



## **Virginia's Long-Range Multimodal Transportation Plan**

# **STAKEHOLDER DISCUSSIONS FEBRUARY 22-23, 2012 MEETING SUMMARIES**

**Prepared for:  
Office of Intermodal Planning and Investment  
March 2012**

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VTrans2035 Update  
Summary of Stakeholder Meetings,  
Feb 22-23, 2012

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## **Introduction**

To support the VTrans2035 update process, the planning team conducted two meetings with key stakeholders from state, regional, and local agencies and organizations. The two-hour discussions were held in Arlington, VA on February 22 and Richmond, VA on February 23. A total of 26 people participated in the meetings; a list of participants is included at the end of this summary.

The purpose of the meetings was to elicit comments, reflections, and ideas regarding the proposed updated planning and decision-making framework and the specific goals, priorities, and performance measures. Through a series of presentations and open-ended discussions, the team collected an array of ideas and comments. The input is summarized in this report.

## **Synthesis of Comments**

### **General Comments and Suggestions on Updated VTrans Framework**

- Overall, the proposed framework for planning, decision-making and setting priorities is a step in the right direction.
  - Consider using the Virginia approach as a model for federal-level decisions.
- Based on the framework, establish a prioritization method to identify which multi-modal priorities and strategies support multiple goals and are most cost-effective.
  - Build upon existing Return-on-Investment (ROI) models and data to help compare the potential benefits of different modal investments
  - Use the analysis method, in some form, to help prioritize planning initiatives and projects along Corridors of Statewide Significance.
  - Within the VTrans materials, include graphics (charts, maps, etc) that demonstrate the interwoven relationships among goals, priorities, strategies and performance measures.
- Emphasize how the state is promoting innovative, cost-effective, and multi-modal strategies to increase overall system capacity for the movement of people and goods.
  - Reduce vehicle traffic congestion by supporting the development of efficiently organized, accessible communities that allow people to travel shorter distances and to choose from a variety of travel modes
  - Strengthen multi-modal infrastructure in order to increase the overall mode share of rail, transit, bicycle, and pedestrian trips compared to car and truck trips.
  - Invest in local connections that provide alternatives to regional arterials for local trips.

### **General Comments on Performance Measures**

- Refine and, in some cases, expand the performance measures to make them more comprehensive

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- Strive to ensure that each goal is supported by several meaningful measures
- Clarify the ways in which the measures can be applied to more than one goal
- Consider weighting the measures in accordance with VTrans priorities
- Consider ways to make measures more meaningful and context-sensitive
  - Include more analyses of the reasons behind changes in various measures, rather than simply adding up total numbers
    - Travel delay may be caused by recurring congestion in some places, and accidents in others
    - Consider possible variations in using transit vehicle age as an indicator for state of good repair given the lifecycle of different types of vehicles
  - Make sure that the measures clearly reflect the goal and are not misleading in some way
    - The measure of wetlands preserved is more of an indicator of highway construction activity than of environmental stewardship. A more appropriate environmental measure would be total wetlands impacted by transportation facilities.
    - The number of jobs in the transportation sector (presumably in shipping, highway construction, transit services, etc) is not a strong indicator of overall economic vitality. It would be more meaningful to examine the number of jobs spurred by transportation investments, using existing economic ROI analysis methods.

**General Themes from Goal-Specific Discussions**

- Add priorities, strategies and/or performance measures related to
  - Multi-modal transportation facilities (passenger and freight) & mode share
  - Environmental footprint of transportation facilities
    - Includes fuel consumption from all types of energy (full accounting for factors such as electric power plants for battery-operated vehicles)
  - Household transportation costs/ affordability
  - Compact development/ TOD
  - Economic benefits of transportation investments (local, regional, and state level)
- Strive for innovative, cost-effective strategies to improve system performance
  - Consider return-on-investment from all types of modal improvements and from related strategies (such as compact development)
  - Consider opportunities to improve performance through routine functions such as maintenance & safety
  - Encourage cross-disciplinary and cross-agency training and information-sharing

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**Comments on Goal 1: Safety & Security**

- Add priorities, strategies and/or performance measures that relate to the improvement of multi-modal traveler safety
  - Complete Streets and Safe Routes to School improvements
  - Improved transit access for urban (and perhaps non-urban) households
- Add priorities, strategies and/or performance measures that relate to the transportation of hazardous materials (this is also relevant to Goal 4, Environmental Stewardship)

**Comments on Goal 2: System Maintenance & Preservation**

- Raise the bar by emphasizing the need to improve, not simply maintain, the existing system
  - All the other goals focus on improvements – this one appears lackluster by comparison
  - Encourage agencies to seek innovations that enable routine maintenance practices to improve system performance
- Add references to multi-modal system maintenance & preservation
  - Traffic signal and crosswalk improvements can support bicyclists and pedestrians
  - Maintenance of paved shoulders, sidewalks and multi-use paths (especially along arterials) is critical for bicyclists and pedestrians

**Comments on Goal 3: Mobility, Accessibility & Connectivity**

- Add more specific multi-modal priorities, strategies and/or performance measures
  - Transit accessibility & connectivity
    - Passenger and freight rail systems – measure total intercity travel time rather than simply station arrival on-time statistics
    - Bus stops & shelters – accessibility and conditions
  - Assess person-trips rather than vehicle trips (already done by MPOs)
  - Mode share by region, corridor, and system-wide
  - Maritime facilities for passengers and goods (not just barges)
  - Parking availability & pricing in urban areas, where ample free parking tends to discourage transit use
- Add more specific priorities, strategies, and/or measures related to land use and livable communities
  - Local TOD and mixed-use development
  - Transportation affordability for households, esp low-income
    - Travel costs & accessibility to transit are some key indicators of livability – reflect people’s ability to stay in a community as they age, to afford to buy a home, etc.
    - Transportation & Housing Toolkit is a useful Virginia-based analysis tool that has been used for several regional and local plans around the state [www.tjpc.org/housing/THAtoolkit.asp](http://www.tjpc.org/housing/THAtoolkit.asp)
  - Coordination of transportation & land use planning across the state – build on local and regional agency initiatives

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- Add freight-related performance measures that go beyond the Port
  - Movement through inland ports
  - Weigh stations, driver hour statistics, GPS truck tracking data from American Transportation Research Institute [www.atri-online.org/](http://www.atri-online.org/)

**Comments on Goal 4: Environmental Stewardship**

- Add more priorities and add/ refine performance measures to reflect overall environmental footprint of transportation facilities
  - Change measure of wetlands preserved (an indicator of highway construction activity) to wetlands impacted by transportation facilities
  - Measure amount of impervious (paved) surface Measure amounts of farm & forest land converted to development (can be a secondary impact of increased roadway accessibility)
  - Measure compact, mixed use, transit-oriented development (relates to overall footprint and to increasing transit ridership)
  - Measure emissions-related energy consumption for all types, rather than just fuel consumption
    - Battery-operated vehicle that is powered by a coal-fired electric plant may have a higher overall emissions than a gas-powered vehicle
  - Chesapeake Bay models may be a source for environmental data
- Add Environmental Justice issues to goals, strategies and performance measures
  - Transportation affordability and accessibility for low-income and minority households (see detailed comments under Goal 4)
  - Environmental impacts of transportation facilities on EJ populations

**Comments on Goal 5: Economic Vitality**

- Broaden measures to be more comprehensive of community economic indicators;
  - Transportation affordability and accessibility (see related comments in Goals 4 and 5)
  - Number of jobs spurred by transportation investments, using existing economic ROI analysis methods.
  - Fuel consumption (see energy-related comment under Goal 4)
  - Tourism supported by transportation facilities
    - Tourist-related spending around scenic byways
    - Tourist-related spending by bicycle tourists
    - Activity on Blue Ridge Parkway & similar attractions
  - Economic generators other than ports, such as universities
- Be more explicit about how transportation investments relate to economic activity, especially along Corridors of Statewide Significance (including new North-South corridor in the Dulles region)
- Add aviation strategies and measures – airports are critical economic driver, especially in smaller regions
  - Number of markets served by one-stop service
  - All-weather capability, number of runways

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- Enplanements (more of a local than a statewide indicator)

**Comments on Goal 6: Coordination of Transportation & Land Use**

- Reference strategies and measures from related topics such as –
  - Livable communities (Goal 3)
  - Fuel consumption (Goals 4 and 5)
  - Transportation affordability (Goals 3 and 4)
- Emphasize specific transportation-related outcomes such as creating more cost-effective travel choices

**Comments on Goal 7: Program Delivery**

- Add priority/ strategies for cross-disciplinary training and communication as a cost-effective way to improve overall performance
  - Within transportation agencies
    - Multi-modal training program is being developed
  - Between transportation agencies and other state agencies
    - Opportunities to utilize and share data such as DCR's environmental information
- Broaden transportation planning & project development process to encourage coordinated, multi-modal planning and public participation
- Cultivate agency awareness of core transportation needs & priorities, and ability to manage limited resources accordingly

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**Detailed Stakeholder Comments**

-Questions/comments from participants in regular black font.

*-Responses from VTrans project team are italicized in green.*

**Preliminary Discussion and Questions**

- Has the state documented the economic value of Dulles Airport and Port of VA as compared to other engines (e.g. universities)?
- New North-South connector corridor – does it go to the river or stop at Route 7?
- Goals – need to look beyond what we have today
  - What’s the cost of adding right-of-way?
  - Can we use innovative ways to increase capacity?
- Seems to be less discussion of land use contributions to our transportation networks.
  - Prior 2025 Vtrans plan perhaps had more emphasis.
  - Congestion may not be a problem that can be addressed only by Corridors of Statewide Significance
  - Support primary investments with secondary investments in TOD and street network
  - Can Rotterdam and Los Angeles port systems serve as useful examples?
- Think about freeing up highway capacity for goods with increase in mode share for transit and rail
- Look ahead and plan for future ROW – e.g. Dulles planned with corridor
- Disconnect between local land use planning and statewide transportation planning. It is difficult for State Agency to wedge itself into that process
- Comp plan update coordination with VDOT
- Performance measures – will they eventually have quantitative goals attached?
  - *Yes, we are looking for quantifiable, performance based metrics*
- Regional performance measures should be tied to quantitative goals that we come up with today
- Can the performance measures be changed? *Yes*
- Are all the annual performance reports and action plans available to the public?
  - *Yes, they are tracked and managed online*
  - Corridor reports – north-south connector – online?

**General Framework**

- Seems to be a gap after investment strategies where this feeds into the agencies’ modal plans. How to incentivize agencies besides “power of the purse”?
  - *Value system (A-F) helps monitor this process*
  - *Accountability measures*
  - *Follow through from Action Plans to agencies’ plans*
- What’s the value system that packages the performance report into the overall grades?
- Rather than “trickle down” use “force down”
- Cross-discipline work in developing plans
  - How to strengthen this?

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- *Multimodal training portal under development*
- Seems linear – could lead to stove-piping of goals – actually more complex linkages exist between goals and investment priorities
  - *Matrix and exercise in regional forum help address the linkages*
    - *Still under development*
- There are six fewer investment priorities than the original nineteen (19)
  - Transit and supporting land use is important
    - Needs to be linked to goal of Coordination of Transportation and Land Use
  - *All original IPs were incorporated into existing IPs and/or strategies*
- Need an overarching easily understood goal
  - *Vision – will consider including this in future diagrams*
  - Needs to include:
    - Unless land use is dealt with, you won't have a good transportation system
    - Economic health depends on a good transportation system – quality of life, etc
- How does the framework relate to CoSS?
  - *Insert CoSS between evaluation criteria and incorporate into prioritization process*
  - *Ask how do you preserve the investment you've already made*
- Preserving capacity is different from protecting capacity – both are important
  - Statewide mobility capacity conflicts with local desires to make downtown Main Street(s)
    - Competing purposes
  - CoSS studies need to take local desires and plans into account
    - Is state saying that [performance] is not just about transportation; it's also about land use?
  - *Goals of CoSS process: guide localities on decisions that would affect the economic value from statewide mobility of that corridor*
  - *Just now approaching scoping of N/S corridor*
- Flowchart – participants want to see updated version
  - *Will provide by March 7 for comment*
- Could we conduct comparative analyses of return on investment between the modes?
  - *Agency plans*
  - *ROI – bike/ped infrastructure data*
- Contingent on decisions in Washington – e.g. proposals like shifting from formula-based funding to block grant structure
  - Could we share this model to restructure national transportation funding
  - How does the inability to pass federal transportation bill affect the future
    - *We are planning for less federal funding under any scenario*
- Nationwide move to performance based planning – not just VA
  - Not easy
  - How much could measures be used as a screen for project selection?

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- How should we categorize and prioritize investments
  - Should we prioritize the goals? Do we put safety first? Can it be traded for another goal?
    - *It's more useful to prioritize the investments than to try to rank the goals*
  - Use VTrans to see how we can address multiple goals with one investment
    - “kill 2 birds with one stone”
    - Prioritize investments that address more than one goal - get the most for your money

### Performance Measures

- General Comments
  - How comprehensive is this list of performance measures?
  - Performance measures are too broad
    - e.g. transit vehicle age should be judged within the context of when vehicles break down (which may vary from one type of vehicle to another)
    - Think about the effects and causes of the performance measures – do the measures really mean what they appear to mean? Ask “why” trends are happening with various measures.
      - E.g. why do travel delays occur? accidents might be a cause in one location; congestion might be the cause in another;
    - Use more specificity with some measures
      - E.g. not just the total number of accidents, but the types of accidents – are we talking about fender-benders or head-on collisions? Where different types of crashes happening?
  - Is weight given to certain performance measures?
    - Include discussion of how priorities and strategies address goals
    - *The correlation matrices will also help to highlight those measures (and goals and priorities) with the greatest need*
- Goal 1: Safety & Security
  - Inconsistency – some are per capita or per rider
    - Need to carry through the denominator
    - If you don't have the data, figure out a way to collect the data
      - NTSB at federal level
  - Look at miles of Complete Streets and Safe Routes To School
  - Look at access to transit
    - Household density within ¼ or ½ mile of transit stations
      - More valuable than gross Jobs to Households ratio
      - *Outside of Metro areas becomes difficult*
        - That's OK – put pressure on others to step up, plus you're accounting for majority of state
- Goal 2: System Maintenance and Preservation
  - Current goal sets the bar very low –just maintaining the existing system versus improving it

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- Why are we happy with the status quo of pavement condition and system?
- All other goals seem to have much more lofty aspirations (e.g. “achieve excellence...”)
- Setting the bar higher would make us more likely to seek out methods & materials that provide more efficient, longer-lived, environmentally sound facilities
- Improvements to system maintenance can advance other goals, too
- Goal 3: Mobility, Connectivity & Accessibility
  - Need to measure extents of sidewalks and paved shoulders of 2 or 3 feet or more, especially on arterials
    - Need to start doing this
    - VDOT builds shared use paths along arterials and never repaves asphalt
      - E.g. Fairfax County Parkway
  - Need bus stop condition as a performance measure
    - *State gives money to buy new buses*
    - Could require data on bus condition
      - No agency wants to look liable
      - *Challenges including outdated systems*
  - Person trips is an important measure – *I-66 is doing this, as are MPOs.*
  - Mode share – where is it?
    - Should be under Goal 3
    - Measure by region and by corridor
  - Rail system – need to capture condition of all infrastructure
    - Also true for bus transit (garages etc)
  - Moving freight to rail will help other goals – Mob, Con, & Acc; Econ. Vit.
    - E.g. 395 Freight in Northern Virginia
  - Intercity rail
    - Look at passenger travel time, not just time performance (which is often outside provider’s control)
    - Ridership increase could be another measure
    - Distinguish between short-distance and long-distance commuters
    - Look at maritime (freight and passengers)
    - Freight performance measure is too narrow – only one measure
    - Only port, but a lot of freight never moves through the Port
      - This needs to be accounted for
    - Freight data on highways is available
      - Weigh stations
      - Law on how long truckers can drive
  - Texas Transportation institute may measure delays and costs associated with delays
  - GPS tracking data from American Transportation Research Institute (ATRI) – part of American Trucking Association Federation
  - Can we measure percentage of people that bike to other activity centers? (not just work)

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- Look into measuring crash clearance to gauge efficiency in removing and cleaning up after accidents
- Livable communities measures, especially affordable transportation
  - Transportation and Housing Alliance Toolkit
    - Layers maps of demographic data with access to health, transit, etc.
    - Used for several local & regional studies around state
  - Walk & Bike Score websites
    - Assess built environment measures related to public health
  - Mobility for older adults is especially important
- Need more coordination of land use on state level
- Agency plans - coordination at local level
- Goal 4: Environmental Stewardship
  - Bar is low
  - Wetlands replacement is misleading – sounds like a good thing, but is actually a reflection of wetlands being taken - we should account for total wetlands impacted by transportation facilities rather than just those which were replaced.
  - Add measures related to loss of farmland and forestland
  - Add measures of impervious (paved) areas
  - Not all data is available statewide
    - Still need to strive for analyses, especially with addition of investment strategies
    - Look at Chesapeake Bay Model for restoration
    - Discuss with DCR
  - Environmental Justice is not on this list and should be
    - Access to jobs and Access to transit are much better than current SWAM measure
  - Mobile source emissions – cover all bases & fuel/ energy types
    - *Participants, please provide data sources*
  - Population growth vs. land conversion
    - Measure of compactness vs. sprawl
  - Important to evaluate key contributors to reduced emissions, fuel consumption, wetlands replacement etc. (ie: technology, innovation, VDOT)
- Goal 5: Economic Vitality
  - Measures should be broadened
    - Jobs in transportation industry doesn't capture everything
  - Models available to estimate economic benefits of building a new road
  - Aviation
    - Airports are a key to economic vitality
    - Enplanements are more a measure of local economic vitality – more a measure of statewide mobility
    - Measure the number of markets to which you have non-stop domestic / international service

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- Aviation is key – most companies will not locate
  - Assess all-weather capability of VA’s airports
    - Leo Schefer to provide a specific measure
    - Number of runways, etc.
- Regional rail – look at ridership, not just on-time performance
- From an economic development perspective:
  - Want all roads to score “A” on performance report
  - N/S corridor is a good idea – obviously key to economic
  - Want all roads to score “A” on performance report
  - Development around Dulles
  - VTrans needs to include specific measures of how it affects economic vitality
- Fuel consumption applies to economic vitality as well as environmental stewardship
- Need to include tourism value
  - Scenic byways
  - Parkway trips/expenditures
  - Cycling trips/tours
- Share of gross state product – where is it?
  - How much in urban crescent?
  - Need maps
  - Share of GSP and population
- Jobs to Household ratio
  - Are localities planning to maintain this?
  - Or are they planning for lots of inward commuting?
- Goal 6: Coordination of Transportation and Land Use
  - None of the performance measures address livable communities
  - There is no process for Dept of Conservation & Recreation to pass on info to VDOT
    - Which performance measures can address this coordination?
    - Need to work more closely with other state agencies
  - Need to look at variables that have not been used very much in the past
    - E.g. fuel consumption – this will become more volatile
      - Give this as a goal under affordability
        - Affordable mobility
        - Aging in place
      - Needs higher priority
    - Not just about emissions and environmental stewardship
    - Fuel cons. emissions don’t address type of energy
- Goal 7: Program Delivery
  - How is VDOT customer satisfaction measured?
    - Surveys, particularly on the 571 Program

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**Investment Priorities & Investment Strategies**

- General Comments
  - Still an odd mix of level of specificity
    - E.g. I-95 and Dulles investments
  - Hazard mitigation should be addressed somewhere
  - Invest in data collection
  - Visually depict complete process of engineering transportation improvements, connecting VTrans vision & goals to implementation strategies
  - This process should inform local planning processes
    - Formalize process of shifting from state incentives that prioritize highways to incentives for investing in other modes
      - *Direct where the funding goes – CTB decision*
  - State is constrained by federal level
    - State needs to understand its stance to set example for feds
    - Environmental Stewardship; System Maintenance & Pres; Safety & Security
  - Vagueness – can mean different things to different people
    - E.g. freight bottlenecks
- Goal 1: Safety and Security
  - Complete Streets are accessibility improvements
    - Compare to cost of building interchanges
- Goal 2: System Maintenance and Preservation
  - Upgrade traffic signals, intersections, and crosswalks to include bicycles and pedestrians
  - Need a preventative maintenance strategy under System Maintenance and Preservation
- Goal 3: Mobility, Connectivity and Accessibility
  - Mobility and accessibility are not the same
  - People can be given better access through compactness
    - Needs to be explicit in investment priorities
  - Not just between but within
  - Increase accessibility by walk, ride, drive approach
  - No mention of bike parking at transit nodes
  - Intermodal centers need bike parking
  - Parking – how is it incorporated?
    - Agency plans – give guidance of what type of parking to build
    - “Be more strategic about parking”
      - More parking only incentivizes people to drive
  - Support local TOD and mixed use walkable community plans to improve accessibility
  - System mobility shares
    - Investing in rail instead of air is more efficient over the long haul
    - Freight mode shifts through rail projects
    - Same w/ ped & bike instead of auto

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- The word “robust” under strategies is misleading. Perhaps “effective” would be a better word choice
- Goal 4: Environmental Stewardship
  - Environmental Justice should become another goals area
    - *May only be considered an investment strategy for this update – next update*
    - Put under Environmental Stewardship
      - Needs to be its own box
  - “Address energy conservation...” should be “Reduce VMT and fuel consumption”
  - Support more compact land use
  - Support alternative fuel infrastructure as an investment strategy
  - Will public understand the word “sustainable”? – look at different wording
  - Nothing about facilities itself
    - How to reduce footprint
      - When comparing alternatives – which one uses less energy – should show here
  - Responsibilities – another column after investment strategies – who does what
  - CTB thinks about constrained budgets
    - Refocus priorities considering affordable mobility
      - Costs of construction, fuel use
      - Can we shift to a more efficient way?
      - Need to shift modal share – bike, ped, intercity rail
        - This is measurable and uses less energy
- Goal 5: Economic Vitality
  - Assumption is that airports and ports are engines and congestion is key measure
  - The cities and suburbs are also your economic drivers
    - Need to examine this
    - Strategies should include
      - Cities and core suburbs as economic drivers
      - With mobile workforce, need a different type of investment strategy to invest in cities
      - Empty nesters – live near transit
  - Bicycle travel could be increasingly considered in context of econ. Development
    - Review Chapter 6 of the Statewide Bicycle Plan
      - See recommended actions and timetables
    - Account for tourism as it relates to bike travel
    - Connect with Virginia cycling groups and organizations
- Goal 6: Coordination of Transportation and Land Use
  - Should look at travel choices and whether they are cost effective

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- UDAs and SSARs
  - Now voluntary
  - Could be strategies to continue to pursue by agencies
- First investment strategy: “Integrate regional land uses and **transport system** capacity”
- Goal 7: Program Delivery
  - Needs to be additional strategies under “improve cost effectiveness” priority
  - Where will funding come from?
    - Matter of resource management and prioritization
    - Importance of understanding core needs and what they will cost
  - Investing in training
    - Cross training and training to help as staff retires to continue knowledge base
  - Transportation studies too narrowly define purpose and need and alternative
    - Need to include transit and land use considerations
    - Work together to improve the process
    - Investment strategy “Improve the transportation planning process”
      - Early public participation
      - Broadly defined purpose and need
      - Composite alternatives
    - Adding highway capacity as a last resort
    - *FTA cost effectiveness*
      - Depends on short term vs. long term cost effectiveness
  - PPTA process needs to be reformed so corridor studies are not completed before private sectors are invited into Design/Build
  - Eliminate unsolicited proposals before corridor studies are complete
  - Make sure full impacts are considered in evaluations



**VTrans 2035 Update  
Stakeholder Meetings  
February 22 & 23, 2012**

**Agenda**

**Opening Presentation: VTrans2035 Update Overview  
Q&A**

**Presentation: Performance Based Planning Framework  
Q&A**

**Discussion: Issues & Ideas Regarding -**

- 1) Overall Framework
- 2) Performance Measures
- 3) Investment Priorities and Strategies
- 4) Data Sources

**Closing Comments: Reporting Input and Next Steps**

## VTrans2035 Update: Stakeholder Meeting Participation

### February 22, 2012 – Arlington Location

Brent	Barnes	American Planning Association
David	Dickson	Sierra Club – Virginia Chapter
Keith	Helton	Freight Transportation Advisory Committee, Hampton Roads Transportation Planning Organization
Allen	Muchnick	Arlington Coalition for Sensible Transportation
Leo	Schefer	Washington Airports Task Force
Stewart	Schwartz	Coalition for Smarter Growth

### February 23, 2012 – Richmond Location

Teri	Barker-Morgan	Virginia Board for People with Disabilities
Dale	Bennett	Virginia Trucking Association
Bob	Chase	Northern Virginia Transportation Alliance
Pat	Cummins	Virginia Department for the Aging
Brian	Kroll	Virginia Economic Development Partnership
Larrie	Loehr	
Nathan	Lott	Virginia Conservation Network
Keith	Martin	Virginia Chamber of Commerce
Jay	McArthur	Amtrak
Jan	Morehead	Virginia Transportation Construction Alliance
Daniel	Plaughter	Virginians for High Speed Rail
Trip	Pollard	Southern Environmental Law Center
Stan	Scott	Virginia National Defense Industrial Authority
Eileen	Tarr	Virginia Department of Emergency Management
Michael	Testerman	Rail Solution / Virginia Association of Railway Patrons
Brett	Vassey	Virginia Manufacturers Association
Bud	Vye	Richmond Area Bicycling Association / Virginia Bicycling Federation
Jennifer	Wampler	Virginia Department of Conservation and Recreation
Gale	Wilson	Virginia Rail Association
Kim	Woodard	Norfolk Southern

# VTrans2035 Update Stakeholder Meeting

Office of  
**INTERMODAL**  
Planning and Investment

THE PORT OF VIRGINIA

**DRPT**  
The Department of Rail and Public Transportation

**DMV**  
www.dmvNow.com

**VDOT**  
Virginia Department of Transportation

**MVDB**  
Motor Vehicle Dealer Board  
COMMONWEALTH OF VIRGINIA

VTrans2035 Update  
February 22, 23, 2012

Dironna Belton  
Office of Intermodal Planning and Investment

Welcome

**PURPOSE** of today's meeting is:

1. To discuss the transition of VTrans to performance-based planning, and
2. To engage stakeholder group representatives in a discussion of the framework for performance-based planning

Input from this meeting will be shared with the Commonwealth Transportation Board (CTB)

2 Office of Intermodal Planning & Investment

Today's Agenda

Opening Presentation: VTrans2035 Update Overview  
Q&A

Presentation: Performance Based Planning Framework  
Q&A

Discussion: Issues & Ideas Regarding -

- 1) Overall Framework
- 2) Performance Measures
- 3) Investment Priorities and Strategies
- 4) Data Sources

Closing Comments: Reporting Input and Next Steps

3 Office of Intermodal Planning & Investment

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**DRPT**  
The Department of Rail and Public Transportation

**DMV**  
www.dmvNow.com

**VDOT**  
Virginia Department of Transportation

**MVDB**  
Motor Vehicle Dealer Board  
COMMONWEALTH OF VIRGINIA

VTrans2035 Update  
February 22, 23, 2012

David Tyeryar  
Deputy Secretary of Transportation

VTrans2035 Update

VTrans2035

Governor's Multimodal Strategic Plan

VTrans2035 Update

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Governor's Multimodal Strategic Plan (2010)

Function: Evaluate & Adjust Policies

Vision

Goals

Measures of Success

VTrans2035

Governor's Multimodal Strategic Plan

VTrans 2035 Update

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# VTrans2035 Update Stakeholder Meeting

**VTrans2035 (2009)**

Mandated by Federal and State Statutes – Evaluates the Transportation System

The diagram shows a cycle of four interlocking gears: Goals, Performance, Investment Priorities, and VTrans 2035 Update. A box labeled 'Governor's Multimodal Strategic Plan' points to the 'VTrans 2035 Update' gear.

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**Strong Alignment of Goals**

The matrix shows the alignment of VTrans2035 Goals with various Strategic Transportation Goals.

		Structure Multimodal System	Economic Opportunity	Planning and Implementation Process	Financial Support	Technology, Environmental Assessment & System Management	Customer Focus	Improve Safety Across all Modes	Competent and Stable Workforce
VTrans2035 Goals	Safety and Security							✓	
	System Maintenance and Preservation	✓			✓	✓	✓		
	Mobility, Connectivity, and Accessibility	✓	✓			✓	✓		✓
	Environmental Stewardship					✓			
	Economic Vitality		✓						✓
	Coordination of Transportation and Land Use			✓	✓				
	Program Delivery			✓	✓			✓	

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**Why a VTrans2035 Update?**

- In 2011 the General Assembly updated the *Code of Virginia § 33.1-23.03* applying a new timeline to update VTrans every four years in the future.
- This legislative change seeks better coordination between the development of VTrans and the gubernatorial administration timeline.
- In this way, each administration will have time not only to develop a VTrans update, but also to implement the recommendations therein, during their term in office.

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**Why a VTrans2035 Update?**

- Due to this legislative change, the current VTrans effort, known as VTrans2035 Update, is considered an interim update, which keeps the same horizon year as the previous VTrans2035.
- This update will serve as a bridge between VTrans2035, completed in 2009, and VTrans2040, due in 2015, as the Commonwealth shifts to a performance based planning standard.

A horizontal timeline shows VTrans2035 (Dec. 2009), VTrans2035 Update (Jan. 2013), and VTrans2040 (Dec. 2015).

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**VTrans2035 Update Process**

The process is shown in three stages: Input on Framework, Performance Measurement, and Update. A double-headed arrow at the bottom indicates the 'Corridor of Statewide Significance Master Plans'.

**Input on Framework**

- Goals
- Investment Priorities
- Linkages

**Performance Measurement**

- Performance Report Update
- Evaluation of Investment Priorities

**Update**

- Updated Plan Document
- Update Implementation Plan

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**VTrans2035 Update Process - Input**

The input process is shown in three stages: Input on Framework, Performance Measurement, and Update, with corresponding public engagement activities.

**Input on Framework**

- Goals
- Investment Priorities
- Linkages

**Performance Measurement**

- Performance Report Update
- Update
- Evaluation of Investment Priorities

**Update**

- Updated Plan Document
- Update Implementation Plan

**Public Meetings Regional Forum Internet** (Fall/Winter 2011)

**Regional Forum Stakeholder Input Internet** (Winter/Spring 2012)

**Public Meetings Internet** (Summer 2012)

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2035 UPDATE  
**VTrans**  
 SAFE • STRATEGIC • SEAMLESS

## What Has Changed Since 2009?

- One Corridor of Statewide Significance (CoSS) Added



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2035 UPDATE  
**VTrans**  
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## What Has Changed Since 2009?

- Federal Grants for High Speed Rail (2009 and 2010)
- Established 20-yr lease on state-of-the-art APM Terminal (2010)
- Governor's Omnibus Transportation Bill (2011)
- Department of Aviation Economic Impact Study (2011)
- Reorganization & Staffing of Public-Private Partnership (OTP3) Office
- Legislation requiring P3s for Hampton Roads Bridges/Tunnels
- Dedicated multimodal planning staff hired at Office of Intermodal Planning & Investment (OIPI)
- Continued Fiscal and Economic Challenges

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## Charge to Participants

1. Bring your unique experience and perspective to the questions.
2. Share what you have experienced in or outside Virginia and through your organization's experiences with performance-based planning/management.

This process helps us create the **building blocks** for the next full VTrans update and provide a **framework** for transportation agency plans, surface transportation plans and MPO/regional plans to be more closely connected to VTrans goals & priorities.

All public involvement efforts will be documented in a public involvement log and summarized for the VTrans2035 Update. *The goal of all public involvement efforts is to pro-actively engage stakeholders and citizens so that they can have ownership in the VTrans2035 Update plan, while providing meaningful ways for people to participate in the process.*

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## Input from Today's Meeting

- OIPI report on updated framework to CTB (March)
- Updated content for plan components
- Implementation plan content such as future improvements to the performance measures used in the performance report

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## QUESTIONS?

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 Planning and Investment



VTrans2035 Update  
 February 22, 23, 2012

Lorna Parkins  
 Consultant Project Manager, VTrans2035 Update

# VTrans2035 Update Stakeholder Meeting

**Where are we in the update?**



Phase I input on Goals and Investment Priorities was received through fall public meetings, website comments and Regional Forum I (statewide planners and providers):

Highlights of this input:

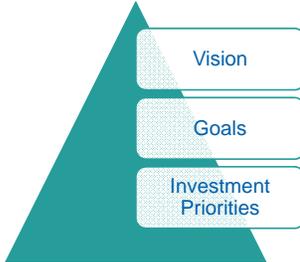
- 1) Investment priorities should be more **Consistent, Comprehensive and Multimodal**
- 2) Specific input on linkages between the goals and the investment priorities, including performance measures, and issues/strategies that should be incorporated

Results of the input:

- Updated framework for VTrans
- Input to strategies included in the latest performance report

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**VTrans2035 Framework**

- Some investment priorities highlight key projects, while others describe broad initiatives
- No direct connection between goals and investment priorities

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**VTrans2035 Update Proposed Framework**




- Investment Priorities directly linked to goals
- Investment priorities consistently broad in scope
- Investment strategies more specific

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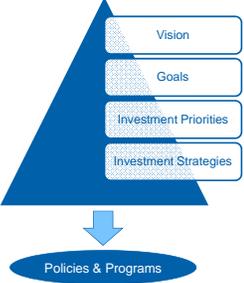
**VTrans2035 Update Proposed Framework**



<b>Vision</b>	• Stable, high degree of buy-in
<b>Goals</b>	• Stable, minor adjustments from one update to the next
<b>Investment Priorities</b>	• Action statements (serve as objectives) • Quantifiable to the extent possible
<b>Investment Strategies</b>	• Language relates directly to investments and programs

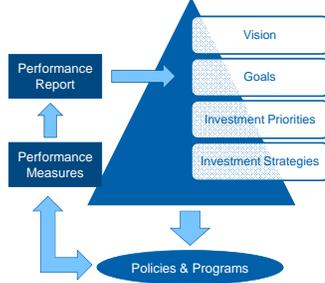
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**Performance Based Framework**

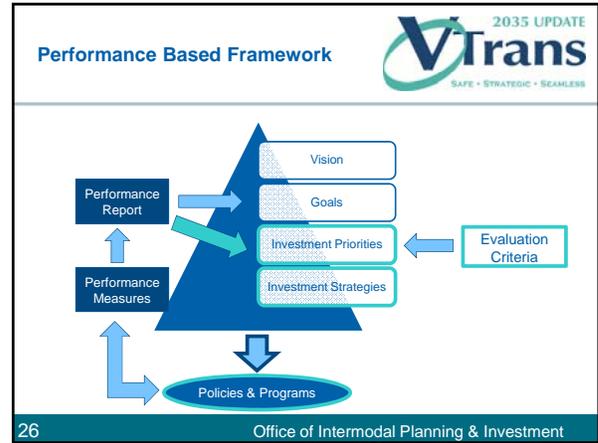
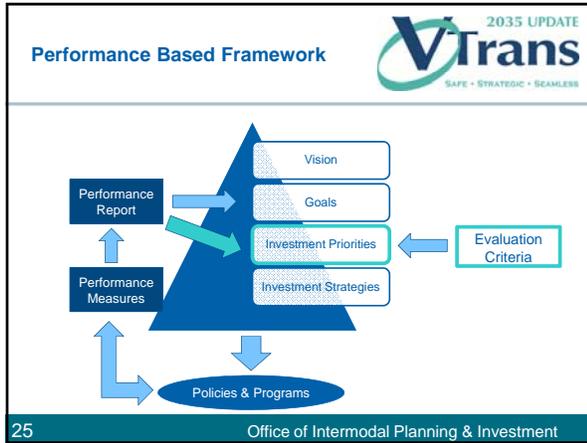



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**Performance Based Framework**

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**Performance-Based Framework** 2035 UPDATE  
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<p><b><u>VTrans Updates</u></b></p> <ul style="list-style-type: none"> <li>Review Vision and Goals</li> <li>Update Investment Priorities and Investment Strategies</li> <li>Re-evaluate Investment Priorities</li> <li>Recommend Adjustments to Performance Measures</li> <li>Revisit CoSS progress and priorities</li> <li>Update Implementation Plan</li> </ul>	<p><b><u>Annual Updates</u></b></p> <ul style="list-style-type: none"> <li>Performance Report Grades</li> <li>Agency Business Plans</li> <li>OIPI Annual Action Plan</li> <li>Performance Report Strategies</li> <li>Ongoing CoSS Management Plans</li> </ul>
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**Performance Report** 2035 UPDATE  
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- Evaluates annual performance for each of the seven VTrans goals.
- Performance measures have been fairly stable, yet evolved over time. Can consider further refinements in the future – VTrans2035 Update implementation plan would document recommended changes.
- 2010 Performance Report – Imminent release
- Each annual report includes strategies to address the performance area. These are drawn from sources including the modal agencies' business plans.

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**Performance Report** 2035 UPDATE  
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**Example Goal and Performance Measures:**

**Economic Vitality**  
Provide a transportation system that supports economic prosperity

**Economic Vitality Performance Measures**

- Transportation Sector Economic Contribution**  
*Real Dollar Value of the Transportation Sector's Contribution to Gross State Product (Transportation and Warehousing, excluding Postal Service)*
- Transportation Sector Employment**  
*Number of Workers Employed by Virginia's Transportation Sector*
- Shipments Through the Port of Virginia**  
*Volume of Freight Shipped Through the Port of Virginia in Twenty-Foot Equivalent Units*
- Port of Virginia Market Share**  
*Port of Virginia Share of Volume Shipped Through East Coast Ports in Twenty-Foot Equivalent Units*
- Commercial Airport Enplanements**  
*Number of Enplanements at Virginia's Air Carrier Airports*
- Expenditures on SWaM Businesses**  
*Percentage of Transportation Agencies' Discretionary Expenditures on Small, Women and Minority Businesses*

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**Goals, Investment Priorities, Investment Strategies** 2035 UPDATE  
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GOALS	INVESTMENT PRIORITIES	INVESTMENT STRATEGIES
SAFETY & SECURITY	Increase coordinated security planning	Share all agency security plans before coordination process with other agencies
	Improve safe operations and services	Address causes of accidents through physical improvements Address causes of accidents through educational programs
SYSTEM MAINTENANCE & PRESERVATION	Advance state of good repair	Invest in asset management Substantiate structurally deficient bridges Increase state of good repair to 80%
	Improve system operations to increase efficiency and performance	State smart access technology capacity Implement pricing, advanced technology, & demand management strategies
MOBILITY CONNECTIVITY & ACCESSIBILITY	Increase key state corridor performance	Develop master plans for needs of corridors of statewide significance Reduce number of freight bottlenecks Complete unbid and P3s
	Improve the interconnectivity of regions and activity centers	Support high speed rail and other city-to-city regional transit systems Provide high speed rail connectivity with major intermodal transit centers Develop robust regional transit systems

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## Goals, Investment Priorities, Investment Strategies

GOALS	INVESTMENT PRIORITIES	INVESTMENT STRATEGIES
ENVIRONMENTAL STEWARDSHIP	Include sustainable methods in planning, design and construction	<ul style="list-style-type: none"> <li>Improve from 100% fossil options</li> <li>Address energy requirements in all phases of project development &amp; implementation</li> </ul>
ECONOMIC VITALITY	<ul style="list-style-type: none"> <li>Make strategic infrastructure investments to support Virginia's economic drivers</li> <li>Reduce the costs of congestion to improve mobility and business</li> </ul>	<ul style="list-style-type: none"> <li>Support Dulles International Airport &amp; growth in the Dulles corridor</li> <li>Reassess requirements to freight rail along I-49</li> <li>Expand the Port and intermodal facilities and services</li> <li>Address needs of various stakeholders in Hampton Roads</li> <li>Conduct annual economic analysis of a package of candidate projects for inclusion in the 20 Year Investment Program</li> </ul>

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## Goals, Investment Priorities, Investment Strategies

GOALS	INVESTMENT PRIORITIES	INVESTMENT STRATEGIES
COORDINATION OF LAND USE & TRANSPORTATION	<ul style="list-style-type: none"> <li>Protect and optimize functionality and efficiency of the transportation system</li> <li>Increase travel choices to improve quality of life for Virginia</li> </ul>	<ul style="list-style-type: none"> <li>Integrate regional land uses and increase capacity</li> <li>Improve road network/RTD</li> <li>Increase transit usage and supporting land uses</li> <li>Provide pedestrian and bicycle facilities</li> </ul>
PROGRAM DELIVERY	<ul style="list-style-type: none"> <li>Expand opportunities to develop and leverage funds</li> <li>Improve cost effectiveness of providing programs and services</li> </ul>	<ul style="list-style-type: none"> <li>Review and refine RTD projects to effectively leverage private dollars for publicly funded projects</li> <li>Develop action plans related to issues identified in Annual Customer Survey</li> </ul>

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## DISCUSSION

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## CLOSING

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## Wrap-Up

Observations about today's input

Input will be used:

1. To update the components of the framework
2. To improve the framework that creates performance-based planning
3. To provide specific implementation actions

Outcomes will be presented to the CTB in March

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## What's Next?

**Winter/Spring:**

- Complete framework and report to CTB
- Develop evaluation measures for investment priorities
- Plan and hold second Regional Forum (late March)

**Spring/Summer:**

- Complete evaluation of investment priorities
- Develop draft plan contents
- Plan and hold public input sessions

**Summer/Fall:**

- Complete draft plan documents including Implementation Plan
- Submit for CTB approval and finalize documents

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How do I Stay in Touch?



[www.vtrans.org](http://www.vtrans.org)



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