



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

# DRAFT POLICY FOR THE PRIORITIZATION OF VTRANS MID-TERM NEEDS

## MIDDLE PENINSULA PDC LOCAL PLANNER'S MEETING

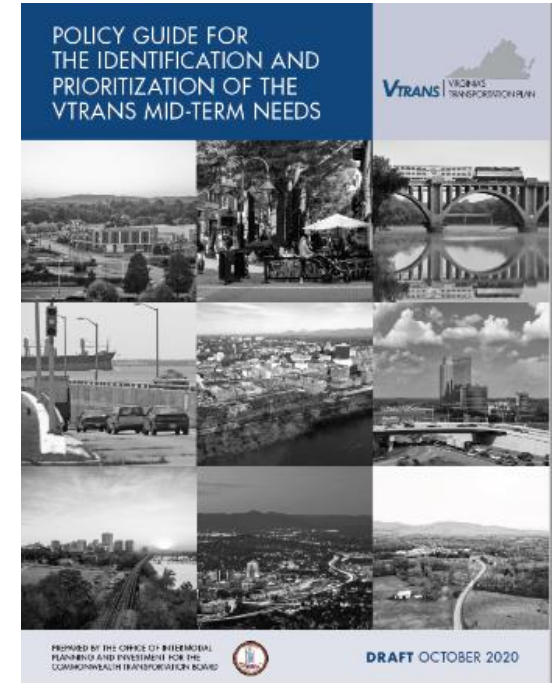
Chris Wichman  
Virginia Office of Intermodal Planning and Investment

November 18, 2020



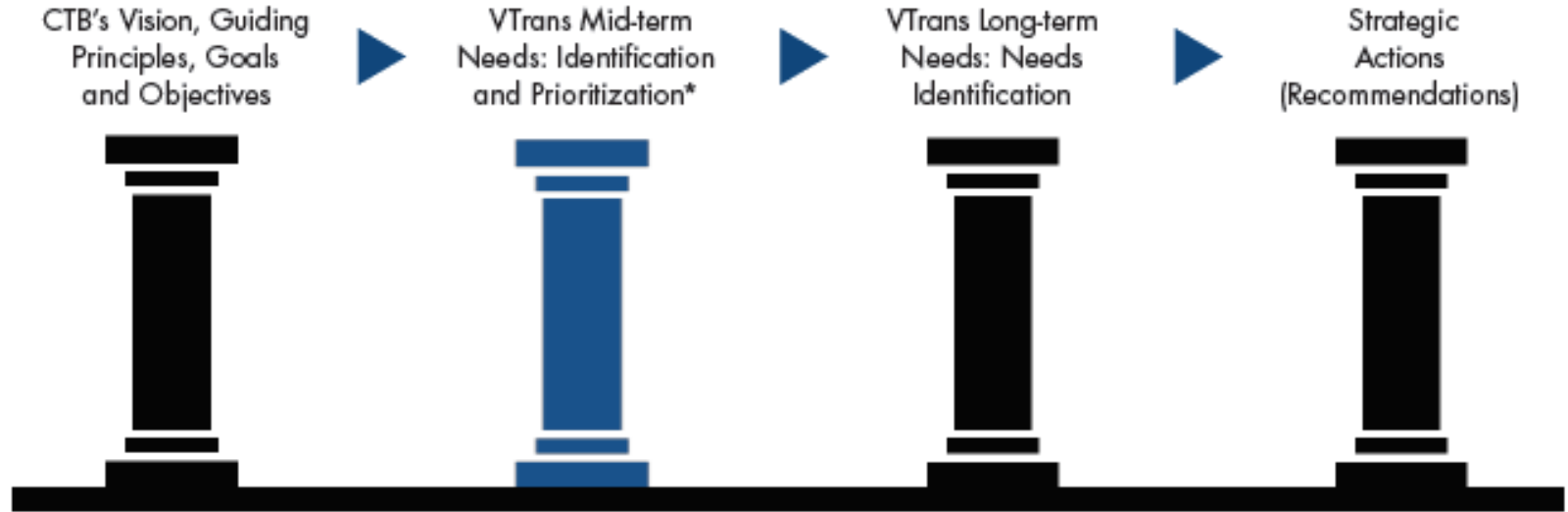
# DISCUSSION ITEMS

- **Context and Overview**
- **Significance of the Mid-term Needs Prioritization Policy**
- **Process and Steps**
- **Resources for Review and Reference**
- **Next Steps**



# CONTEXT AND OVERVIEW | ABOUT VTRANS

- VTrans is Virginia's Multimodal Transportation Plan



\*Focus of this Policy Guide

## Major Components of VTrans

## CONTEXT AND OVERVIEW | ABOUT VTRANS

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- VTrans seeks to address various state and federal requirements and business requirements
  - Federal requirement [23 U.S.C. 135](#) and others
  - State requirement [§ 33.2-353](#): OIPI to **assist the CTB** in the development and **update of a Statewide Transportation Plan**. Conduct a statewide needs assessment of CoSS, RN, UDA travel markets
  - State requirement [§ 2.2-229](#): OIPI to assist the Commonwealth Transportation Board in the **development of a comprehensive, multimodal transportation policy**, which may be developed as part of the Statewide Transportation Plan pursuant to § 33.2-353
  - State requirement [§ 33.2-214.1](#): A project/funding request submitted for SMART SCALE **screened by the CTB for consistency with capacity and safety needs identified in VTrans**
  - State requirement [§ 33.2-357](#): A projects/funding request submitted for VDOT Revenue Sharing Program receives a **priority consideration if the projects meets a need in VTrans** or accelerates a project in a locality's capital improvement plan

## CONTEXT AND OVERVIEW | ABOUT VTRANS

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- VTrans also benefits from and intends to inform local and regional transportation plan and planning process
  - State requirement [§ 33.2-353](#): “It is the intent of the General Assembly that this plan assess transportation needs and assign priorities to projects on a statewide basis, **avoiding** the production of **a plan that is an aggregation of local, district, regional, or modal plans.**”

## CONTEXT AND OVERVIEW | PLANNING HORIZONS

- **VTrans identifies Transportation Needs (policy and infrastructure) for two planning horizons**

	Mid-Term Needs	Long-Term Needs
Planning Horizon	<ul style="list-style-type: none"><li>• 0 - 10 years</li></ul>	<ul style="list-style-type: none"><li>• Next 20+ years</li></ul>
Purpose	<ul style="list-style-type: none"><li>• Screen SMART SCALE funding requests</li><li>• Act as a criteria for the evaluation of VDOT Revenue Sharing funding requests</li></ul>	<ul style="list-style-type: none"><li>• Inform policy to prepare for gradual and systematic change</li></ul>
Board Action	<ul style="list-style-type: none"><li>• January 2020: Policy for Identification of VTrans Mid-term Needs adopted</li><li>• January 2021: Policy for the Prioritization of VTrans Mid-term Needs, request for CTB action</li></ul>	<ul style="list-style-type: none"><li>• Scheduled for fall of 2021</li></ul>

## CONTEXT AND OVERVIEW | SIGNIFICANCE OF THE PRIORITIZATION POLICY

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- Based on the guidance from the CTB, the Policy for the Prioritization of VTrans Mid-term Needs may form the basis for:
  - Allocation of limited state dollars for studies, project development, or advanced activities
  - Other planning and programming purposes

# DRAFT PRIORITIZATION POLICY | PROCESS

## STEP 1

Establish Types of  
Priorities

- Establish criteria for aggregating VTrans Need Categories

## STEP 2

Prioritize within  
Needs Categories

Prioritized  
Needs

- Very high
- High
- Medium
- Low

## STEP 3

Weigh and  
Aggregate Needs  
across Needs  
Categories

- Apply weighting
- Identify initial Statewide and District Priority Locations

## STEP 4

Adjust Priorities  
for Influencing  
Factors

Prioritized locations:

- Statewide Priority Locations 1 - 4
- District Priority Locations 1 - 4

- Consider influencing factors
- Adjust the Statewide and District Priority Locations



# DRAFT PRIORITIZATION POLICY | STEP 1: ESTABLISH TYPES OF PRIORITIES

**Statewide Priorities:** Statewide Priorities are established using Needs in the following VTrans Travel Markets:

- Corridors of Statewide Significance (CoSS)
- Safety along CoSS

One set of Statewide Priorities  
Directly or indirectly benefit Virginians no matter where they live.



**Construction District Priorities:** Construction District Priorities are established using Needs in the following VTrans Travel Markets:

- Regional Networks (RN)
- Safety
- Urban Development Area (UDA): Access to Industrial and Economic Development Areas (IEDA)

Nine sets of Construction District Priorities, one for Each Construction District  
Serve regional transportation needs in each Construction District.



Photo Credit: Virginia Department of Transportation

# DRAFT PRIORITIZATION POLICY | STEP 2: PRIORITIZE WITHIN EACH NEED CATEGORY

- Prioritize each Need Category (e.g. Congestion, Safety, etc.) using:
  - Severity
  - Magnitude

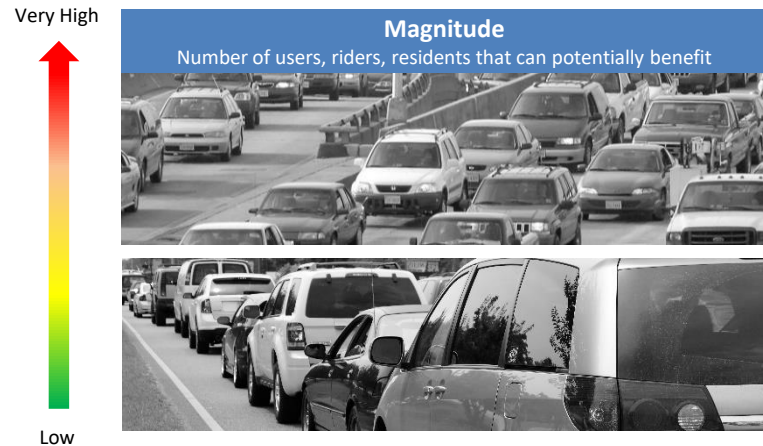
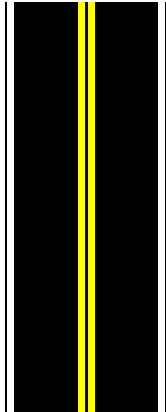


Photo Credit: Virginia Department of Transportation

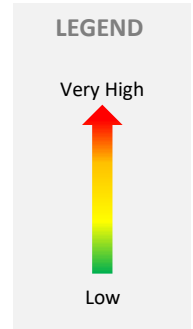
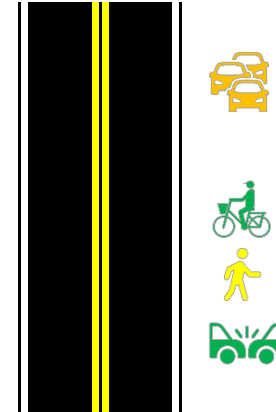
# DRAFT PRIORITIZATION POLICY | STEP 3: WEIGH AND AGGREGATE ACROSS NEED CATEGORIES

- Prioritized Needs (Very High, High, Medium, Low) are weighted by category and added for each segment

- Location with a Very High Transit Access Need
- No other Needs are present



- Location with several High, Medium, and Low Needs
- No Very High Need Present



# DRAFT PRIORITIZATION POLICY | STEP 3: WEIGH AND AGGREGATE ACROSS NEED CATEGORIES

Travel Market	Board-adopted VTrans Need Category	Weighting - Statewide Priority	Weighting - District Priority			
			Area Type A	Area Type B	Area Type C	Area Type D
CoSS	Congestion Mitigation	25.00%	These Need Categories are not utilized for establishing Construction District Priority Locations.			
CoSS	Improved Reliability	15.00%				
CoSS	Rail on Time Performance	10.00%				
CoSS	Capacity Preservation	10.00%				
CoSS	Transportation Demand Management	15.00%				
Safety	Roadway Safety (on CoSS)	25.00%				
RN	Congestion Mitigation	These Need Categories are not utilized for establishing Statewide Priority Locations.	25.00%	15.00%	10.00%	5.00%
RN	Improved Reliability		20.00%	10.00%	5.00%	5.00%
RN	Transit Access to Activity Centers		5.00%	6.25%	6.25%	3.75%
RN	Transit Access - Equity Emphasis Areas		5.00%	6.25%	6.25%	3.75%
RN	Bicycle Access to Activity Centers		5.00%	6.25%	6.25%	3.75%
RN	Pedestrian Access to Activity Centers		5.00%	6.25%	6.25%	3.75%
RN	Capacity Preservation		2.50%	10.00%	15.00%	20.00%
RN	Transportation Demand Management		10.00%	10.00%	10.00%	10.00%
Safety	Roadway Safety		15.00%	15.00%	20.00%	25.00%
Safety	Pedestrian Safety		5.00%	5.00%	5.00%	5.00%
UDA	Access to Industrial and Economic Development Areas		2.50%	10.00%	10.00%	15.00%
Total			100%	100.00%	100.00%	100.00%

# DRAFT PRIORITIZATION POLICY | STEP 4: ADJUST FOR INFLUENCING FACTORS

- Initial Priority Locations are adjusted for two types of influencing factors depending on co-located relevant Needs
  - Co-located bridge and pavement needs
  - Exposure to flooding

## Co-located Bridge and Pavement Needs



Carson Road (Rte 703) Bridge Replacement



I-81 Pavement Project

## Exposure to Flooding

Projected or Historic Sea-level Rise, Storm Surge, and Inland/Riverine Flooding



Tropical Storm IDA – Route 10



Hurricane Isabel – Midlothian Turnpike & Labrook Drive

Photo Credit: Virginia Department of Transportation

# DRAFT CONSTRUCTION DISTRICT PRIORITY LOCATIONS

- Mid-term Prioritization [webpage](#) includes a webmap to view the results

**Draft Statewide Priority Locations**

**Draft Construction District Priority Locations**

Find address or place

STEP 2:  
Priorities are established within the following Need Categories based on severity and magnitude of the Needs

- Congestion mitigation (RN)
- Reliability improvement (Roadway) (RN)
- Transit EEA Access (RN)
- Transit Access to AC (RN)
- Pedestrian access to AC (RN)
- Bicycle access to AC (RN)
- Access to IEDA (UDA - Statewide)
- Roadway safety (Statewide)
- Capacity preservation (RN)
- Transportation demand management (RN)
- Pedestrian safety

STEP 3:  
Needs are weighted and aggregated across the different categories by location

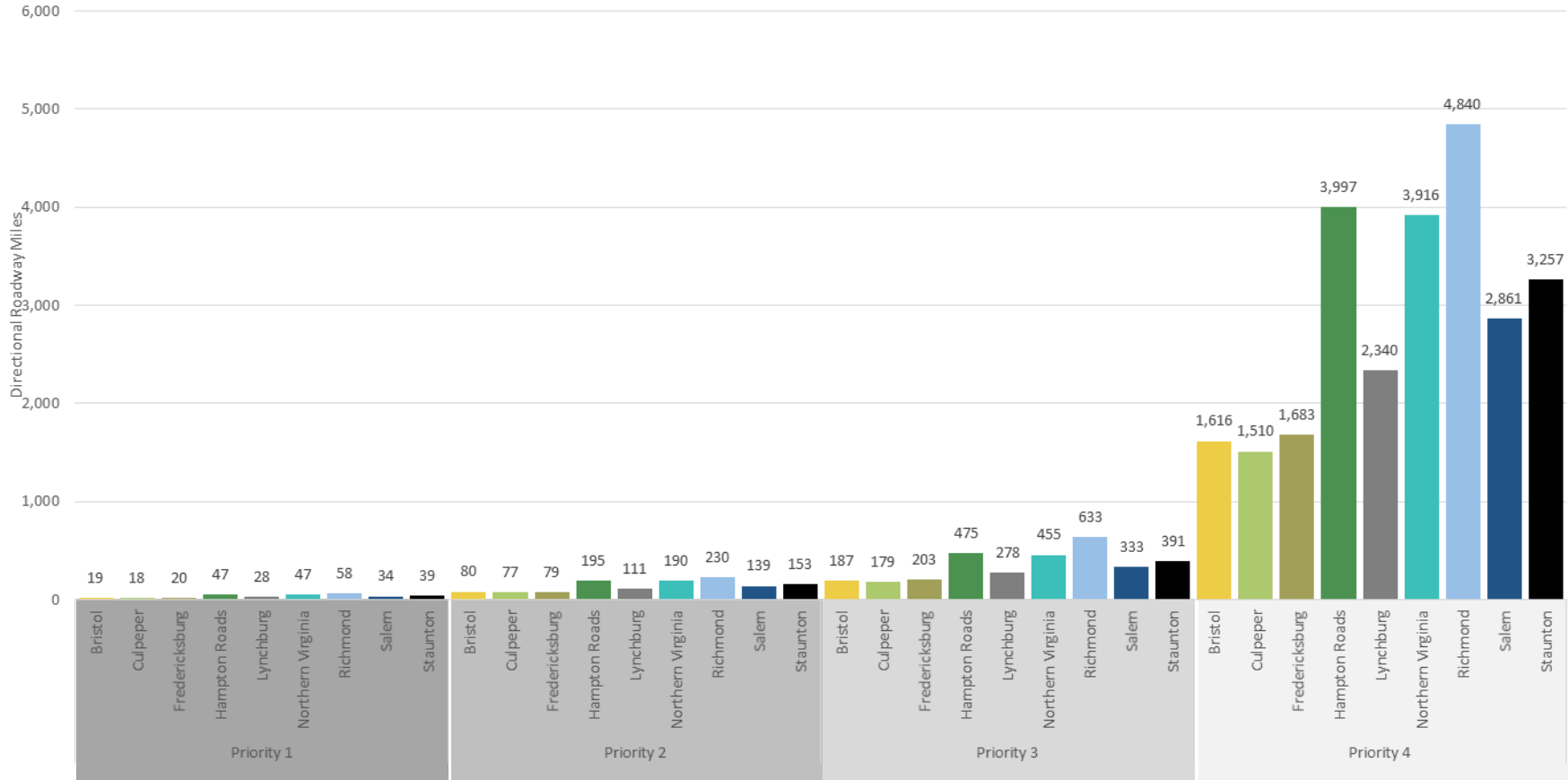
InteractVTrans

Esri, HERE, NPS

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# DRAFT CONSTRUCTION DISTRICT PRIORITY LOCATIONS | SUMMARY BY DISTRICT



# DRAFT STATEWIDE PRIORITY LOCATIONS

- Mid-term Prioritization [webpage](#) includes a webmap to view the results

**Draft Statewide Priority Locations**

Draft Construction District Priority Locations

Priorities are established within the following Need Categories based on severity and magnitude of the Needs

- Congestion mitigation (CoSS) ?
- Reliability improvement (Roadway) (CoSS) ?
- Reliability improvement (Intercity/commuter rail) (CoSS) ?
- Roadway safety (On CoSS) ?
- Capacity preservation (CoSS) ?
- Transportation demand management (CoSS) ?

STEP 3:  
Needs are weighted and aggregated across the different categories by location ?

STEP 4:  
Aggregated scores are adjusted for co-located Bridge and Pavement Needs and Exposure to Sea-level Rise, Storm Surge, and/or Inland Riverine Flooding

- Applicable vulnerability to flooding exposure (On CoSS) ?
- Applicable bridge needs (On CoSS) ?
- Applicable pavement needs (On CoSS) ?

Find address or place

InteractVTrans

Winchester

Germantown

Aspen Hill

Sterling

Reston

Centerville

Washington

Alexandria

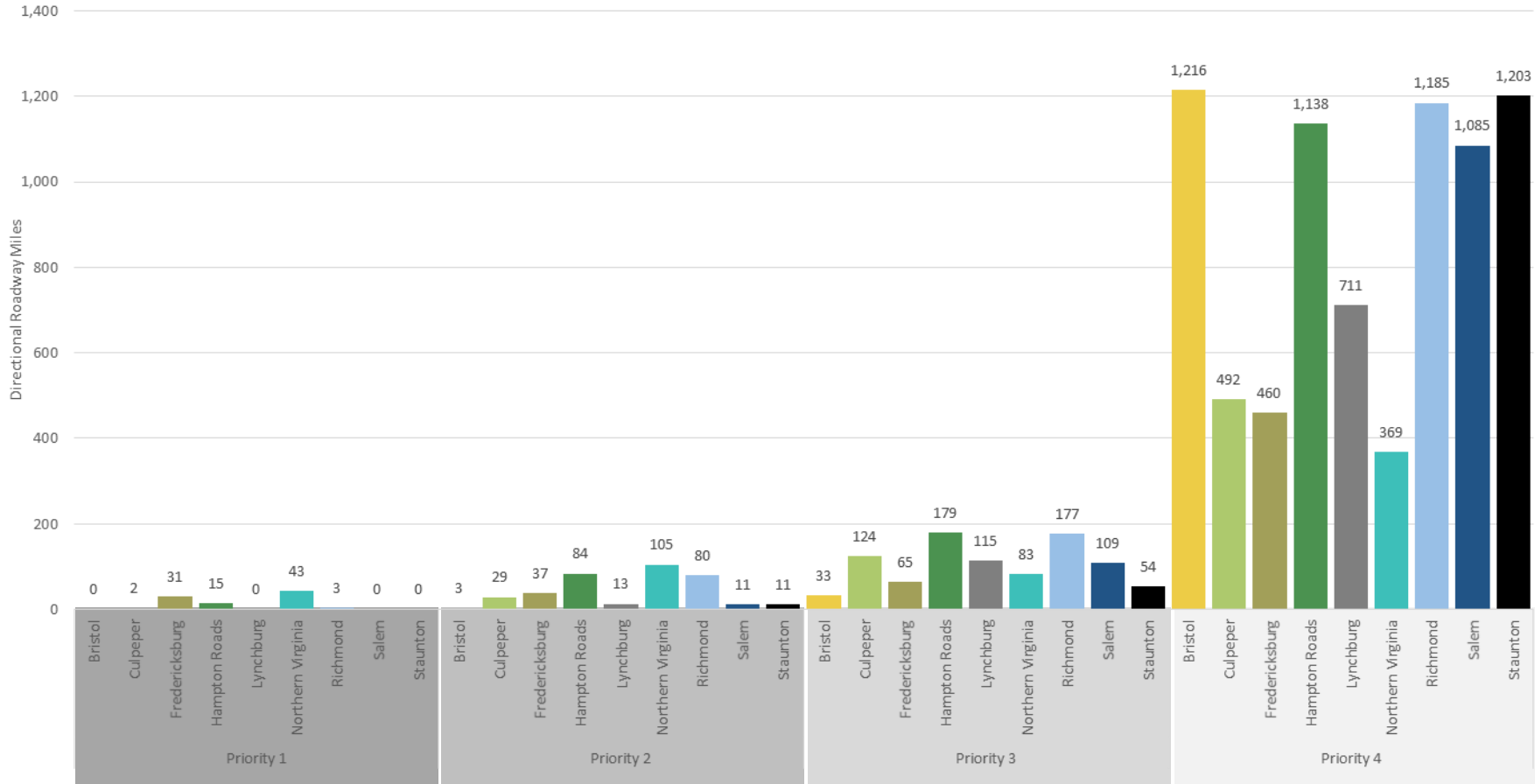
Dale City

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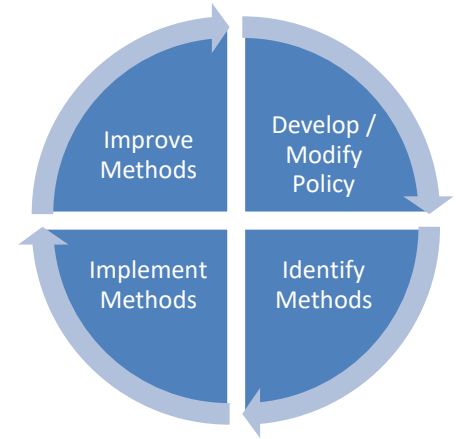


# DRAFT STATEWIDE PRIORITY LOCATIONS | SUMMARY BY CONSTRUCTION DISTRICT



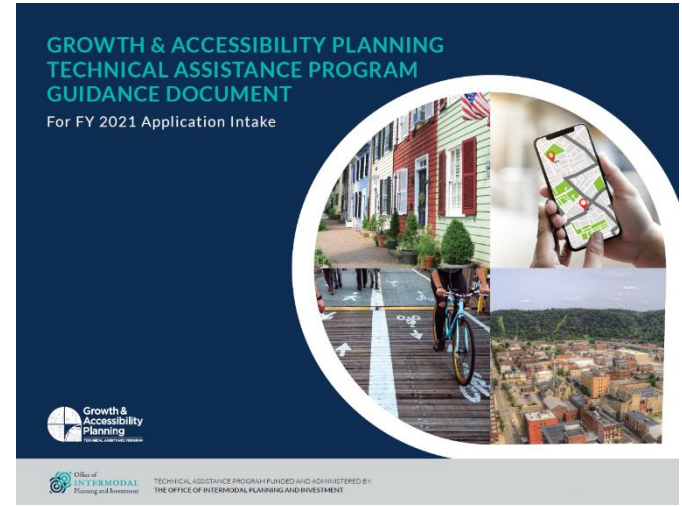
# DRAFT PRIORITIZATION POLICY | NOTEWORTHY ITEMS

1. A solution/improvement does not have to be co-located with a prioritized need.
2. Identified Mid-term Needs or priorities do not limit or prescribe nature, type (infrastructure, program, policy), or mode (highway, transit, bike-ped) of improvements.
3. Continuous Improvement
  - In case of inadvertent errors in the execution (maps), the Board-adopted Policy and the methods, processes, and techniques documented in the [Technical Guide](#) take precedence.
  - The execution of the Prioritization Policy (maps) will benefit from **Continuous Improvement**. For example, in the future programmed projects can be considered while establishing priority locations.



## 4. UDA Needs: Growth and Accessibility Planning (GAP) Technical Assistance Program

- Planning Assistance for the CTB-identified Mid-term **UDA Needs**
- Planning Assistance for designating UDAs
- Planning Assistance for other CTB priorities per the [VTrans2040 Implementation Plan](#) – actions that the CTB directed OIPI, VDOT, and DRPT to address
- Upcoming webinars: *Overview of the GAP Technical Assistance Program and Q&A*
  - November 18<sup>th</sup> ([Link to Register](#))
  - December 9<sup>th</sup> ([Link to Register](#))



# NEXT STEPS | TIMELINE

May	<b>Briefings</b> Gather initial feedback on the policy for the prioritization of VTrans Mid-term Needs
July	<b>CTB Workshop</b> Present initial approach to the policy and gather feedback
July - Sept	<b>Evaluate</b> Develop initial policy options and develop results
Oct - Nov	<b>Briefings</b> Present policy outline
Oct - Nov	<b>Release Draft Policy</b> 30-day review and comment period, Conduct VTrans Virtual Workshops
Dec	<b>CTB Workshop</b> Present summary of comments received on the draft policy
Jan 2021	<b>CTB Meeting</b> Incorporate changes and request Board Action

# NEXT STEPS | 2020 VTRANS WORKSHOPS

- **Overview** of the Draft Policy for the Prioritization of VTrans Mid-term Needs
  - Workshop 1: Thursday, October 29<sup>th</sup>, 2020, 1:30pm - 3:00pm. [Workshop Page & Recording](#)
  - Workshop 2: Friday, October 30<sup>th</sup>, 2020, 10:00am - 11:30am. [Workshop Page & Recording](#)
  
- **Questions and Answers (Q&A)** related to the Draft Policy for Prioritization of VTrans Mid-term Needs
  - Workshop 3: Friday, November 13<sup>th</sup>, 10:00am - 11:30am. [Workshop Page](#)
  - Workshop 4: Tuesday November 17<sup>th</sup>, 1:30pm - 3:00pm. [Workshop Page](#)

Public Comment Period open through November 30<sup>th</sup>

Note: Attendance at workshops is **NOT** required to provide comments on the Draft Policy



Photographs from 2019 VTrans Workshops



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**Thank you**