COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

DRAFT POLICY FOR THE PRIORITIZATION OF VTRANS MID-TERM NEEDS

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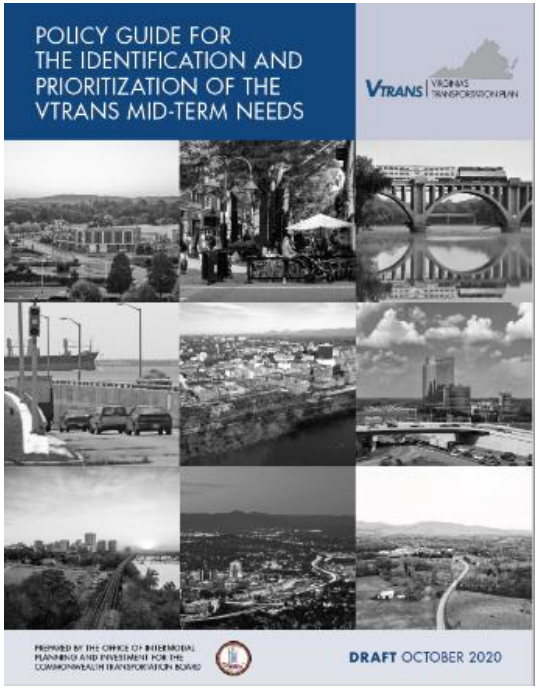
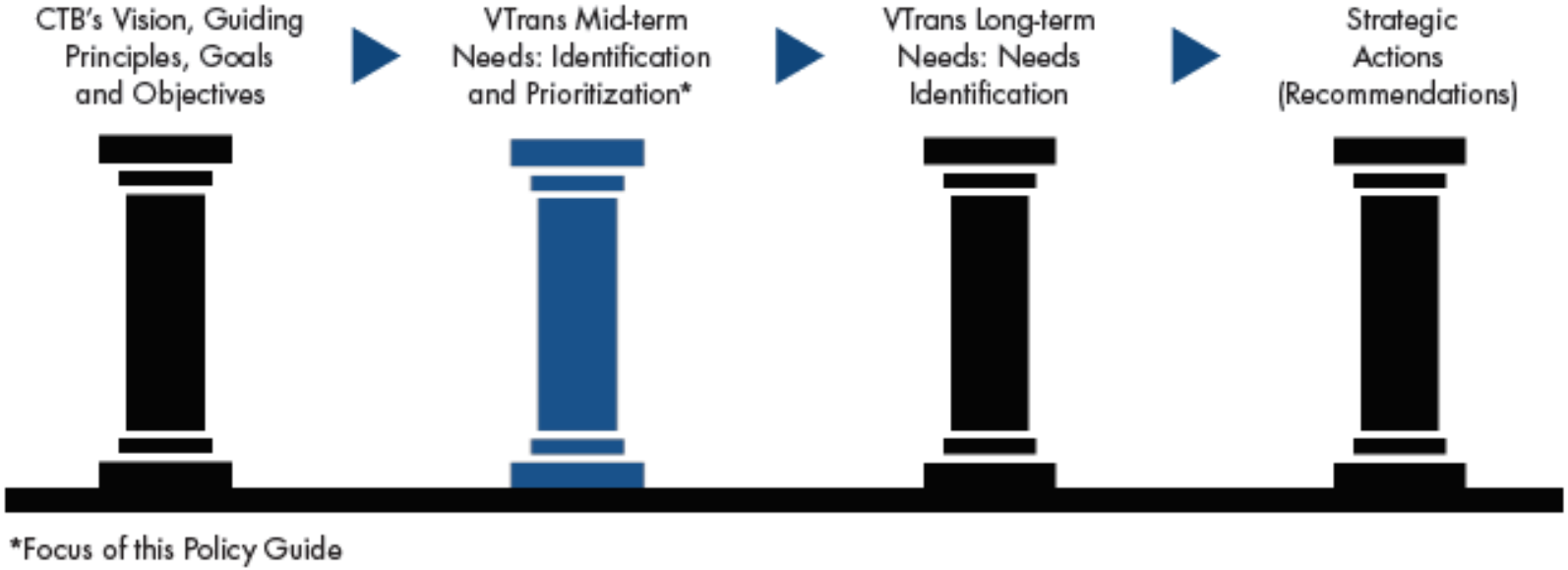
Discussion Items

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



- VTrans is Virginia's Multimodal Transportation Plan



Major Components of VTrans

- 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

- 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**."

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

	Mid-Term Needs	Long-Term Needs
Planning Horizon	• 0 - 10 years	• Next 20+ years
Purpose	• Screen SMART SCALE funding requests • Act as a criteria for the evaluation of VDOT Revenue Sharing funding requests	• Inform policy to prepare for gradual and systematic change
Board Action	• January 2020: Policy for Identification of VTrans Mid-term Needs adopted • January 2021: Policy for the Prioritization of VTrans Mid-term Needs, request for CTB action	• Scheduled for fall of 2021

- 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 I PROCESS

STEP 1

Establish Types of Priorities

- **Establish criteria for aggregating VTrans Need Categories**

Prioritized Needs
- Very high
- High
- Medium
- Low

STEP 2

Prioritize within Needs Categories

- **Establish priorities within each VTrans Need Category**

STEP 3

Weigh and Aggregate Needs across Needs Categories

- **Apply weighting**
- **Identify initial Statewide and District Priority Locations**

Prioritized locations:
- Statewide Priority Locations 1 - 4
- District Priority Locations 1 - 4

STEP 4

Adjust Priorities for Influencing Factors

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

Draft Prioritization Policy I 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 I Step 2: Prioritize within Each Need Category

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

Very High

Low

Severity

Measure acuteness of a Need

Very High

Low

Magnitude

Number of users, riders, residents that can potentially benefit

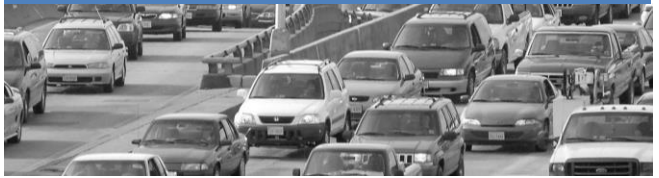
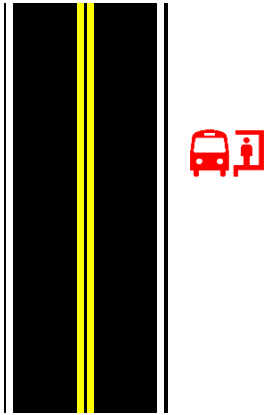


Photo Credit: Virginia Department of Transportation

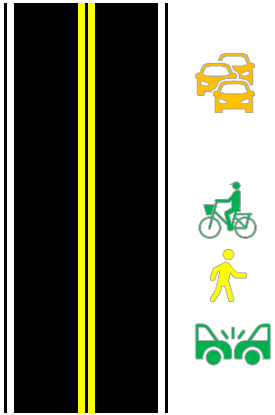
DRAFT PRIORITIZATION POLICY I STEP 3: WEIGH AND AGGREGATE ACROSS NEED CATEGORIES

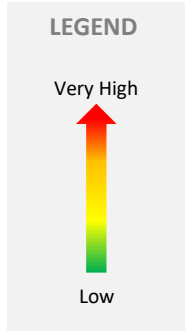
- Prioritized Needs (Very High, High, Medium, Low) are weighted by category and added for each segment

- 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





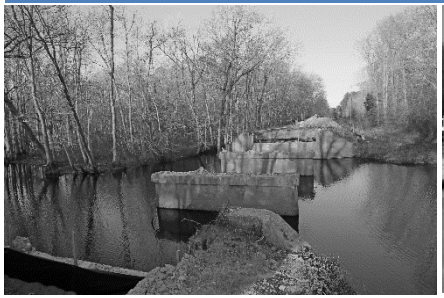
Draft Prioritization Policy I Step 3: Weigh and Aggregate Across Need Categories

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%	100.00%

Draft Prioritization Policy I 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

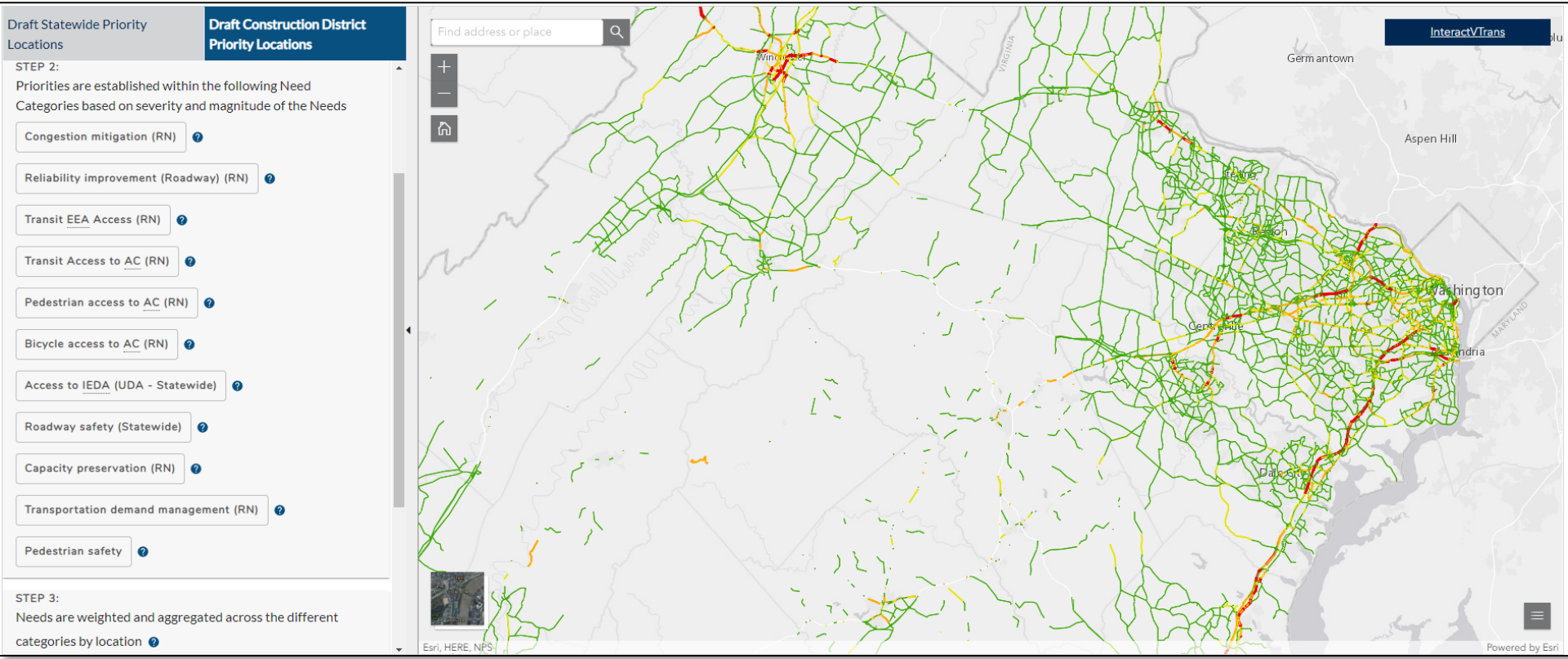
Tropical Storm IDA – Route 10

Hurricane Isabel – Midlothian Turnpike & Labrook Drive

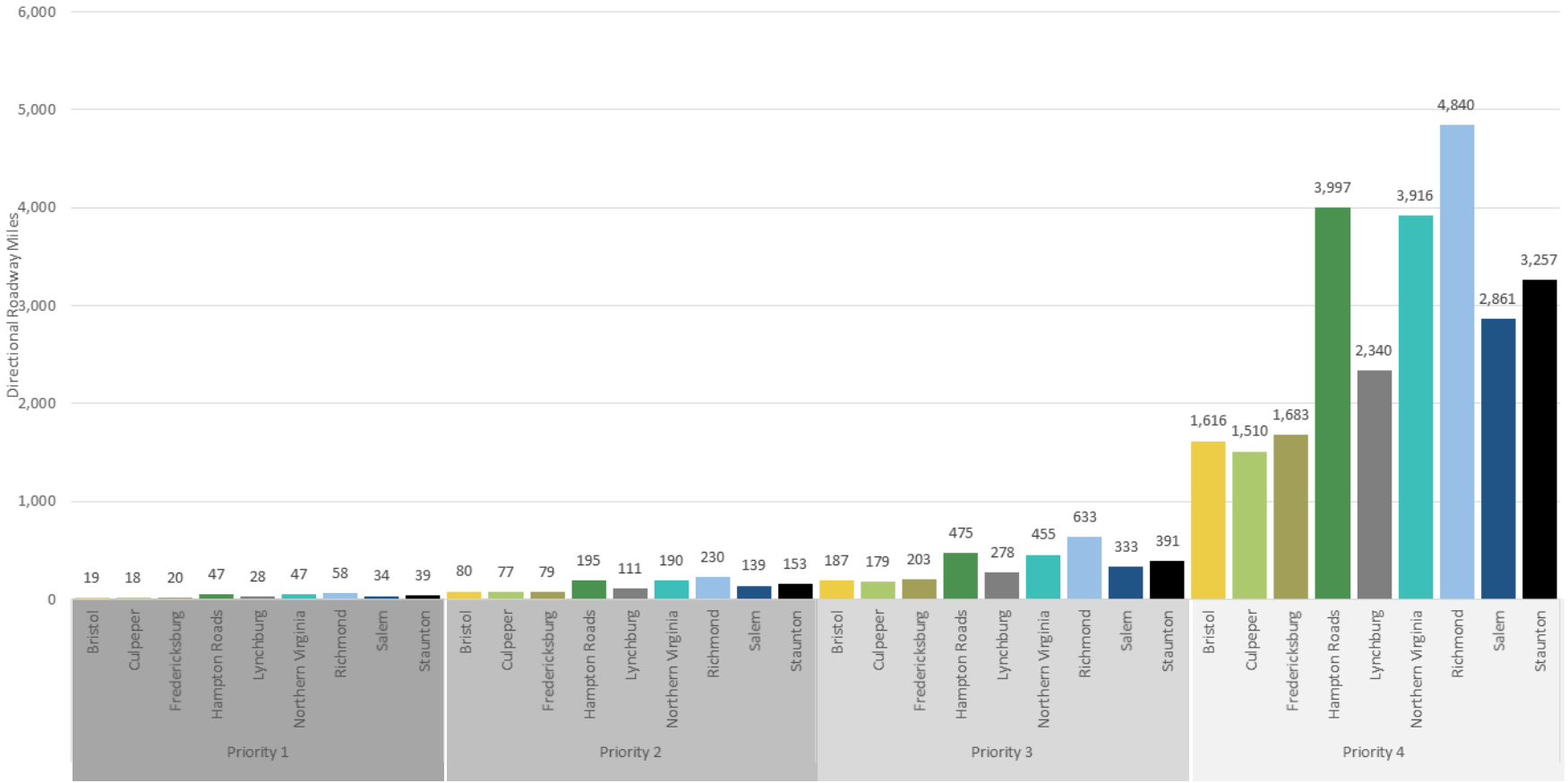
Photo Credit: Virginia Department of Transportation

Draft Construction District Priority Locations

- Mid-term Prioritization webpage includes a webmap to view the results

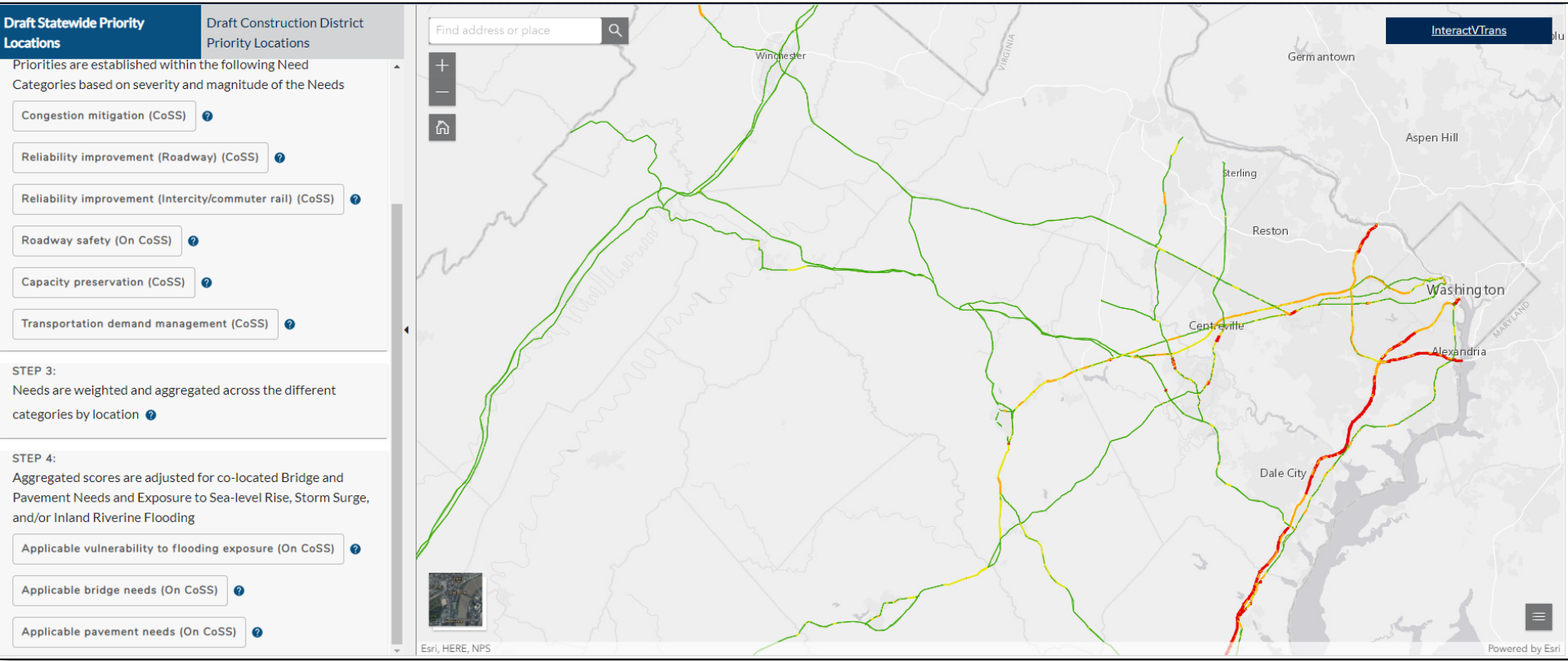


Draft Construction District Priority Locations | Summary by District

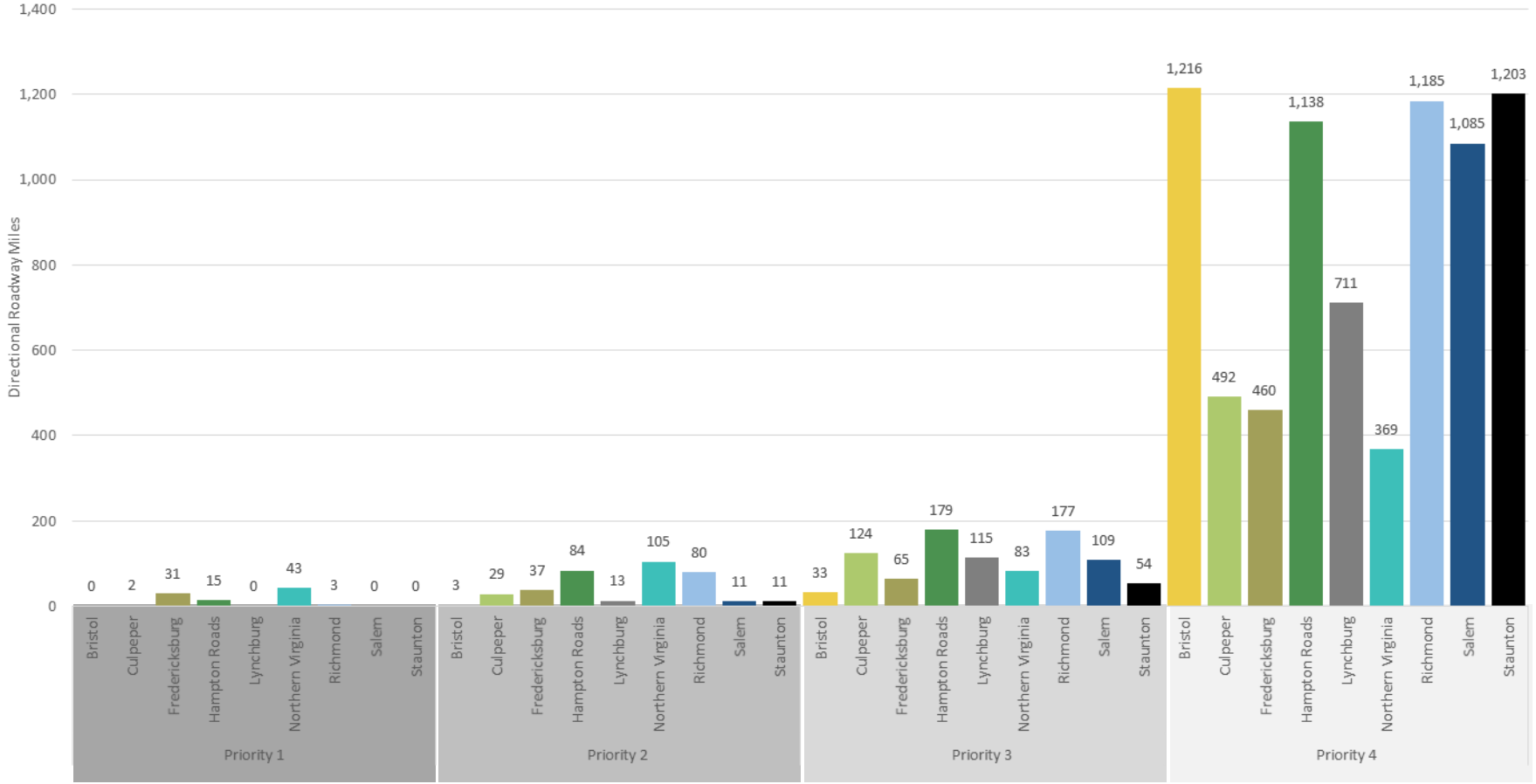


Draft Statewide Priority Locations

- Mid-term Prioritization webpage includes a webmap to view the results



Draft Statewide Priority Locations | Summary by Construction District

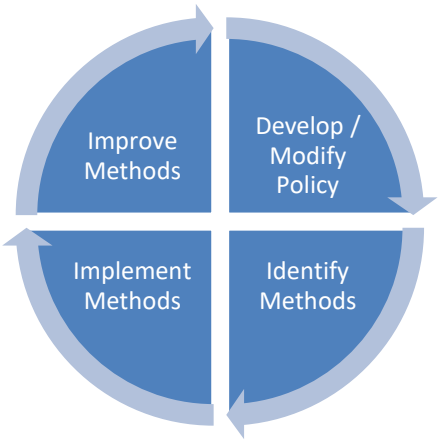


Draft Prioritization Policy I Noteworthy Items

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.



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

VTRANS | VIRGINIA'S TRANSPORTATION PLAN

Thank you