

VTrans:
Virginia's Statewide Multimodal Transportation Plan

Kick-off VTrans Update

HRTPO TTAC Meeting
February 6, 2019

Chris Wichman
Senior Transportation Planner
Office of Intermodal Planning and Investment (OIPi)





OUTLINE

- What is VTrans?
- Review of VTrans2040
- Kick-off of VTrans Update
 - Major components
 - Key modifications from VTrans2040
 - Expected outcomes
 - Tentative timeline
- Stakeholder Involvement



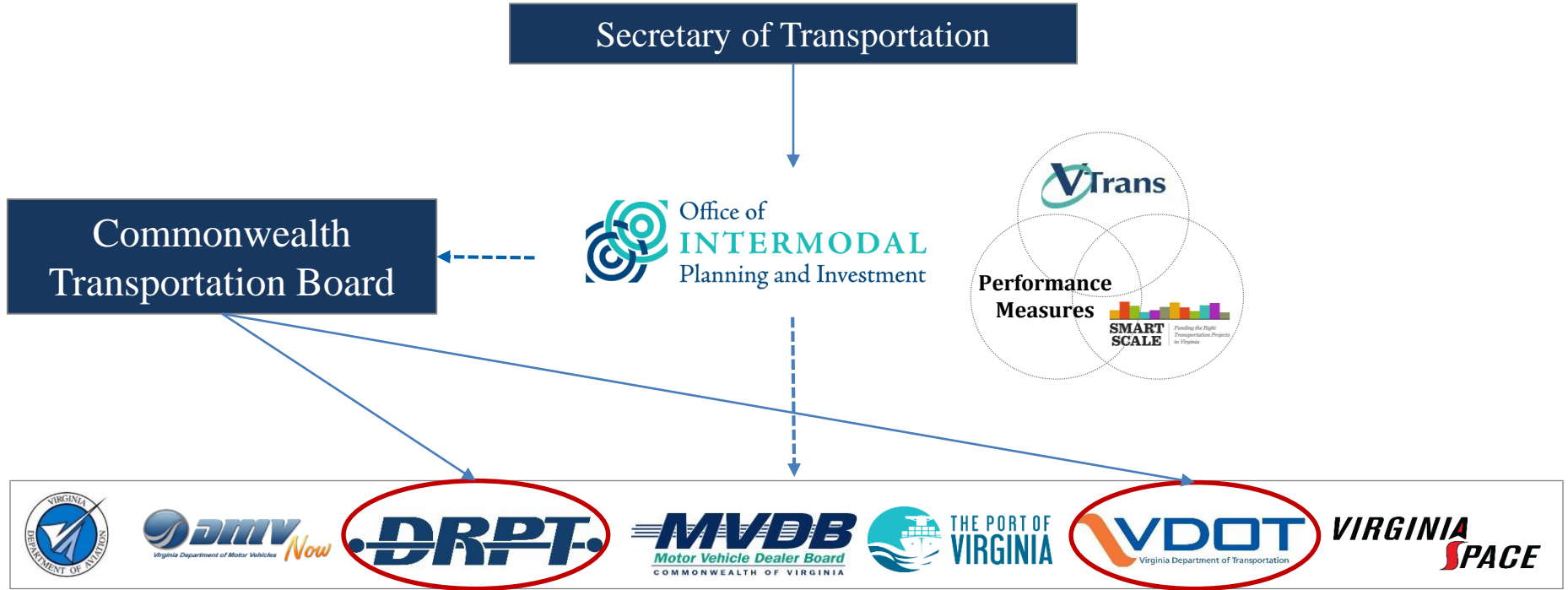


WHAT IS VTRANS?

- *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 - approved by CTB in December 2015
- Needs - approved by CTB in December, 2015
- Recommendations - approved by CTB in January, 2018
- Implementation Plan - approved by CTB in December, 2018





REVIEW OF VTRANS2040

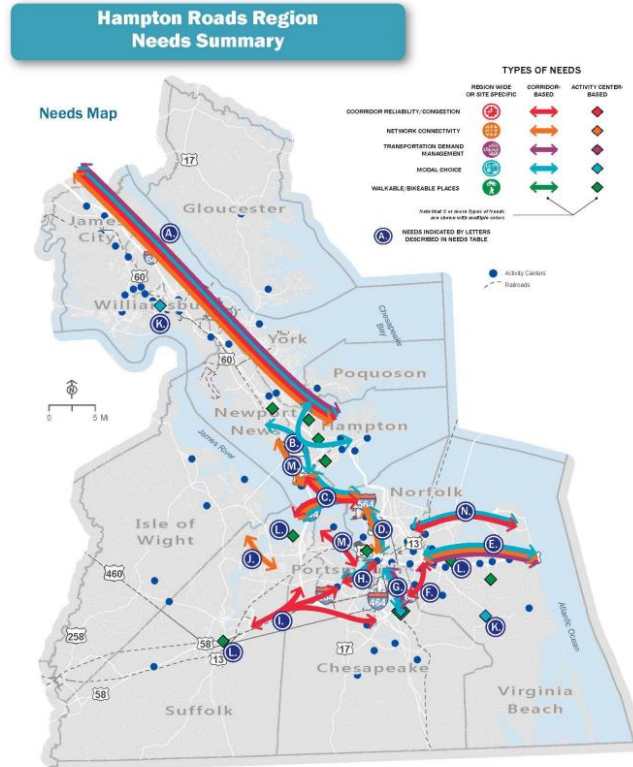
- Needs Assessment
 - Used a ten-year horizon
 - Identified needs by Travel Market:
 - Corridors of Statewide Significance
 - Regional Networks
 - Urban Development Areas (UDA's)
 - Safety (PSI's)
- Recommendations
 - Needs from the above categories were consolidated into one set of needs
 - Projects 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



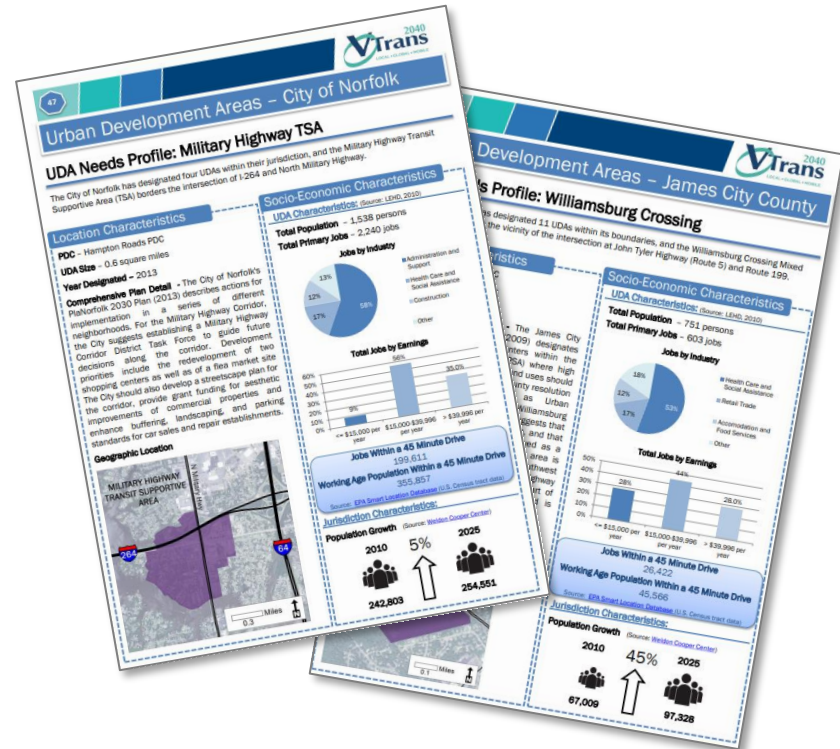
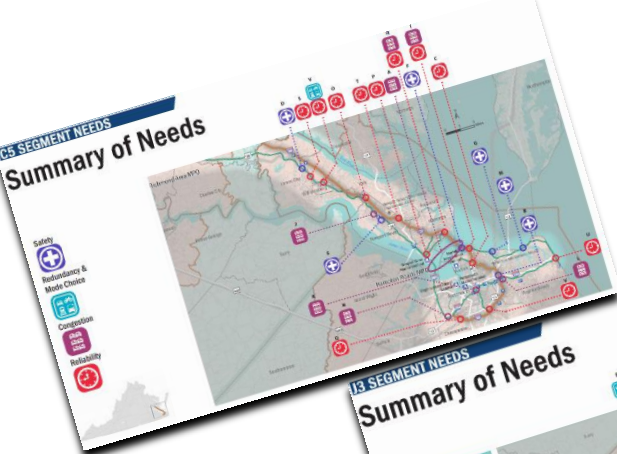
Needs Table (Page 1)

A. I-64 Corridor Reliability	<p>The I-64 Corridor serves as a major artery for the region, handling commuter and freight traffic as well as connecting Hampton Roads to other parts of Virginia. There is a need for more capacity for freight and commuters, and more options for commuters such as passenger rail and transportation demand management, to better connect residents with destinations and ease congestion in the I-64 Corridor. The parallel roads in the corridor share the reliability issues, and improved connectivity across the peninsula is also needed to improve mobility and reduce congestion.</p>
B. Newport News, Poquoson, and Hampton Activity Center Mode Choice	<p>The regional activity centers of the lower peninsula currently lack efficient transit access. These routes would connect to other regional transit facilities and add to overall transit accessibility.</p>
C. Peninsula-Southside Crossing	<p>The region's major water bodies limit network connectivity. The limited connectivity is exacerbated by limited mode choice. The infrastructure connecting the peninsula and southside is critical for the region's freight movement as well as commuter and thru traffic. There is a need for transit options as well as enhancement of interchanges, bridges and tunnels.</p>
D. Naval Station Norfolk and NIT Access and Safety	<p>Naval Station Norfolk and Norfolk International Terminal generate complex traffic patterns. Currently, there is substantial congestion on the surrounding roadway network. Rail connectivity and rail crossing constraints affect freight movement and safety. The transportation system needs include improvements in network connectivity, increased multimodal/transit accessibility, and safety enhancements.</p>
E. Route 58/I-264 Corridor	<p>The Route 58/I-264 Corridor is an important artery for the movement of commuters and connects multiple regional activity centers with knowledge based workforces. This corridor lacks transit access, bike access, transportation demand management programs, and has lower network connectivity. The I-264 corridor itself is a barrier to north-south movements.</p>
F. I-64 Interchanges	<p>The I-64/Indian River Road Interchange and the I-64/I-264 interchange are points of congestion for commuter, freight, and thru traffic. The transportation network requires strategies to address bottlenecks and improve reliability in these areas.</p>
G. I-464/Greenbrier to Norfolk	<p>The I-464 Corridor connects major activity centers Norfolk CBD and Chesapeake/Greenbrier, which are both knowledge based activity centers. The corridor has limited transit options, barriers to active transportation, and would benefit from enhanced transportation demand management programs.</p>
H. Elizabeth River Crossings	<p>The Elizabeth River is another waterbody that is a challenge for the movement of people and freight in the region. The bridge and tunnel crossings are often points of bottlenecks and congestion, making freight and passenger travel unreliable. Mode choices are very limited.</p>
I. US 58/US 13/US 460, I-464/I-264 Corridor	<p>The US 58/I-460 and I-464/I-264 Corridors are a major freight gateway for the region, carrying freight in and out of the region from the southwest. The corridor is also an important artery for evacuation during extreme weather events. The corridor is in need of strategies to improve freight reliability, congestion and safe evacuation.</p>
J. Nansemond River Crossings	<p>Network connectivity in this area is hindered by deteriorating infrastructure and limited crossings. Currently, there is not a connection between Nansemond Parkway and Godwin Boulevard, causing circuitous travel patterns.</p>



REVIEW OF VTRANS2040

- CoSS and UDA Needs





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))

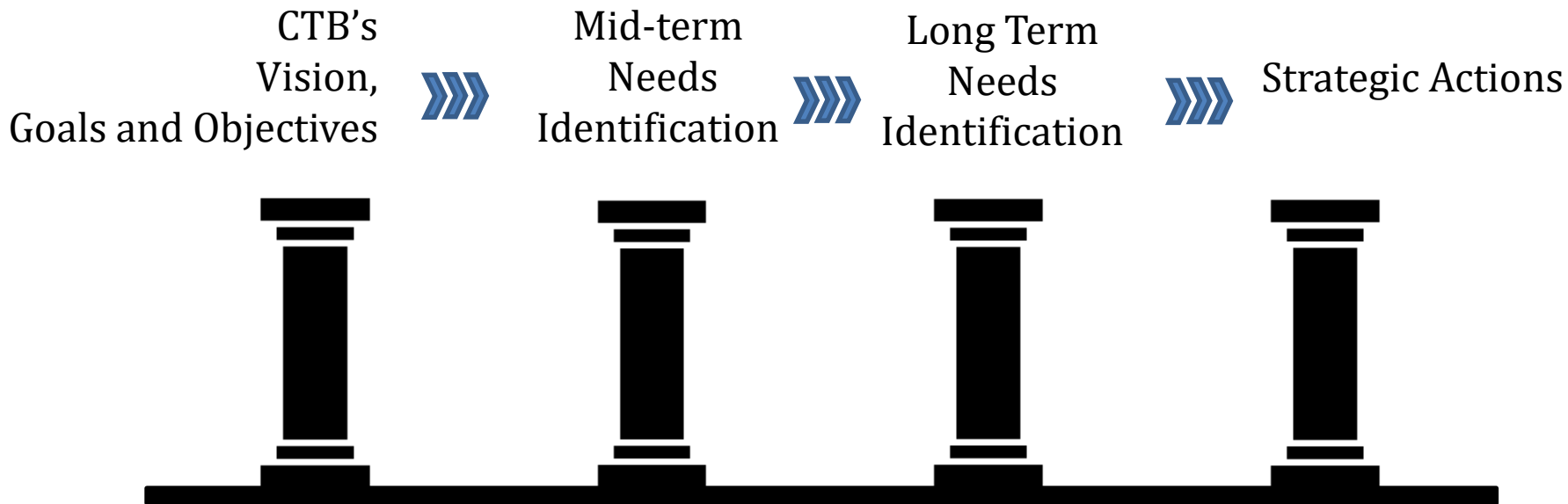


VTRANS UPDATE KICK-OFF

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



MAJOR COMPONENTS





MAJOR COMPONENTS (Vision, Goals, and Objectives)

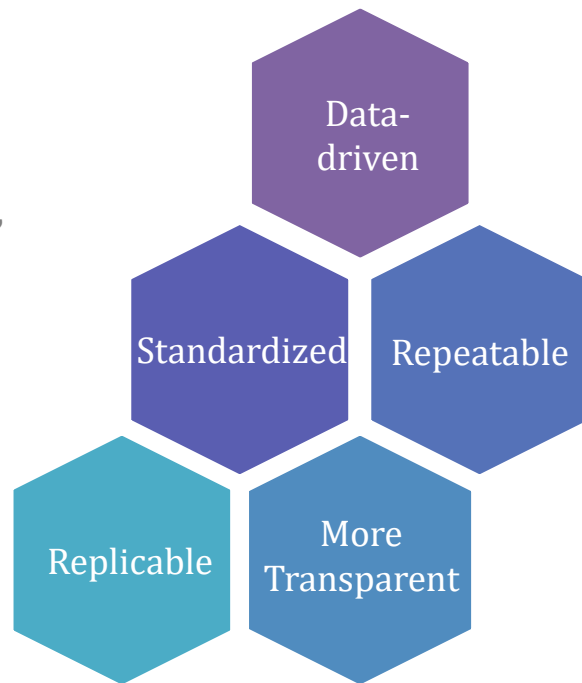
- CTB to review and reaffirm their overall direction for transportation planning & policy
- Vision to be informed by:
 - A public survey
 - Vulnerability assessment
 - Demographic and land use trends, opportunities, and challenges
 - Technology trends, opportunities, and challenges
 - Financial trends,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



MAJOR COMPONENTS (Mid-term Needs)

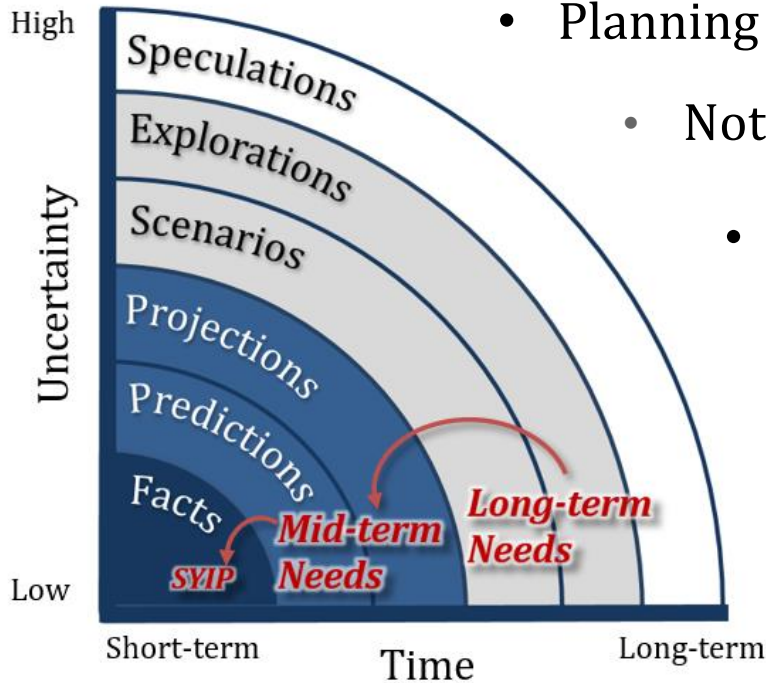
- Planning horizon: 0- 10 years
- **CTB to adopt a policy for needs identification**
 - Define “transportation need”
 - Review of VTrans need categories (e.g. CoSS, RN, UDA, Safety)
 - Utilize adopted Performance Targets, new measures or Key Performance Indicators (KPIs)
- **Adoption of the mid-term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

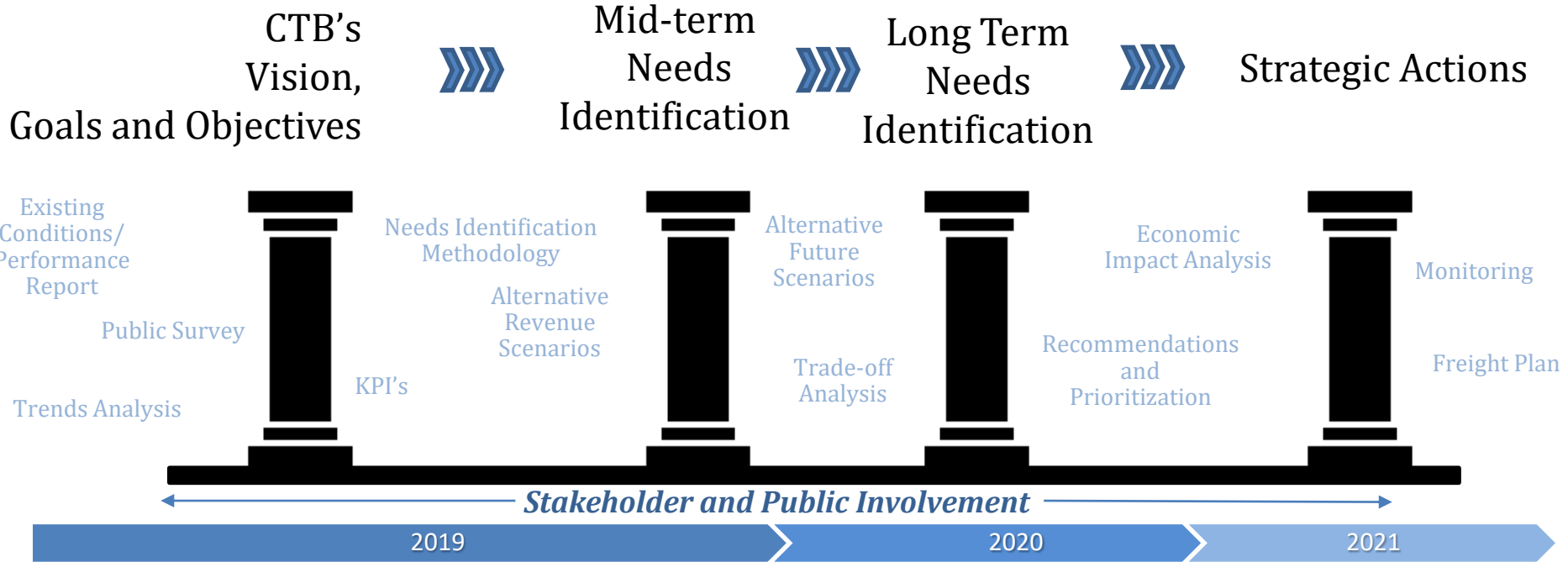


EXPECTED OUTCOMES

- 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
 - Winter 2018/2019:
 - 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
 - www.vtrans.org
 - Facebook - @vtransvirginia
 - Instagram - @vtransvirginia



Thank you

Chris Wichman

Senior Transportation Planner, Office of Intermodal Planning and Investment

chris.wichman@oipi.virginia.gov

Office: 804-786-2366