



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Kick-Off VTrans Update

Statewide Bicycle and Pedestrian
Advisory Committee (BPAC)

January 30, 2019

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



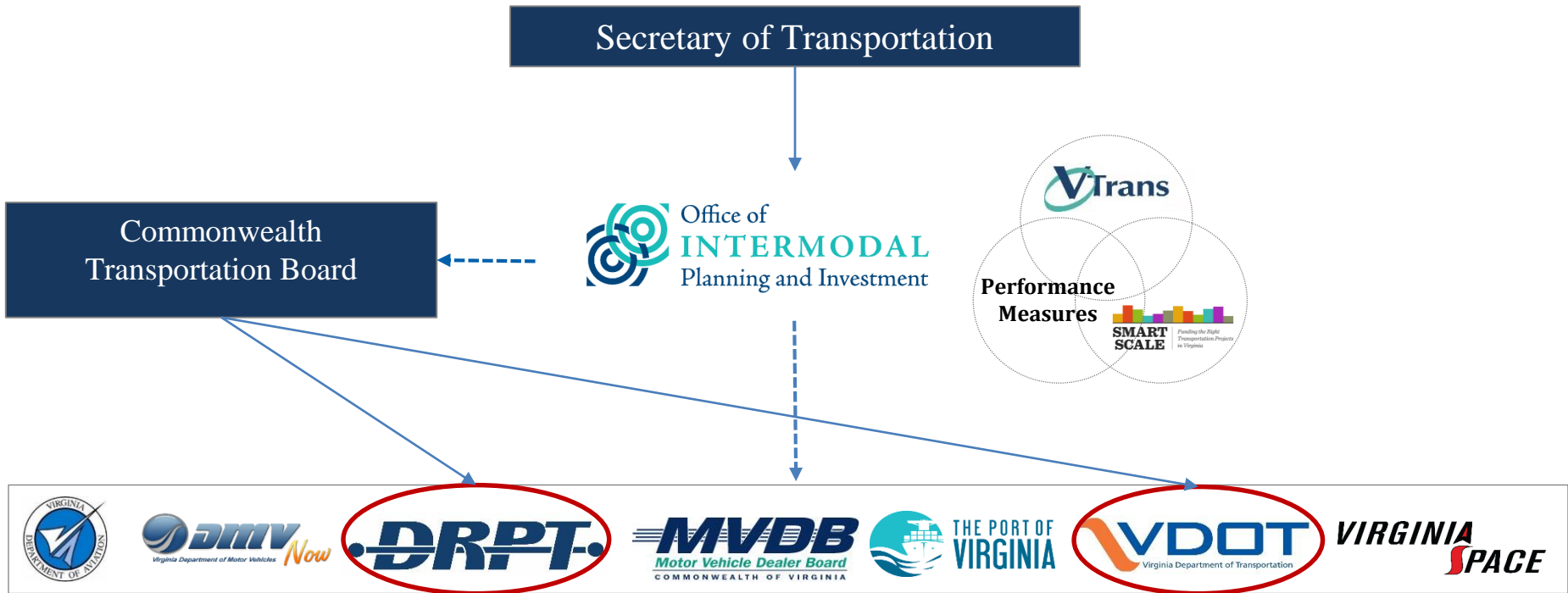


WHAT IS VTRANS?

- *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 for review 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)

50

Urban Development Areas – Powhatan County

UDA Needs Profile: Route 711 Village

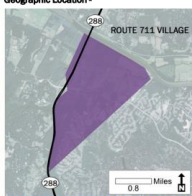
Within Powhatan County, there are three designated UDAs. The Route 711 Village is located to the east of Route 288.

Location Characteristics

PDC - Richmond Regional PDC
UDA Size - 3.2 square miles
Year Designated - 2010

Comprehensive Plan Detail - The Powhatan County 2010 Comprehensive Plan designates three key locations as Urban Development Areas (UDAs). These locations - Route 711 Village, Route 60 East, and Courthouse Village - will accommodate the majority of future growth in a compact development pattern based on New Urbanist principles, while still maintaining the rural community character of Powhatan County. Transportation recommendations are coordinated with the land use to provide for improved connectivity standard and a road network that meets the requirements of these statutes as well as the local needs of the community.

Geographic Location

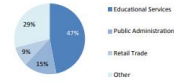


Socio-Economic Characteristics

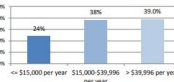
UDA Characteristics (Source: UDA, 2010)

Total Population - 1,767 persons
Total Primary Jobs - 1,612 jobs

Jobs by Industry



Total Jobs by Earnings



Jobs Within a 45 Minute Drive
45,313

Working Age Population Within a 45 Minute Drive
67,955

(Source: EPA Smart Location Database (U.S. Census tract data))

Jurisdiction Characteristics:

Population Growth (Source: Welton Cooper Center)

2010

28,046

↑

20%

2025

33,771



- **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))

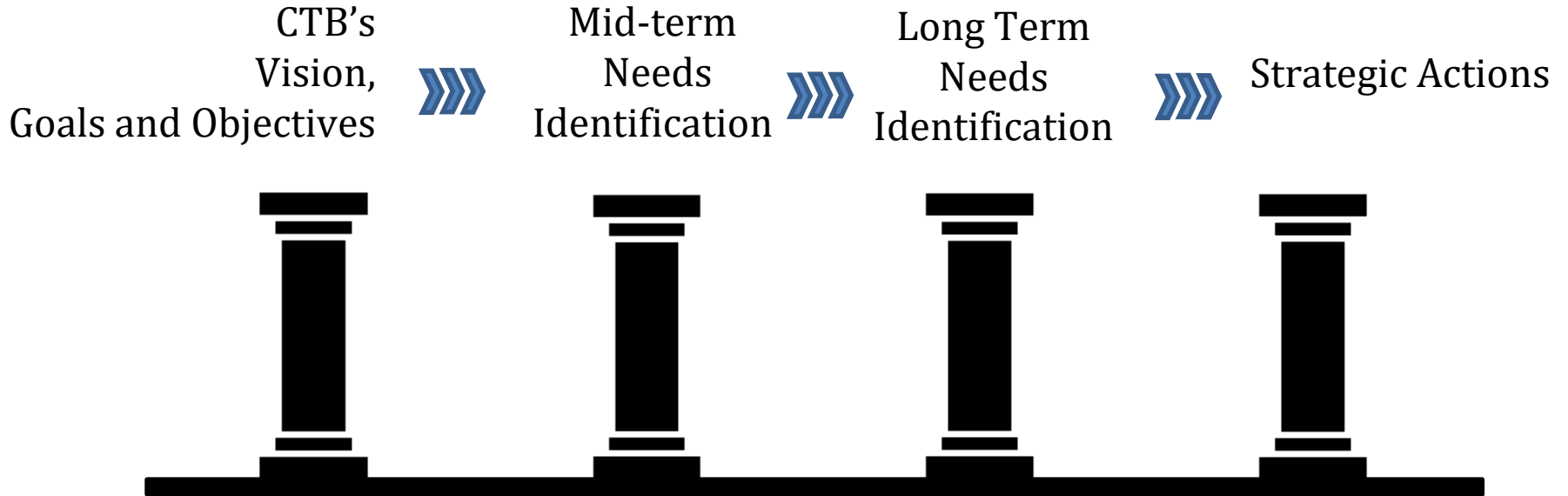


VTRANS UPDATE KICK-OFF

- Major components
- Key modifications from VTrans2040
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MAJOR COMPONENTS



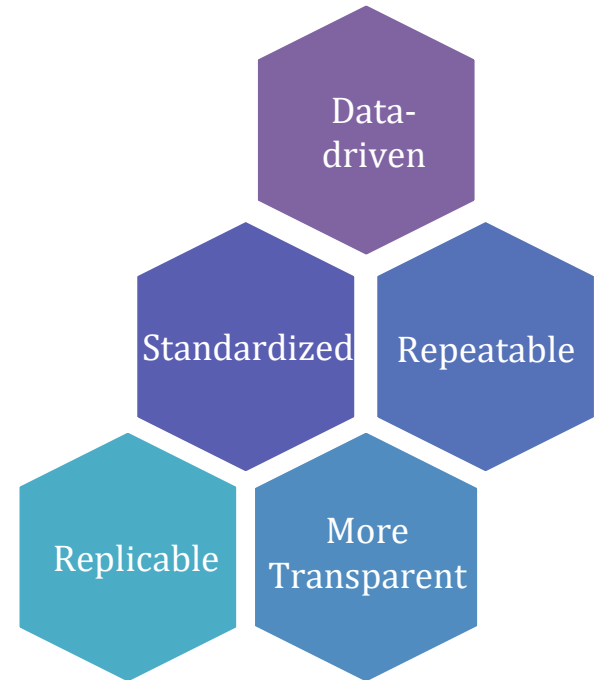
- CTB to review and reaffirm their overall direction for transportation planning & policy
- Vision to be informed by:
 - A public survey
 - Vulnerability assessment
 - Demographic and land use trends, opportunities, and challenges
 - Technology trends, opportunities, and challenges
 - Financial trends,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



MAJOR COMPONENTS (Mid-term Needs)

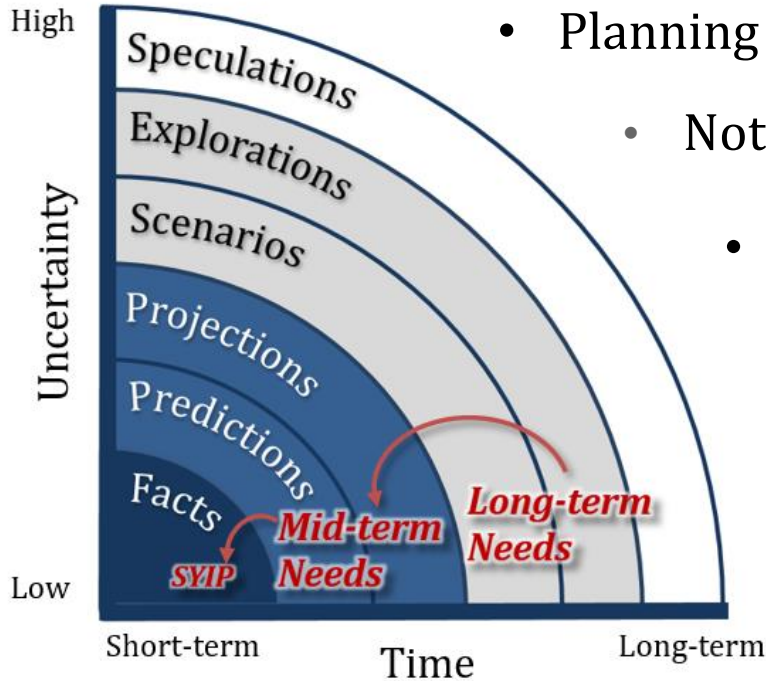
- Planning horizon: 0- 10 years
- **CTB to adopt a policy for needs identification**
 - Define “transportation need”
 - Review of VTrans need categories (e.g. CoSS, RN, UDA, Safety)
 - Utilize adopted Performance Targets, new measures or Key Performance Indicators (KPIs)
- **Adoption of the mid-term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



THEMES (Key Modifications)



Image Source: USDOT

- Resilient Transportation Infrastructure
- Smart Transportation Infrastructure
- Smarter Investments
- Increase awareness among public and local agencies

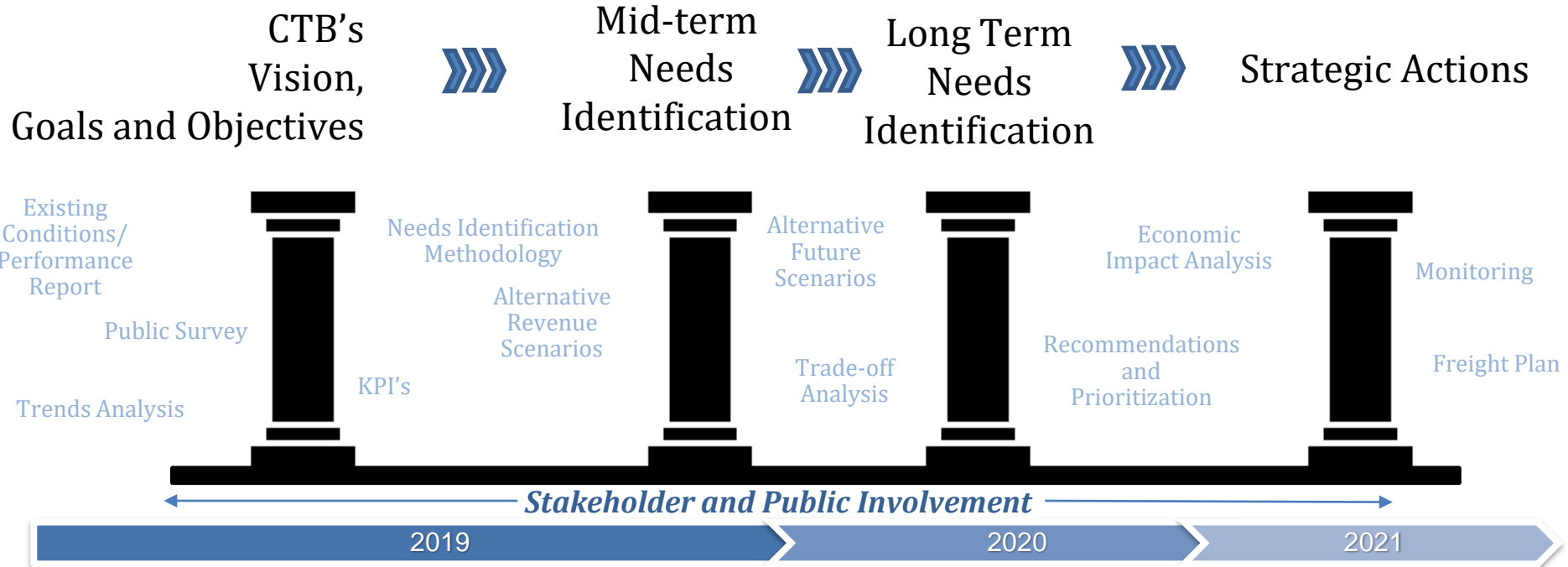


EXPECTED OUTCOMES

- 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

- Statewide Bicycle and Pedestrian Advisory Committee:
 - Presentations at Quarterly Meetings:
 - Winter 2018/2019:
 - Kick-off/Approach
 - Spring 2019:
 - Review Existing Conditions & Trends (to inform Vision)
 - Discuss Needs Identification Methodology
 - Fall 2019:
 - Review Draft Mid-Term Needs



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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