

VTrans:
Virginia's Statewide Multimodal Transportation Plan

Kick-off VTrans Update

Tri-Cities MPO Policy 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



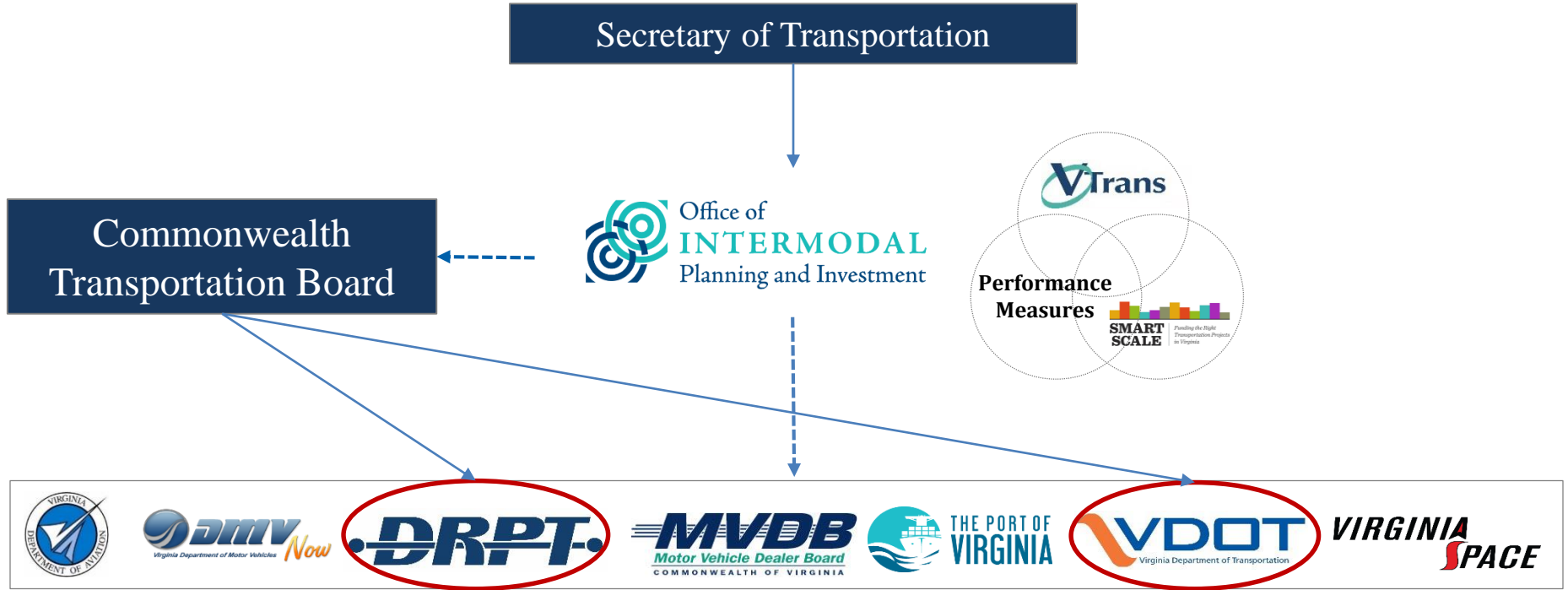


WHAT IS VTRANS?

- *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 - 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

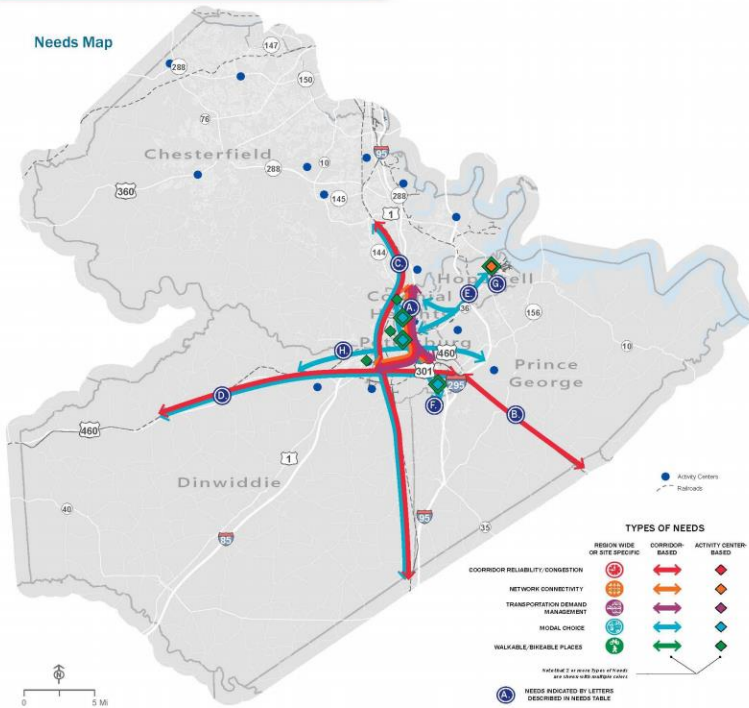




REVIEW OF VTRANS2040

- Regional Network Needs

Tri-Cities Region Needs Summary



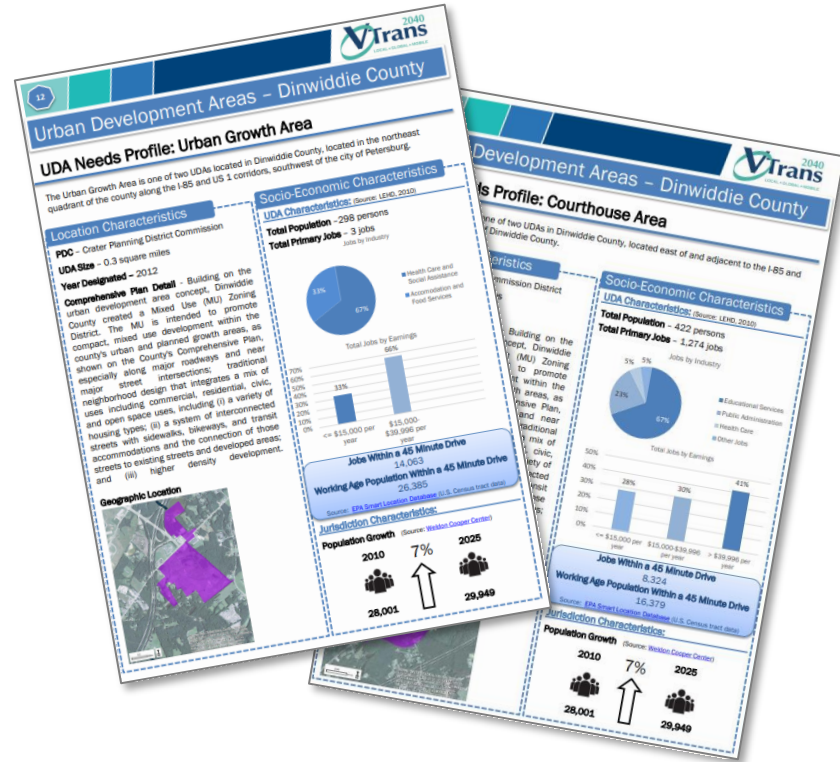
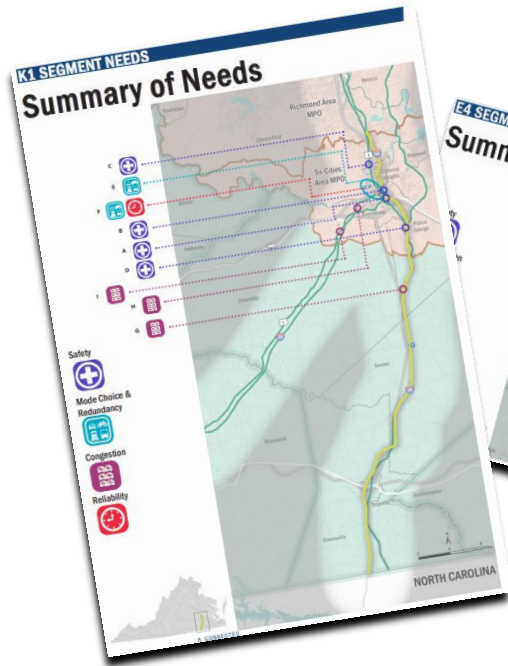
Needs Table

| | |
|--|--|
| A. I-95 & 85 Corridor Reliability & Connectivity | <ul style="list-style-type: none"> The I-95 & 85 Corridors are key regional arteries for the region and they handle commuter and freight traffic as well as connect the region to other parts of Virginia. Poor design characteristics and deficient access at the 95/85 interchange and adjacent interchanges causes reliability issues and limits access to the surrounding area including key activity centers like Downtown Petersburg and Fort Lee. |
| B. US 460 Corridor Reliability | <ul style="list-style-type: none"> US 460 is a key freight corridor connecting the region to the Port of Virginia and ensuring reliable freight movement on this corridor is key to ensuring that key activity centers like Crosspointe remain competitive. |
| C. North/South Rail Reliability and Connectivity | <ul style="list-style-type: none"> The North-South CSX Rail Lines through the region are critical freight and passenger corridors for inter-regional movement and suffer from congestion and unreliability. Passenger rail service is not well connected to the region as the main train station for the region is not well connected to regional multimodal options and is distant from major activity centers. Major rail yards have insufficient access to highways, limiting the potential for intermodal freight movement. |
| D. East/West Rail Reliability and Connectivity | <ul style="list-style-type: none"> The East-West NS Rail Line through the region is a critical freight and passenger corridor for inter-regional movement and suffers from congestion and unreliability. Rail yards have insufficient access to highways, limiting the potential for intermodal freight movement. |
| E. Mode Choice connecting Petersburg, Fort Lee and Hopewell | <ul style="list-style-type: none"> The Route 36 Corridor and parallel routes are key links connecting Downtown Petersburg with Fort Lee and Hopewell, some of the largest employment centers in the region. Expanding transit access along this corridor or parallel routes will better connect the most Knowledge heavy activity center in the region (Downtown Petersburg) to one of the largest employers in the region (Fort Lee) and to key workforce residential areas in Petersburg and Hopewell. |
| F. North/South Corridors Mode Choice | <ul style="list-style-type: none"> Three key activity centers (Downtown Petersburg, Southpark Mall and South Crater) are along a key north/south axis and better connecting these and other activity centers along this axis will connect key Knowledge activity centers and Local Service centers to key workforce residential areas in Petersburg and Colonial Heights. |
| G. Freight Access for Hopewell | <ul style="list-style-type: none"> Hopewell is home to major manufacturing and other freight-focused industries and therefore freight truck access is a critical requirement for continued economic competitiveness. |
| H. Mode Choice to and from Prince George and Dinwiddie | <ul style="list-style-type: none"> There are limited mode choice options for workforce living in Prince George and Dinwiddie to reach other activity centers in the region and likewise there is limited mode choice for workers to reach emerging activity centers in these counties from adjacent jurisdictions. |
| I. Various Activity Centers - Walkable Places | <ul style="list-style-type: none"> 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. |
| J. Regional Need - Modal Choice | <ul style="list-style-type: none"> To support active transportation, crossings of major barriers such as the Appomattox River, Interstates and railroads need to accommodate bicycles and pedestrians. Constraints are widespread and create circuitous trips and sometimes unsurmountable obstacles. One example is that no crossing of the Appomattox River has dedicated bicycle lanes. |



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))

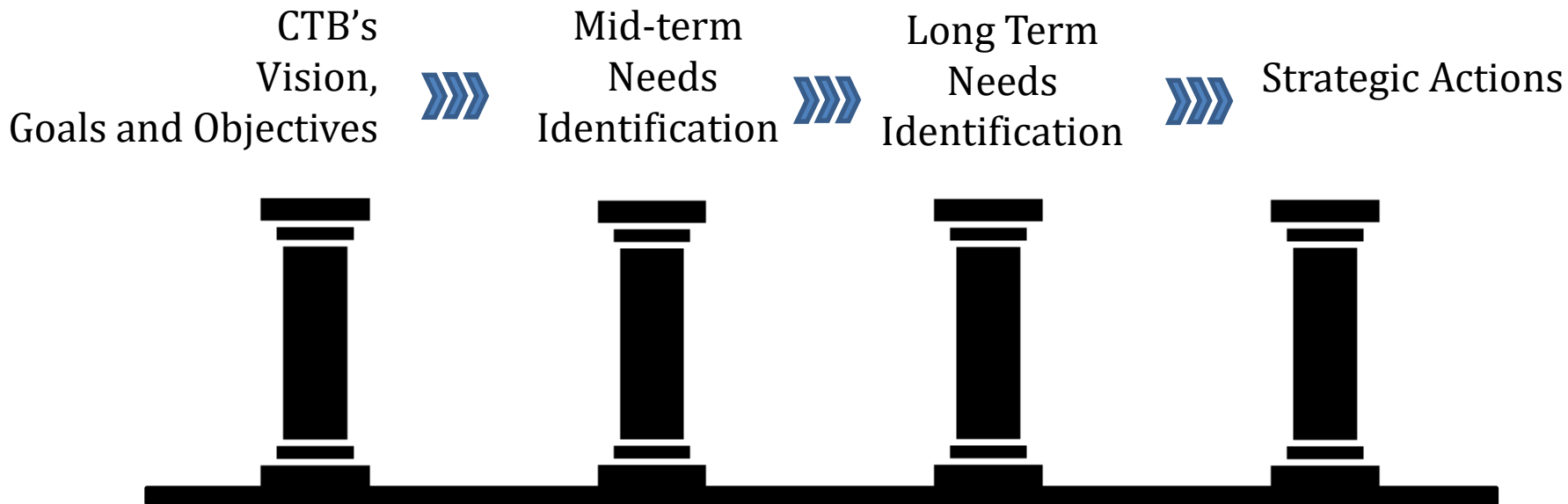


VTRANS UPDATE KICK-OFF

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



MAJOR COMPONENTS





MAJOR COMPONENTS (Vision, Goals, and Objectives)

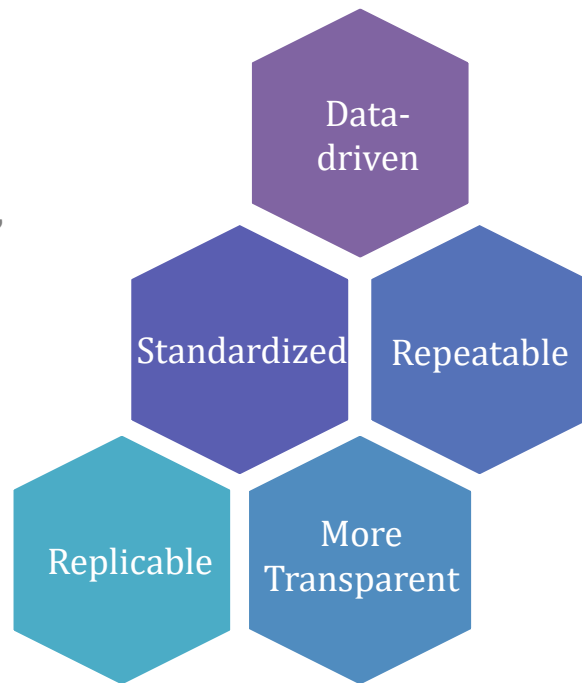
- CTB to review and reaffirm their overall direction for transportation planning & policy
- Vision to be informed by:
 - A public survey
 - Vulnerability assessment
 - Demographic and land use trends, opportunities, and challenges
 - Technology trends, opportunities, and challenges
 - Financial trends,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



MAJOR COMPONENTS (Mid-term Needs)

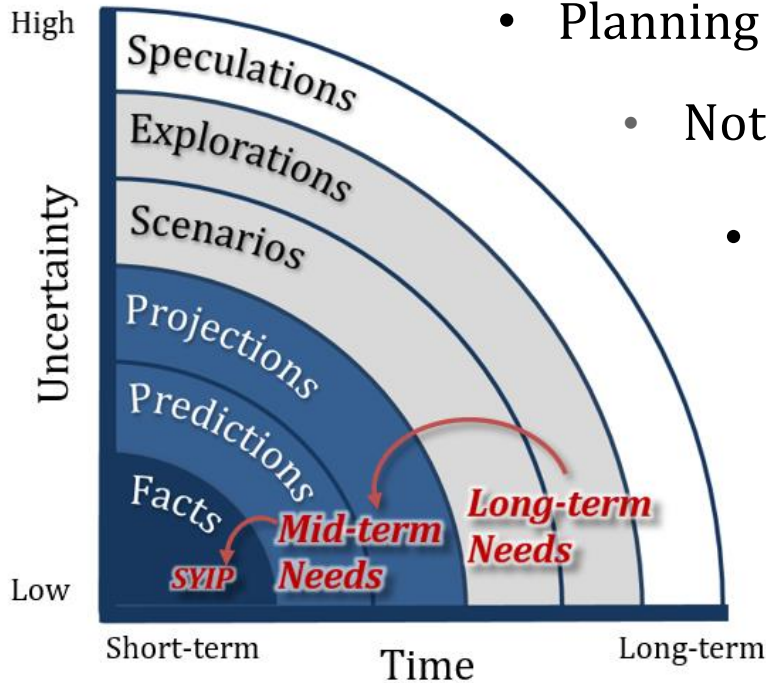
- Planning horizon: 0- 10 years
- **CTB to adopt a policy for needs identification**
 - Define “transportation need”
 - Review of VTrans need categories (e.g. CoSS, RN, UDA, Safety)
 - Utilize adopted Performance Targets, new measures or Key Performance Indicators (KPIs)
- **Adoption of the mid-term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

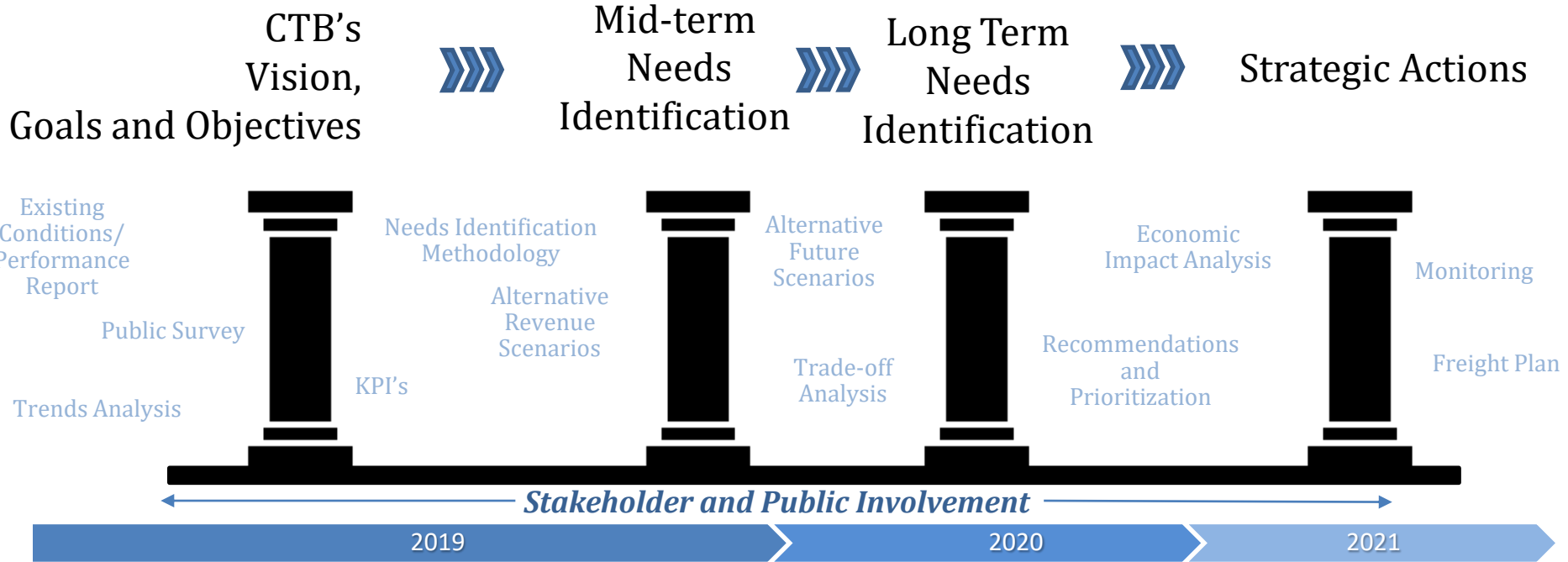


EXPECTED OUTCOMES

- 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

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