



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

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

Commonwealth Transportation Board

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January 19, 2021



# PURPOSE AND DISCUSSION ITEMS

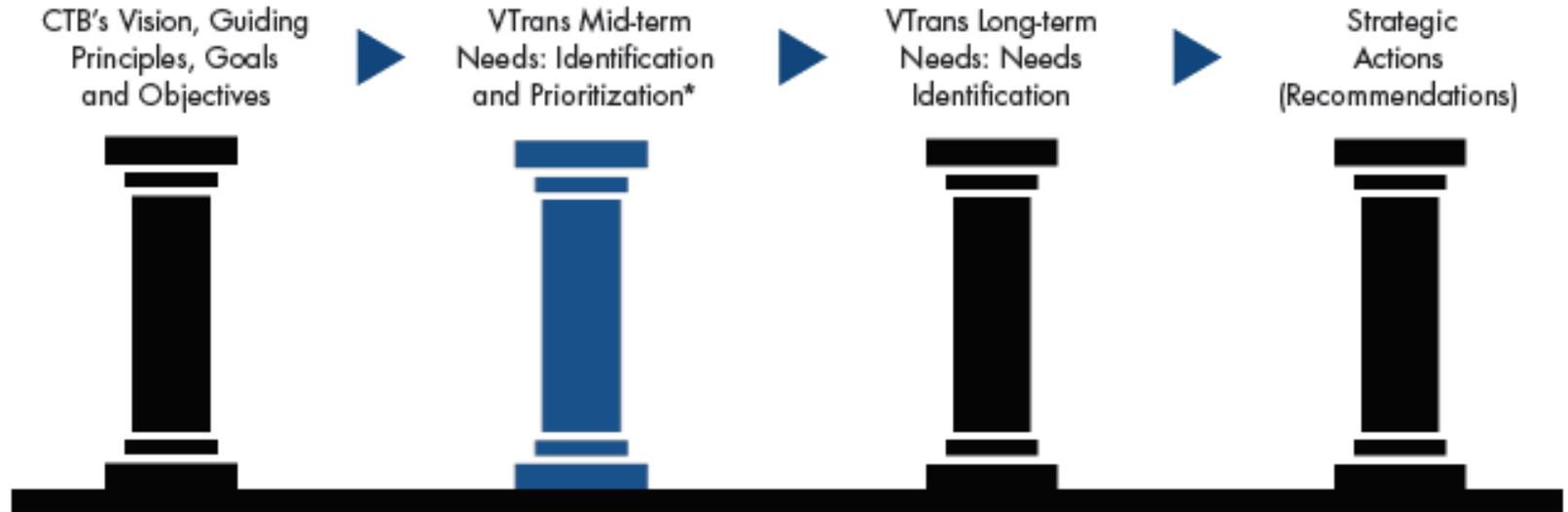
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- **Purpose:**
  - Share the Draft Policy for the Prioritization of the VTrans Mid-term Needs and comments received
  - Request for Board action at the February CTB Meeting
- **Discussion Items:**
  - Context and Overview
  - Overview of the VTrans Prioritization Policy
  - Results based on the Draft Policy
  - Outreach and Engagement
  - Recommended Actions or Modifications
  - Next Steps



# CONTEXT AND OVERVIEW | ABOUT VTRANS

- Major components in VTrans - Virginia's Transportation Plan



\* Focus of today's presentation

# CONTEXT AND OVERVIEW | TIMELINE OF THE PRIORITIZATION POLICY

January 2020	<p><b>Direction from the Board</b></p> <p>Board action on the policy for the identification of the VTrans Mid-term Needs; direction to OIPI to prioritize</p>
May - June	<p><b>Briefings</b></p> <p>Gather initial feedback on the approach to methodology</p>
July	<p><b>CTB Workshop</b></p> <p>Present initial approach to the methodology and gather feedback</p>
July - Sept	<p><b>Evaluate</b></p> <p>Develop initial methodology options and associated results</p>
Oct - Nov	<p><b>Release Draft Policy</b></p> <p>30-day review and comment period, Conduct VTrans Virtual Workshops</p>
Oct - Nov	<p><b>Briefings</b></p> <p>Gather feedback on the draft methodology and the results</p>
January 2021	<p><b>CTB Workshop</b></p> <p>Present summary of comments received on the draft policy</p>
Feb	<p><b>CTB Meeting</b></p> <p>Incorporate changes and request Board Action</p>

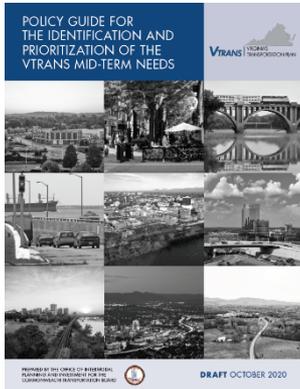
 **We are here**



Outreach and engagement

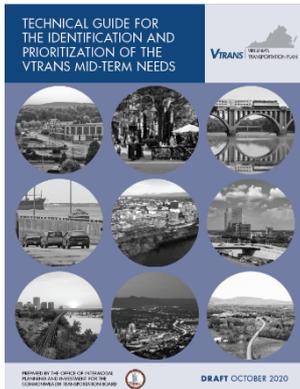
# CONTEXT AND OVERVIEW | DOCUMENTATION OF THE DRAFT POLICY

## Policy Guide



- **Draft policy was made available for public review and feedback between **October 29 and November 30, 2020****
  - Policy Guide
    - Synthesizes a **draft policy recommendation** with relevant existing policies
    - Provides framework and policy-level details
  - Technical Guide
    - Documents data sources, methods, and processes

## Technical Guide



- **Board action requested on the Policy Guide, with the following direction:**
  - The methodology outlined in the Technical Guide may continue to evolve and improve based upon advances in technology, data collection, and reporting tools, and if any such improvements would modify or affect the policy and process described in the Policy Guide, they shall be brought to the Board for review and approval.

# SIGNIFICANCE OF THE POLICY

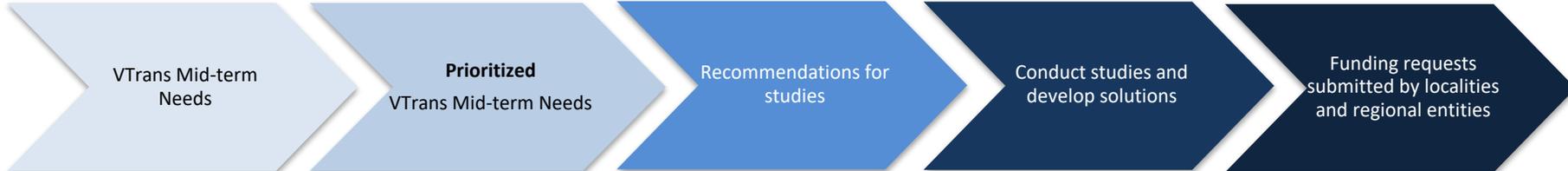
- **Based on guidance from the Board, this policy may:**
  - Guide the development of Multimodal Project Study Pipeline
  - Inform other state planning and programming purposes



# SIGNIFICANCE OF THE POLICY | EXAMPLE



Route 3 (Plank Rd) near Bragg Rd Intersection in Fredericksburg Construction District



Per the Board adopted policy, this location has several needs that can be addressed by policies, programs, or projects

Per the draft policy, this segment would be one of the **Priority 1 Locations** for the Fredericksburg Construction District based on the following:

Congestion Mitigation	Low
Transit Access to Activity Centers	High
Bicycle Access to Activity Centers	Very High
Pedestrian Access to Activity Centers	Very High
Safety Improvement	High
Pedestrian Safety	Very High
Capacity Preservation	Medium/Low
Travel Demand Management	Very High/High
Access to Economic Dev. Area	Low

Require modifications to existing policies or creation of new policies

- **Prioritized Transportation Needs and Locations established based on the draft policy:**
  - Follow data-driven, transparent, and replicable methods
  - Allow localities to develop innovative context-sensitive multimodal solutions (infrastructure improvements, policies, or programs)
    - Example: Arlington County's innovative Transportation Demand Management programs
  - Allow for specificity while avoiding prescriptiveness
    - Example: Solution to a congestion problem can be a bike share program or a new bus service

# POLICY FOR THE PRIORITIZATION OF THE VTRANS MID-TERM NEEDS | PROCESS

## STEP 1

Establish Types of Priorities

- Establish criteria for aggregating VTrans Need Categories

## STEP 2

Prioritize within Needs Categories

- Establish priorities within each VTrans Need Category

Prioritized Needs

- Very high
- High
- Medium
- Low

## STEP 3

Weigh and Aggregate Needs across Needs Categories

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

## STEP 4

Adjust Priorities for Influencing Factors

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

Prioritized locations:

- Statewide Priority Location 1 - 4
- Construction District Priority Location 1 - 4

# 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

## STEP 2: PRIORITIZE WITHIN EACH NEED CATEGORY

- **Prioritize each Need Category (e.g. Congestion, Safety, etc.) using:**
  - Severity
  - Magnitude
- **Examples:**
  - **Statewide Priorities:** Compare a Safety Need along Route 11 in Bristol against a Safety Need along Route 1 in NoVA
  - **Construction District Priorities:** For Salem District, compare a transit need in Roanoke with one in Blacksburg

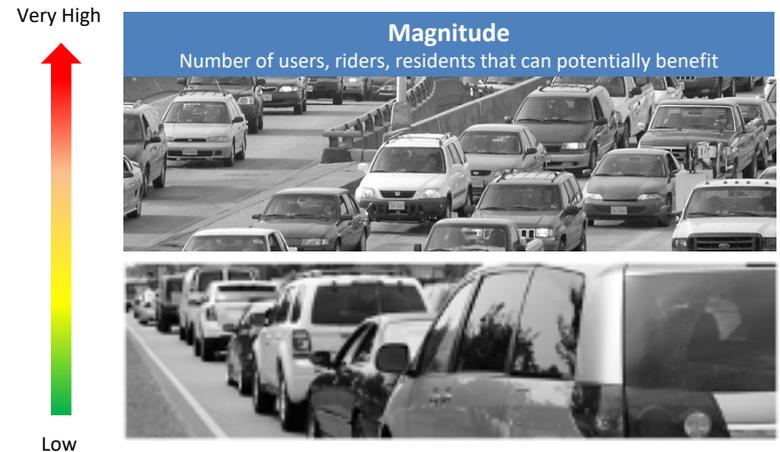
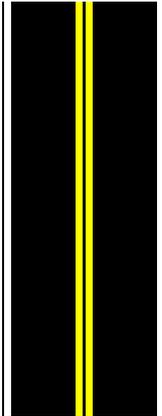


Photo Credit: Virginia Department of Transportation

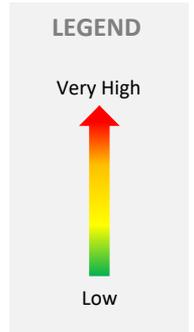
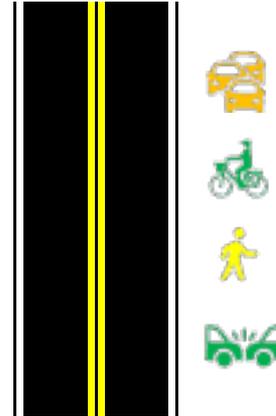
## STEP 3: WEIGHT AND AGGREGATE ACROSS NEED CATEGORIES

- **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 present



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



# STEP 3: WEIGH AND AGGREGATE ACROSS NEED CATEGORIES

Travel Market	Board-adopted VTrans Need Category	Weighting - Statewide Priority	Weighting – Construction District Priority <sup>1</sup>			
			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 (along 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 for 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%

<sup>1</sup> Weighting for Construction District Priority Locations is based on SMART SCALE Area Types with the following variations:

- Area Type A: Weighting for *Safety* increased from 5% to 20%; Combined weighting for *Land Use + Accessibility* decreased from 35% to 20%.
- Area Type B: Weighting for *Congestion* increased from 15% to 25%; combined weighting for *Land Use + Accessibility* decreased from 35% to 25%.

## STEP 4: ADJUST FOR INFLUENCING FACTORS

- Initial Priority Locations are adjusted for two types of influencing factors

### 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

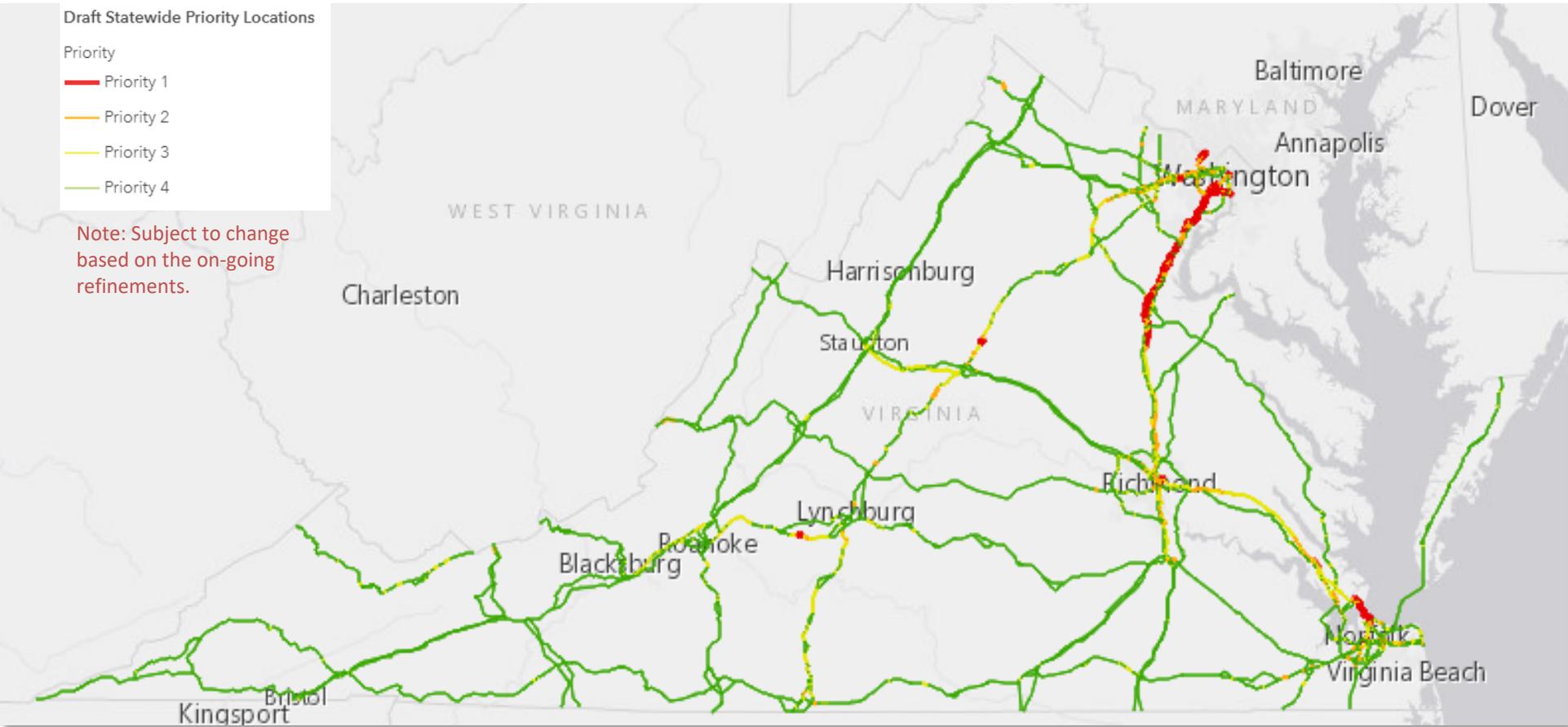
# RESULTS BASED ON THE DRAFT POLICY | STATEWIDE PRIORITY LOCATIONS

## Draft Statewide Priority Locations

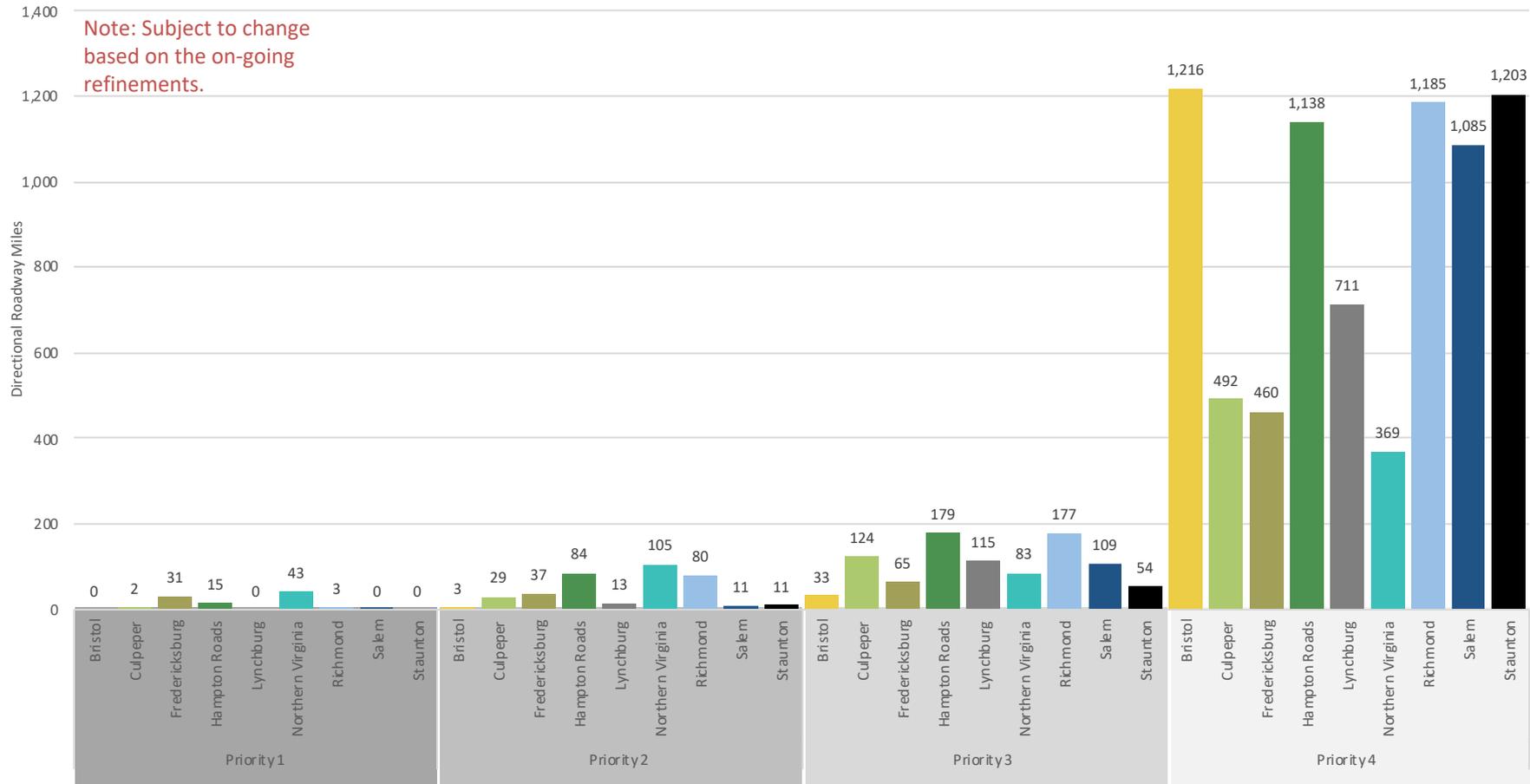
### Priority

- Priority 1
- Priority 2
- Priority 3
- Priority 4

Note: Subject to change based on the on-going refinements.

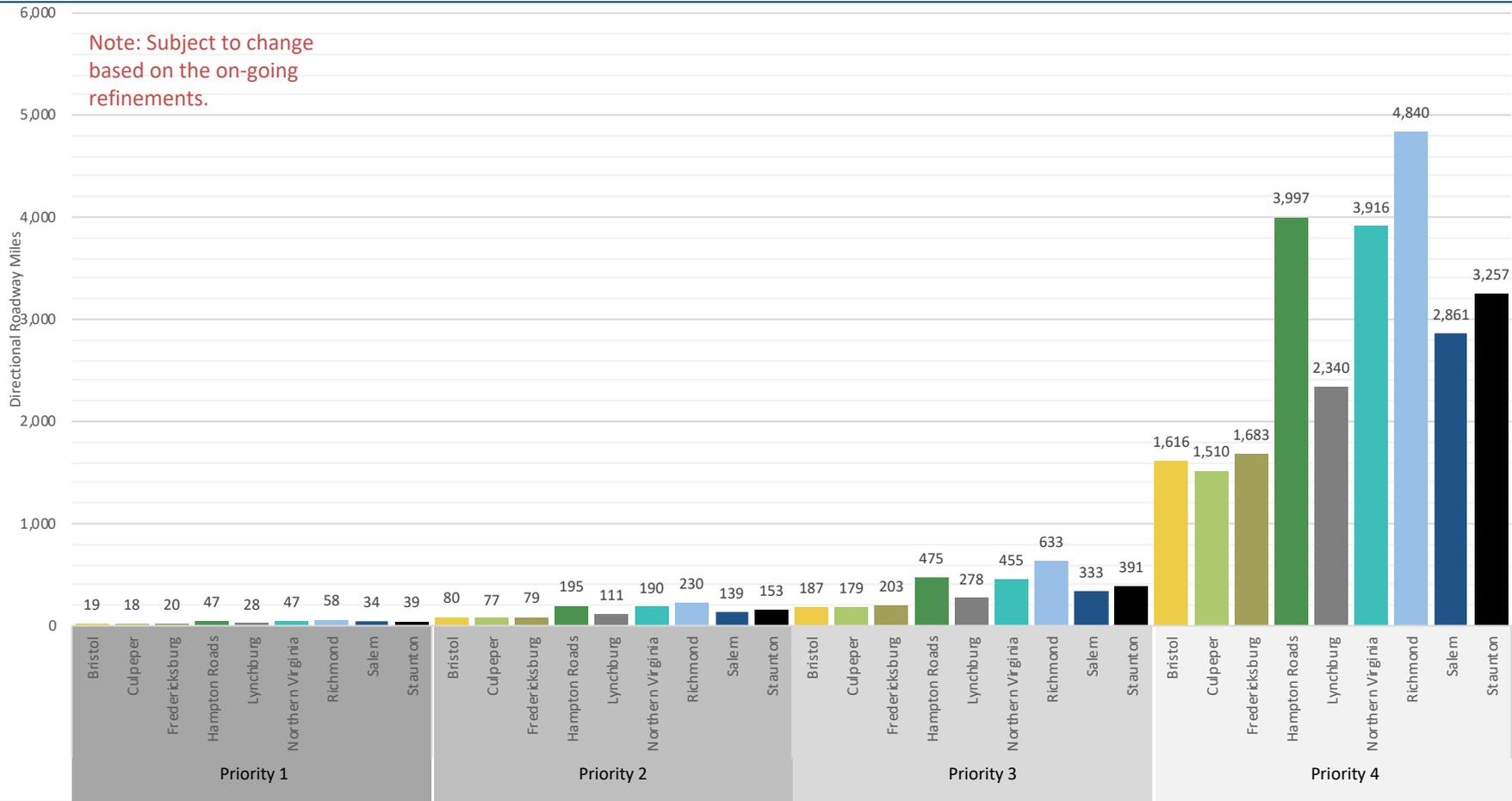


# RESULTS BASED ON THE DRAFT POLICY | STATEWIDE PRIORITY LOCATIONS (DIRECTIONAL MILEAGE)





# RESULTS BASED ON THE DRAFT POLICY | CONST. DISTRICT PRIORITY LOCATIONS (DIRECTIONAL MILEAGE)



# OUTREACH AND ENGAGEMENT

- **Agency and Public Outreach since the July CTB Workshop meeting:**
  - 33 briefings or presentations at MPO and PDCS meetings as well as at other forums
  - 4 Virtual Workshops attended by over 350 participants
  - Several one-on-one meetings with various agencies and jurisdictions
  - Promotional posts on social media (Facebook)

## Promotional Posts on Social Media (Facebook):

- Impressions: 449,689
- Engagements: 7,808
- Clicks: 6,262
- Reactions: 751

Attendee Self-affiliation	<u>Number of Agencies / Jurisdictions Reached</u>		<u>Number of Agencies / Jurisdictions Commented</u>	<u>Number of Written Comments</u>	
	2020 VTrans Virtual Workshops	MPO/PDC Meetings		Total	Comments on the Draft Prioritization Policy
City	13	27	4	28	23
County	24	33	6	82	61
Town	7	7	0	0	0
Transit/TDM	6	18	1	2	2
PDC/MPO	19	10	9	41	39
Other Regional	2	1	0	0	0
Other State	5	3	0	0	0
Other	18	9	3	33	19
<b>TOTAL</b>	<b>94</b>	<b>108</b>	<b>23</b>	<b>186</b>	<b>144</b>

# AGENCY OUTREACH AND ENGAGEMENT | SUMMARY OF WRITTEN COMMENTS

- **All written comments on the draft policy are included in the Board Packet**
- **High-level Summary based on discussions and written comments**
  - A few (supportive) comments on increased weighting for Safety (in Area Type A) used for establishing District Priority Locations
  - Support for OIPI’s Growth and Accessibility Planning Technical Assistance Program to study locally-identified UDA Needs
- **Other comments**
  - Comments on existing VTrans-related Board policies will be considered for future updates



*(continued on next slide)*

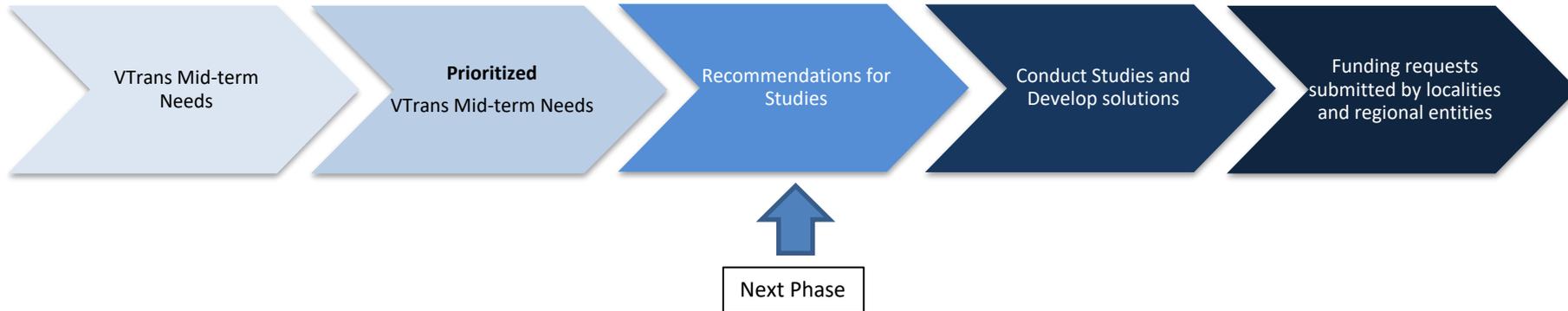
- **High-level Summary based on discussions and written comments *(continued)***
  - Questions and comments regarding utilization of the priorities
  - Concern that there are fewer Priority 1 Locations in rural areas
  - Concern that all local priorities may not necessarily rise to the level of being Statewide or Construction District priorities
  - Concern that studies funded in the past may not get funded
  - Comment to ensure that local preferences (e.g. mode, strategy) are considered while developing solutions
  - Concern that the influencing factor for projected sea level rise is used a positive influencing factor for establishing priority locations

# AGENCY OUTREACH AND ENGAGEMENT | RECOMMENDED MODIFICATIONS

Comment or Concern	Policy	Recommendation or Modification
Include Fauquier County in the Northern Virginia Regional Network	VTrans Travel Markets	Per the existing Board Policy for VTrans Travel Markets, include Fauquier County in the Northern Virginia Regional Network
Request for more emphasis on rapidly developing corridors	Draft Prioritization Policy, Step 1	Also utilize <i>CoSS Need for Capacity Preservation</i> for establishing Construction District Priority Locations.
Consider equity / economic distress / transportation disadvantaged as an influencing factor	Draft Prioritization Policy, Step 4	Include <b>economic distress</b> as an influencing factor for establishing Construction District Priority Locations

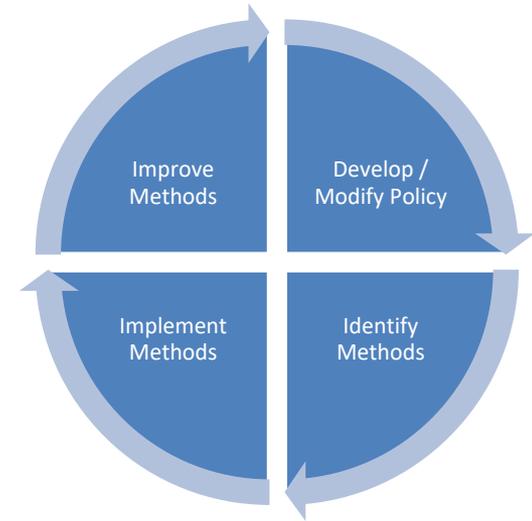
# AGENCY OUTREACH AND ENGAGEMENT | ITEMS FOR FUTURE PHASES

- **Considerations for the next phase**
  - Fewer Priority 1 Locations in rural areas
  - Strategic importance of roadways and corridors
  - Committed improvements or previously completed studies
  - Need to ensure that studies and solutions focus on the underlying need



# AGENCY OUTREACH AND ENGAGEMENT | CONSIDERATIONS FOR FUTURE UPDATES

- **Several agencies and jurisdictions have provided suggestions and recommendations for data sources, data usage, etc.**
- **The implementation of the Draft Policy for Prioritization will benefit from Continuous Improvement that addresses:**
  - Accuracy and completeness of data
  - Congruity and consistency of data

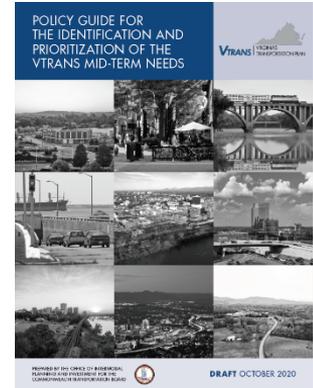


Continuous Improvement

# NEXT STEPS

- Based on the guidance from the Board, modify **Policy and Technical Guides for the Identification and Prioritization of the VTrans Mid-term Need**
- Request Board action on the draft policy at the February CTB Meeting

## Policy Guide



## Technical Guide

