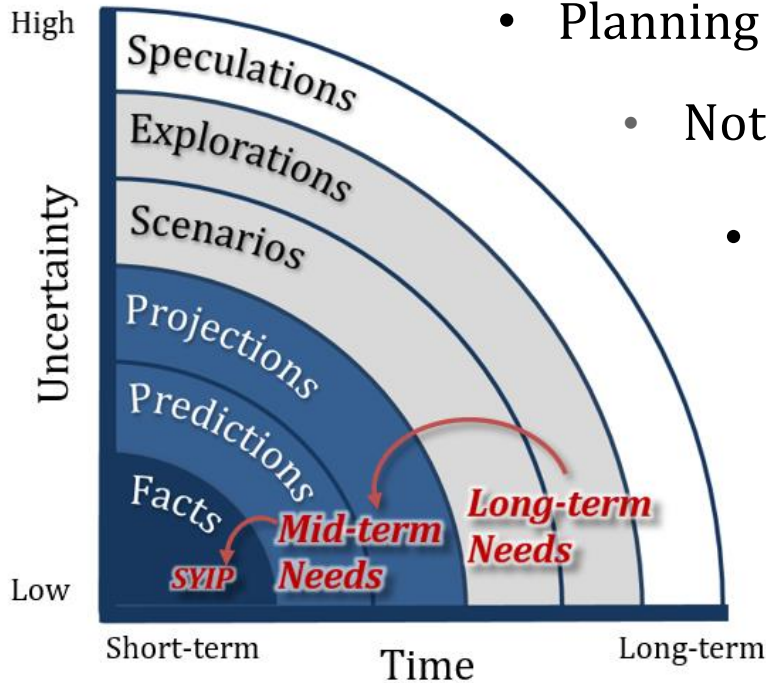
- Planning horizon: 0- 10 years
- **CTB to adopt a policy for needs identification**
 - Define “transportation need”
 - Review of VTrans need categories (e.g. CoSS, RN, UDA, Safety)
 - Utilize adopted Performance Targets, new measures or Key Performance Indicators (KPIs)
- **Adoption of the mid-term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

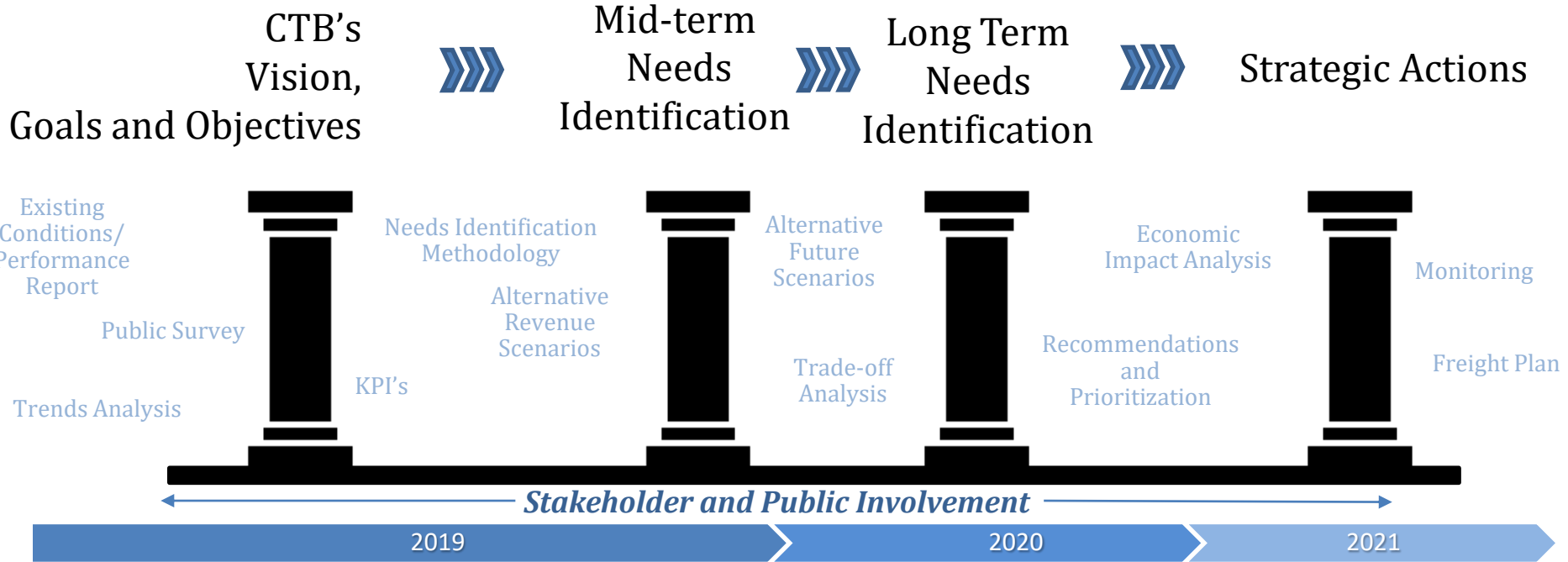


EXPECTED OUTCOMES

- 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
 - 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