



# COMMONWEALTH of VIRGINIA

## *Commonwealth Transportation Board*

W. Sheppard Miller, III  
Chairperson

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Richmond, Virginia 23219

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### MINUTES

## MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD VTRANS VISIONING WORKSHOP MEETING

VDOT Central Auditorium  
1221 East Broad Street  
Richmond, Virginia 23219  
March 28, 2023  
10:00 a. m.

The workshop meeting of the Commonwealth Transportation Board was held in the Central Office Auditorium of the Virginia Department of Transportation in Richmond, Virginia, on March 28, 2023. The Chairman, Sheppard Miller, presided and called the meeting to order at 10:00 a.m.

Present: Messrs., Brown, Byers, Coleman, Fowlkes, Kasprovicz, Lawson, Laird, Merrill, Smoot, Yates; Ms. Hynes, Ms. Sellers, Mr. Brich, ex officio, Commissioner of Highways and Ms. DeBruhl, ex officio, Director of the Department of Rail and Public Transportation.

Absent: Messrs., Dodson, Stant

**Agenda Item 1.** Opening remarks

Honorable W. Sheppard Miller III, Virginia Secretary of Transportation, Commonwealth Transportation Board Chairperson

**Agenda Item 2.** Overview presentation

John Lawson, Deputy Secretary of Transportation and Director of Office of Intermodal Planning and Investment (OIPI) and Hannah Twaddell, Principal Planner, ICF (OIPI Consultant)

*Reference by attachment of presentation*

**Agenda Item 3.** Break

*The Chair suspended the meeting at 11:05 a.m. on March 28, 2023 to provide the Board a break. The Chair called the suspended meeting to order at 11:15 p.m. on March 28, 2023 taking up the remaining agenda items.*

**Agenda Item 4.** Small Group Discussions of VTrans Vision

OIPI Consultants

*Presentation and VTRANS CTB Consolidated Notes attached hereto.*

**Agenda Item 5.** Working lunch

OIPI Consultants

Minutes  
Commonwealth Transportation Board VTrans Visioning  
Workshop Meeting  
March 28, 2023  
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*The Chair suspended the meeting at 12:30 p.m. on March 28, 2023 to provide the Board a lunch break. The Chair called the suspended meeting to order at 1:05 p.m. on March 28, 2023 for a discussion to summarize results of the morning session facilitated by OIPI consultants.*

**Agenda Item 6.** Small Group Discussions of VTrans Goals  
OIPI Consultants  
*Presentation and VTRANS CTB Consolidated Notes attached hereto.*

**Agenda Item 7.** Break

*The Chair suspended the meeting at 2:20 p.m. on March 28, 2023 to provide the Board a break. The Chair called the suspended meeting to order at 2:30 p.m. on March 28, 2023 taking up the remaining agenda items.*

**Agenda Item 8.** Summary and Next Steps  
Hannah Twaddell, Principal Planner, ICF (OIPI Consultant)  
*After a full group discussion to summarize results of the afternoon session, Ms. Twaddell itemized the next steps in the VTrans update process.  
Presentation and VTRANS CTB Consolidated Notes attached hereto.*

**ADJOURNMENT:**

The meeting adjourned at 3:30 p.m. on March 28, 2023.

Respectfully Submitted:

Carol Mathis,  
Assistant Secretary to the Board

## #

**Commonwealth Transportation Board VTrans Vision Workshop Meeting Notes**  
**March 28, 2023, 10 a.m. – 3:30 p.m.**  
**VDOT Auditorium**

**CTB members present:**

- W. Sheppard Miller III (Secretary)
- E. Scott Kasprowicz (At-Large Urban)
- Greg Yates (At-Large Rural)
- Carlos Brown (Richmond)
- Mary Hughes Hynes (Northern Virginia)
- Raymond Smoot Jr. (Lynchburg)
- Mark H. Merrill (Staunton)
- Tom Fowlkes (Bristol)
- Wayne Coleman (At-Large Urban)
- H. Randolph Laird (At-Large Rural)
- Thomas Moore Lawson (At-Large Rural)
- Darrell R. Byers (Culpeper)
- Laura A. Sellers (Fredericksburg)
- Stephen C. Brich (Commissioner, VDOT)
- Jennifer DeBruhl (Director, DRPT)

**Consultant members present:**

- **ICF:** Jeff Ang-Olson, Walker Freer, Hannah Twaddell
- **Michael Baker International:** Lorna Parkins
- **CDM Smith:** Chris Nazar
- **EPR-PC:** Jeanie Alexander, Todd Gordon

**Table 1**

- H. Randolph Laird
- Tom Fowlkes
- Wayne Coleman
- Mary Hughes Hynes
- Facilitators: Chris Nazar, Jeanie Alexander

**Table 2**

- Darrell R. Byers
- E. Scott Kasprowicz
- Mark H. Merrill
- Laura A. Sellers
- Facilitators: Jeff Ang-Olson, Walker Freer

**Table 3**

- Greg Yates
- Carlos Brown
- Raymond Smoot Jr.
- Thomas Moore Lawson
- Facilitators: Lorna Parkins, Todd Gordon

**Commonwealth Transportation Board VTrans Vision Workshop Meeting Notes**  
**March 28, 2023, 10 a.m. – 3:30 p.m.**  
**VDOT Auditorium**

**Discussion Approach**

Each table conducted two consecutive small group exercises to 1) brainstorm desired future conditions in the year 2045 (vision) and 2) propose goals by which Virginia's transportation system would serve businesses and communities. The workshop concluded with full group reflections on all the ideas developed for the vision and goals.

**Summary - Small Group Discussions of Vision**

Collectively, the top three transportation outcomes for desired conditions in 2045 were **safety**, **reliability**, and **environmental responsibility**.

- **Safety**
  - Safer than today
  - Interstates should be congestion free.
  - Safety concerns related to autonomous vehicles include trucks
    - Do not want to encourage distracted drivers.
  - Safety should mean zero fatalities.
- **Reliability**
  - Focus on moving all people and goods reliably.
  - Transportation should be highly reliable for individual drivers and public transportation users including passenger rail.
  - More reliable mass transit options for people and freight.
  - Traveling should be consistent and predictable:
    - people should know what commute times are
    - road closures should be effectively communicated
    - tolls should be predictable (from a time and a cost perspective).
  - Be more strategic in how we provide our oversight of roadway travel, including coordination with employers.
  - Change the thought process to focus on reducing demand during peak periods using financial incentives or other programs.
- **Environmental Responsibility**
  - Has an effective plan to manage climate change effects.
  - Is actively committed to lowering GHG/emissions.
    - Carbon neutral: Assess carbon emissions across transportation system, research reasonable alternatives. develop offsets, such as windmills or solar systems on VDOT properties.
  - Minimize the footprint of future transportation infrastructure, and better utilize existing infrastructure.
  - How do we make a meaningful impact on VMT?
- **Multi-State Coordination**
  - Develop a regional approach with neighboring states to solve congestion and commuting problems.
  - Recognize our role as a fulcrum in the mid-Atlantic region for truck and train traffic.
- **Fair Access for All**

**Commonwealth Transportation Board VTrans Vision Workshop Meeting Notes**  
**March 28, 2023, 10 a.m. – 3:30 p.m.**  
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- Not overwhelmingly focused on commuting; focus on moving people for daily life needs.
- Connect communities of color and low-income communities fairly and increase access to jobs and goods reliably.
- Provide transportation choices for people that don't have options.
- The transportation system should support quality of life.
- **Sustainably Multimodal**
  - The transportation system should support operational costs for all modes; sufficiently funded and self-sustaining
  - Must convert from "automobile" centered to alternative transportation systems and be forced to stop trying to construct more highways.
- **Nimble, Creative, Innovative**
  - Deliver nimble, creative, and innovative solutions to real problems.
  - This goal is dependent on unforeseen factors.
- **Economic Prosperity**
  - What is the economic impact of transportation?
  - Focus on economic competitiveness and economic development.
  - Efficiently transporting goods within the Commonwealth should be a priority (consider both time and cost).
  - CTB should focus on cost effective transportation within the Commonwealth, focusing on the policy making decision process.
  - The Port of Virginia is a huge driver of economic development.
  - Be cost-effective, leverage the private sector.
- **Deliberate decision-making process**
  - Decision making process for infrastructure development needs to be informed by data and performance measures.
  - Balance infrastructure across the state.
  - Incentivize development where infrastructure exists.
- **Fully integrated system (no broken links in the chain)**
  - Be geographically inclusive of urban and non-urban areas.
  - A transit-oriented transportation system, which is fully connected, uninterrupted, and comprehensive of all modes (including aviation).

**Commonwealth Transportation Board VTrans Vision Workshop Meeting Notes**  
**March 28, 2023, 10 a.m. – 3:30 p.m.**  
**VDOT Auditorium**

**Summary - Small Group Discussions of Goals**

- **Economic Growth**
  - Virginia’s multi-state commitment to transportation solutions will provide reliable transportation options to accomplish safe and efficient movement of goods, services, and people, to spur economic growth.
  - Virginia’s multimodal transportation system will increase opportunities for people and businesses to efficiently access employment, services, activity centers, distribution hubs, and daily living activities.
  - Transportation system should get people and goods where they need to go.
  - Transportation decisions should coordinate with, facilitate, and support local economic development plans.
- **Environmentally Responsible**
  - Virginia’s multimodal system will deliver environmentally sensitive solutions eco-friendly options to the Commonwealth to
    - reduce greenhouse gases
    - slow the effects of climate change and
    - increase the Commonwealth’s resiliency.
- **Safety**
  - Virginia’s multimodal transportation system will be safe, secure, and reliable for all users, on all travel modes.
  - The transportation system will provide speed monitoring and enforcement services to reduce traffic fatalities.
  - The transportation system will take all necessary actions to achieve zero transportation-related fatalities by 2050.
- **Connected**
  - Multimodal transportation system will deliver reliable Virginia intercity connections to relieve congestion and reduce environmental impacts.
  - Bike/multiuse facilities will provide safe connections to accomplish greater commuter choices.
  - Virginia highways, rail, and intermodal facilities will provide safe, coordinated access to ports and airports for passengers and freight.
  - Virginia’s multimodal system will deliver reliable commuter travel times to improve quality of life.
- **Innovation**
  - Virginia’s multimodal transportation system embraces innovative, creative, and cost-effective solutions that are responsive to the variety of community types in the Commonwealth.
  - Unmanned aerial systems will increase the capacity of goods delivery and relieve congestion.
  - Virginia’s transportation agencies will encourage employee-generated innovations to accomplish cost-effective solutions.
- **Reliability**
  - Infrastructure will be maintained to ensure and facilitate long-term use.
  - VDOT will provide reversible lanes on major arteries to improve traffic flows during rush hour.
  - Transit agencies will provide free transit service to encourage ridership.
  - Demand on the transportation system will be managed using pricing, coordination with employers, and other TDM strategies to minimize unreliable conditions.

**Commonwealth Transportation Board VTrans Vision Workshop Meeting Notes**  
**March 28, 2023, 10 a.m. – 3:30 p.m.**  
**VDOT Auditorium**

**Summary - Full Group Discussion of Vision and Goals**

- Trends
  - Desire to understand high level trends; difficult to set goals without knowing which way the trends are going.
- Goal terminology
  - Terms must be used carefully: “Increasing opportunity” isn’t very measurable. What does it mean to increase opportunities? More roads, more buses, lower fares? Do we have enough opportunities, but need to improve access to them? Or do we need to improve the number and geographic scope of opportunities? CTB and transportation agencies can’t directly impact the number and location of jobs and other “opportunities.” Should we reframe the goal to something like “improve access” to opportunities?
- Measurable goals
  - It’s currently unclear whether VTrans goals are being met.
  - Setting measurable goals will help CTB know 20 years from now if we are making measurable progress. This administration is highly focused on measurable improvement.
    - Goals should have a measurable metric, in most cases. None of the 2021 VTrans goals mention specific metrics but in the future they should be measurable.
    - Metrics can be contained in the goal or in the objectives – either is fine as long as there is a way to measure progress toward the goal.
  - Request that all goals in this VTrans process be measurable and that measurable benchmarks are set for each objective.
    - Agencies will develop objectives once CTB established goals. V The job of agency staff is to set objectives to meet these goals. Those objectives can contain measurable metrics.
- Reliability
  - Not a good goal in and of itself; we need travel times that are both reliable and reasonable. If it takes two hours to get into DC every day, that is reliable but not reasonable.
  - Freight providers want reliability above all; if a location is reliably congested, they can work around it. Unreliable congestion is a bigger problem for them.
- Safety
  - There is disagreement with the idea of “vision zero.”
    - We will not achieve zero fatalities. Setting this as a goal invites people to ignore it, since it’s not achievable.
    - “Take all actions” to achieve safety is too strong in its language. We could have zero deaths by shutting down all roads, but that is not a workable solution.
    - We should have a reasonable goal, such as 10%, 25%, or 50% reduction. Support exists for modifying to an “80%” reduction in fatalities.
  - A reduction in speed limits could help
    - Some argue that a reduction on interstates from 70 mph to 60 mph would reduce crash severity.
  - Example given of a locality wanting to reduce posted speed limit on urban roadway, but VDOT claims speed studies don’t warrant reduced limits.

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- If the State code stipulates specific standards, only the legislature can change it. CTB must work with legislature on that.
- Enforcement
  - Education, enforcement, and engineering are the tools that can influence transportation.
    - VDOT only has control over engineering.
  - Speed, distraction, drinking, and seatbelts are involved in most crashes.
    - These factors are under control of the General Assembly – is it the role of the CTB to lobby the governor and legislature on safety?
  - Should we (as CTB) advocate for enforcement strategies, e.g., driver recertification after 10 years?
  - Request made for VDOT to put speed cameras in places where there are more than 1-2 serious accidents to study the problem.
- Demand management
  - Demand management is an important goal. Outreach to employers to encourage work from home or other strategies to reduce peak-hour congestion.
  - Counter-concern: We don't have the tools to bend the curve on transportation demand. Employer outreach isn't enough.
- Request to see a comparison of newly drafted VTrans goals to existing VTrans goals.





COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

## VTrans Overview, Long-term Trends, and User Perspective

Commonwealth Transportation Board Special Workshop: 2023 VTrans Visioning

John Lawson, Deputy Secretary of Transportation  
Director, Office of Intermodal Planning and Investment (OIPI)  
Hannah Twaddell, ICF

March 28, 2023



1. 10:00 am to 10:10 am: Opening remarks
2. 10:10 am to 11:10 am: Overview presentation
3. 11:10 am to 11:20 am: Break\*
4. 11:20 am to 12:30 pm: Small Group Discussions of Vision\*
5. 12:30 pm to 01:15 pm: Working lunch
6. 01:15 pm to 02:20 pm: Small Group Discussions of Goals\*
7. 02:20 pm to 02:30 pm: Break\*
8. 02:30 pm to 03:30 pm: Summary (reporting and table discussions) and next steps

\* Live streaming and recording **not** available

- Roles and responsibilities
  - Commonwealth Transportation Board (CTB)
  - Virginia Department of Transportation (VDOT)
  - Virginia Department of Rail and Public Transportation (DRPT)
- Statewide Transportation Planning Requirements
- VTrans overview
- Existing VTrans vision, goals, objectives, and guiding principles
- Is it time for a change?
  - Potential long-term impacts of CTB-identified external factors
  - User perspective of Virginia's transportation system and services





## ROLES AND RESPONSIBILITIES

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- ▶ CTB is a designated Policy Board charged by statute to “promulgate public policies or regulations”
- ▶ Functions and powers of Policy Boards must be enumerated by law
- ▶ CTB is NOT responsible for supervising agencies/ agency heads or employing personnel

[Code of Virginia](#)  
[§§ 33.2-200 - 33.2-2221.1](#)

## Establish Policies to Guide Programs

- ▶ VTrans
- ▶ SMART SCALE
- ▶ State of Good Repair (SGR)
- ▶ Revenue Sharing
- ▶ Transportation Access Programs
- ▶ TAPs
- ▶ MERIT
- ▶ HOV/HOT Lane establishment

## Finance

- ▶ Adopt / Update Six-Year Improvement Program (SYIP)
- ▶ Approve VDOT and DRPT budgets
- ▶ Allocate funds
- ▶ Issue debt

## Contract Letting

- ▶ Approve contracts > \$5 million for highway construction, maintenance, and improvements and passenger/ freight rail and public transportation activities
- ▶ Approve certain contracts with Federal entities, other states, and regional transportation authorities

## Certain System Decisions

- ▶ Approve route locations
- ▶ Name highways
- ▶ Designate limited access highways
- ▶ Approve limited access control changes
- ▶ Approve performance targets, e.g., safety, asset conditions, system performance

- **Maintain and operate the system of state highways**
- **Develop, oversee, and manage highway projects** included in the Six-Year Improvement Program
- Ensure the **safety of the traveling public** on the system of state highways
- Numerous additional powers granted to the Department and Commissioner throughout the Code of Virginia.

**Role of VDOT Commissioner:** The Commissioner of Highways shall have the power to do all acts necessary or convenient for constructing, improving, maintaining, and preserving the efficient operation of the highways embraced in the systems of state highways and to further the interests of the Commonwealth in the areas of public transportation, railways, seaports, and airports.

*VDOT's mission is to plan, deliver, operate and maintain a transportation system that is safe, enables easy movement of people and goods, enhances the economy and improves our quality of life.*

[Code of Virginia](#)  
[§§ 33.2-256 –](#)  
[33.2-280.1](#)

**Determine needs and economic feasibility;** form and implement **plans and programs** for

- ▶ Passenger and Freight Rail, including higher speed passenger rail
- ▶ Transportation Demand Management
- ▶ Ridesharing
- ▶ Public Transportation

**Coordinate with VDOT** on

- ▶ **Reducing traffic congestion** by shifting traffic from highways to passenger rail
- ▶ **Innovative technological** transportation initiatives

**Role of DRPT Director:** The DRPT Director shall have the power to do all acts necessary or convenient for establishing, maintaining, improving, and promoting public transportation, transportation demand management, ridesharing, and passenger and freight rail transportation in the Commonwealth.

*DRPT's mission is to connect and improve the quality of life for all Virginians with innovative transportation solutions.*

[Code of Virginia](#)  
[§§ 33.2-281 –](#)  
[33.2.286](#)





## STATEWIDE TRANSPORTATION PLANNING REQUIREMENTS

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CTB shall conduct a comprehensive review of statewide transportation needs as needed, but no less than, every four years.

## Assess / consider:

- Capacity needs for corridors of statewide significance (CoSS), regional networks (RN) and improvements to promote urban development areas (UDA)
- All transportation modes
- Environmental impacts and wildlife corridors
- Local comprehensive plans, goals, and measures

## Promote:

- Economic Development
- Intermodal Connectivity
- Environmental Quality
- Accessibility For People And Freight
- Resiliency
- Transportation Safety

[Code of Virginia](#)  
[§ 33.2-353](#)

Each State shall carry out a continuing, cooperative, and comprehensive statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address the following factors:

- Economic vitality
- Safety
- Security
- Accessibility and mobility
- Environment, energy conservation, quality of life, and consistency with planned growth
- Intermodal integration and connectivity
- Management and operation
- Preservation
- Resiliency and reliability
- Travel and tourism

23 U.S.C. § 135  
23 CFR §§ 450.206 -  
450.216



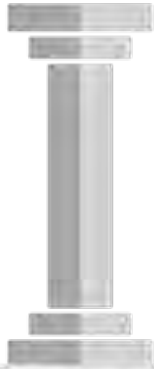
## VTRANS OVERVIEW

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Video  
launched  
during  
presentation



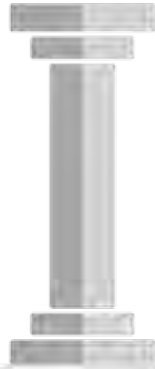
## CTB Vision, Guiding Principles, Goals and Objectives



Guides planning, needs identification, actions, and priorities



## VTrans Mid-term Needs: Identification and Prioritization



Interstate Operations and Enhancement Program



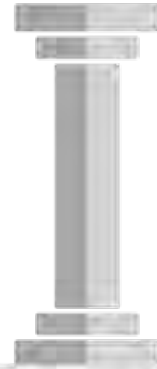
## VTrans Long-term Risk and Opportunity Register



- Identifies long-term risks and opportunities
- Monitors trends



## Strategic Actions (Recommendations)



- Actions that can:
- Advance CTB's goals
  - Accelerate solutions for the identified needs
  - Address risks and opportunities

## **Establish Long-term Vision, Goals, and Objectives**

CTB policies establish areas of focus for identifying needs and making funding decisions over the coming 20 years

## **Identify Mid-term Needs**

Specific locations and types of needs anticipated within 10 years are identified and prioritized consistent with long-term vision, goals, and objectives

## **Make Funding Decisions**

Mid-term needs guide funding decisions for a variety of programs such as SMART SCALE and VDOT Revenue-sharing



## EXISTING VTRANS VISION, GOALS, OBJECTIVES, AND GUIDING PRINCIPLES

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Virginia's transportation system will be **Good for Business, Good for Communities, and Good to Go.**

Virginians will benefit from a sustainable, reliable transportation system that advances Virginia businesses, attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.

- **Goal A – Economic Competitiveness and Prosperity:** invest in a transportation system that supports a robust, diverse, and competitive economy
- **Goal B – Accessible and Connected Places:** increase opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs
- **Goal C – Safety for All Users:** provide a safe and secure transportation system for passengers and goods on all travel modes
- **Goal D – Proactive System Management:** maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure
- **Goal E – Healthy Communities and Sustainable Transportation Communities:** support a variety of community types promoting local economies and healthy lifestyles that provide travel options, while preserving agricultural, natural, historic and cultural resources

## GOAL A: ECONOMIC COMPETITIVENESS AND PROSPERITY

Invest in a transportation system that supports a robust, diverse, and competitive economy

### Objectives:

- Reduce the amount of travel that takes place in severe congestion
- Reduce the number and severity of freight bottlenecks
- Improve reliability on key corridors for all modes

## GOAL B: ACCESSIBLE AND CONNECTED PLACES

Increase opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs

### Objectives:

- Reduce average peak-period travel times in metropolitan areas
- Reduce average daily trip lengths in metropolitan areas
- Increase the accessibility to jobs via transit, walking, and driving in metropolitan areas

## GOAL C: SAFETY FOR ALL USERS

Provide a safe and secure transportation system for passengers and goods on all travel modes

### Objectives:

- Reduce the number and rate of motorized fatalities and serious injuries
- Reduce the number of non-motorized fatalities and serious injuries



## GOAL D: PROACTIVE SYSTEM MANAGEMENT

Maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure

### Objectives:

- Improve the condition of all bridges based on deck area
- Increase the lane miles of pavement in good or fair condition
- Increase the percentage of transit vehicles and facilities in good or fair condition

## GOAL E: HEALTHY COMMUNITIES AND SUSTAINABLE TRANSPORTATION COMMUNITIES

Support a variety of community types promoting local economies and healthy lifestyles that provide travel options, while preserving agricultural, natural, historic, and cultural resources

### Objectives:

- Reduce per-capita vehicle miles traveled
- Reduce transportation related  $\text{NO}_x$ , VOC, PM, and CO emissions
- Increase the number of trips traveled by active transportation (bicycling and walking)

**GP 1: Optimize Return on Investments** Implement the right solution at the right price, striving to meet current needs while advancing long-term prosperity and livability.

**GP 2: Ensure Safety, Security, and Resiliency** Provide a transportation system that is safe for all users, responds immediately to short-term shocks such as weather events or security emergencies, and adapts effectively to long-term stressors such as sea level rise.

**GP 3: Efficiently Deliver Programs** Deliver high-quality projects and programs in a cost-effective and timely manner.

**GP 4: Consider Operational Improvements and Demand Management First** Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.

**GP 5: Ensure Transparency and Accountability, and Promote Performance Management** Work openly with partners and engage stakeholders in project development and implementation. Establish performance targets that consider the needs of all communities, measure progress towards targets. Adjust programs and policies as necessary to achieve the established targets.

**GP6: Improve Coordination Between Transportation and Land Use** Encourage local governments to plan and manage transportation-efficient land development by providing incentives, technical support, and collaborative initiatives.

**GP 7: Ensure Efficient Intermodal Connections** Provide seamless connections between modes of transportation to harness synergies.



## IS IT TIME FOR A CHANGE?

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**The existing vision, goals, and objectives could be valid at any time or for any state in the US.**

**Should they be more specific and reflective of Virginia's priorities in 2023 and beyond?**



- Changes in planning approaches, priorities and requirements
  - Maintenance-first priorities
  - Metrics-driven approach<sup>1</sup>
- Changes driven by global and national events
  - How people and goods move (or do not move) e.g., telework, e-commerce, “shared mobility” services
  - Potential long-term impacts of external factors
- Changes in public opinion
  - Demographic shifts
  - Biennial statewide survey

1: State transportation secretary swings through Northern Virginia, pledges 'metrics-driven' approach. (2022, April 11). InsideNOVA. [https://www.insidenova.com/headlines/state-transportation-secretary-swings-through-northern-virginia-pledges-metrics-driven-approach/article\\_196205ac-b76e-11ec-9361-5794366454f1.html](https://www.insidenova.com/headlines/state-transportation-secretary-swings-through-northern-virginia-pledges-metrics-driven-approach/article_196205ac-b76e-11ec-9361-5794366454f1.html)

**Budget language** states “the maintenance of existing transportation assets to ensure the safety of the public shall be the first priority in budgeting, allocation, and spending.”

**§ 33.2-358**: Board shall allocate each year from all funds available for highway purposes amounts reasonable and necessary for maintenance of roads

- 2015 - § 33.2-369 State of Good Repair (SGR) Program
  - § 33.2-232 and § 33.2-214 include SGR program related requirements
- 2016 - CTB adopted SGR prioritization process and fund distribution percentages
- 2020 - § 33.2-374 Special Structure Program

### SGR Program Allocation Requirements

Description	Pavement	Bridge
Purpose	Reconstruction/Rehabilitation (Deteriorated)	Reconstruction/Replacement (Structurally Deficient)
System	VDOT Maintained Interstate and Primary Routes and Locally Maintained Primary Extensions	All Systems (VDOT and Locally Maintained)
Priority Consideration	Priority Consideration Lowest CCI, Highest AADT Number, Condition, Costs	Number, Condition, Costs

[State of Good Repair \(SGR\) Program - Projects | Virginia Department of Transportation \(virginiadot.org\)](#)



The screenshot displays the VTRANS MapExplorer interface. The top navigation bar includes 'About', 'VTrans - Transportation Plan', 'GAP - Technical Assistance', 'Resources', and the VTRANS logo. The main interface is split into a left sidebar and a central map area. The sidebar contains a search bar and several expandable sections: 'VTrans Mid-Term Needs and Priorities' (with 1 Layer), 'Performance Measures and Indices', 'VTrans Travel Markets', and 'Administrative Boundaries'. The 'VTrans Mid-Term Needs and Priorities' section is expanded, showing a list of needs with checkboxes and icons for information, search, and zoom. The 'Performance Measures and Indices' section lists various metrics like Travel Time Index (TTI), Planning Time Index (PTI), Level of Travel Time Reliability (LOTR), Equity Emphasis Area (EEA) Index, Freight Performance Measures, VTrans Flooding Risk Assessment, Walk Score®, Transit Score®, and Bike Score®, and Warehouses and Distribution Centers. The central map area shows a road segment with a red line indicating a specific area of interest. A 'Zoom to' popup window is open, displaying a table of needs for '2021 VTrans Mid-Term Needs: US-250E'.











Need - Capacity Preservation (CoSS)	NO
Need - Transportation Demand Management (Limited Access CoSS)	NO
Need - Transportation Demand Management (non-limited Access CoSS)	NO
Need - Safety Improvement (CoSS Segment)	YES
Need - Safety Improvement (CoSS Intersection)	NO
Need - Congestion Mitigation (RN)	NO
Need - Improved Reliability (RN)	NO
Need - Capacity Preservation (RN)	NO
Need - Transportation Demand Management (Limited Access RN)	NO



## IS IT TIME FOR A CHANGE?

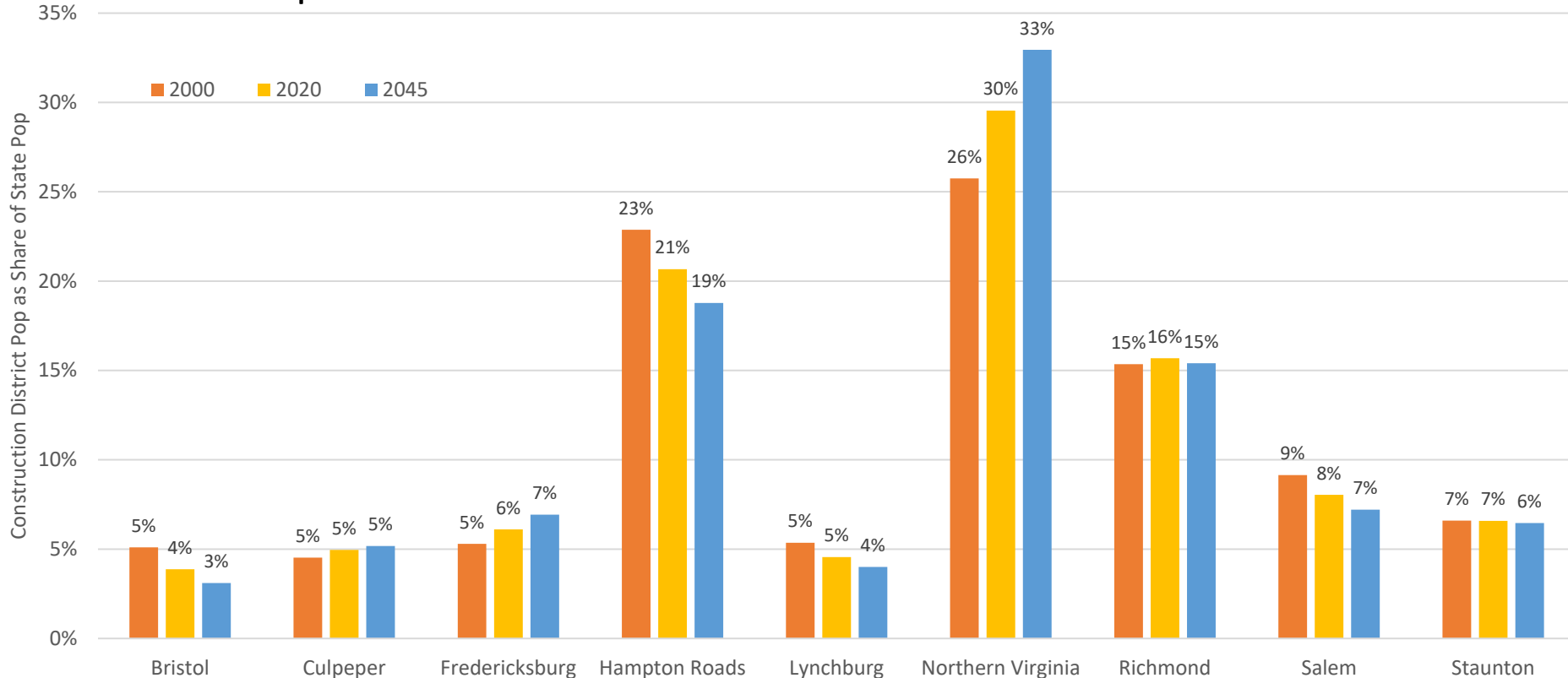
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### POTENTIAL LONG-TERM IMPACTS OF CTB-IDENTIFIED EXTERNAL FACTORS

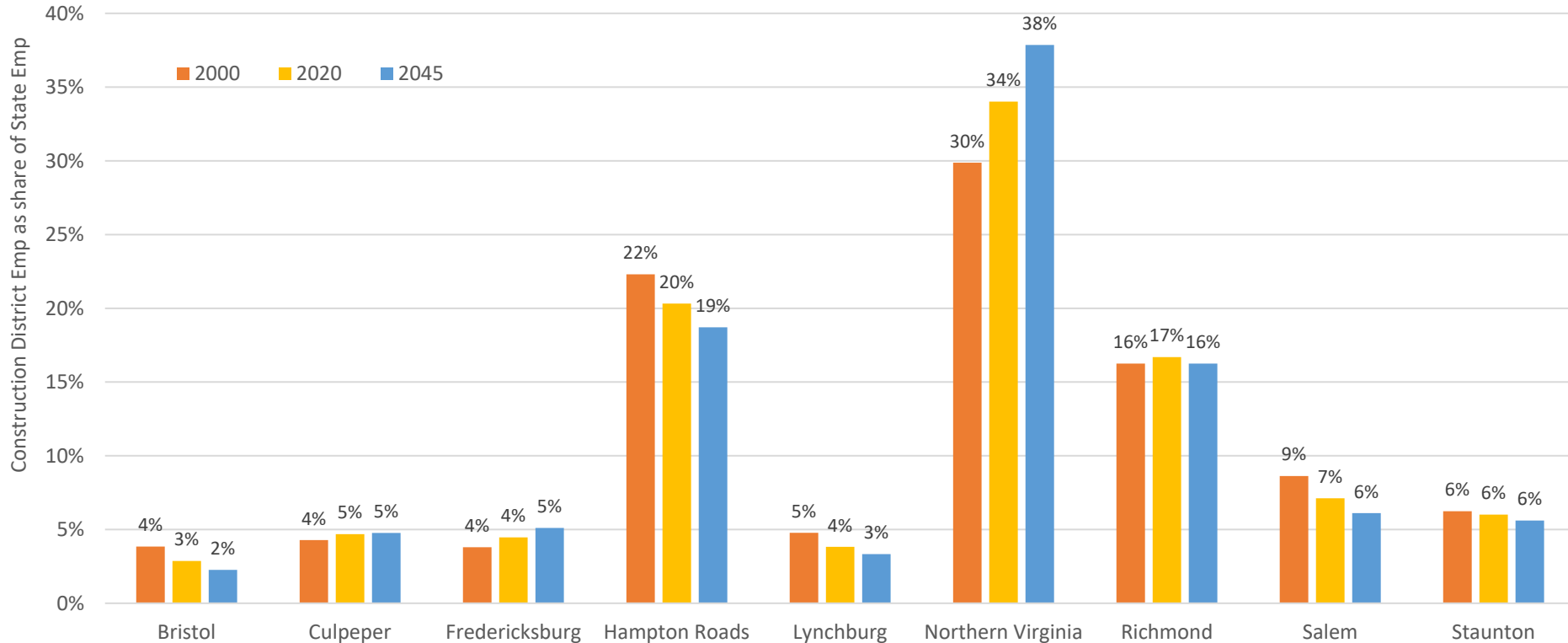
	TECHNOLOGICAL ADVANCEMENTS	CONSUMPTION PATTERNS	CLIMATE	SOCIO-DEMOGRAPHIC CHANGES
External Factors	<ul style="list-style-type: none"> <li> Adoption of Highly Autonomous Vehicles</li> <li> Adoption of Electric Vehicles</li> <li> Growth in Shared Mobility</li> </ul>	<ul style="list-style-type: none"> <li> Growth in E-commerce</li> <li> Greater Automation of Production and Services</li> </ul>	<ul style="list-style-type: none"> <li> Increase in Flooding Risk                             <ul style="list-style-type: none"> <li>▪ Storm Surge</li> <li>▪ Sea-level Rise</li> <li>▪ Inland/Riverine Flooding</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li> Growth of the Professional Service Industry</li> <li> Increase in Workplace Flexibility</li> <li> Growth of the 65+ Cohort</li> <li> Population and Employment Shift</li> </ul>

In 2021, CTB adopted a policy to monitor risks of changes in future transportation conditions generated by ten “external factors” associated with four national and global “mega-trends.”

Northern Virginia's share of statewide population is projected to increase from one quarter to one third between 2000 and 2045

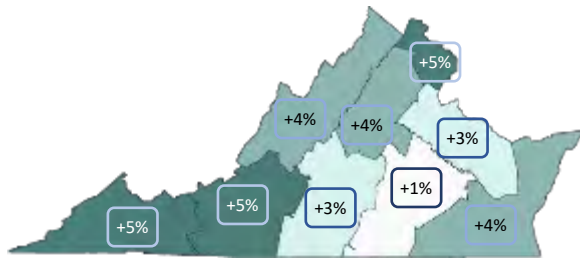


By 2045, nearly 40% of Virginia’s jobs will be in the Northern Virginia, compared to less than a third in 2000



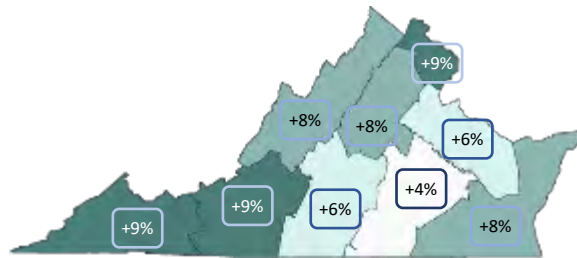


Different combinations of external factors could influence growth in Vehicle Miles Traveled (VMT) by 4% to 17% between now and 2045; this could lead to **increased congestion** and **decreased reliability** of travel times



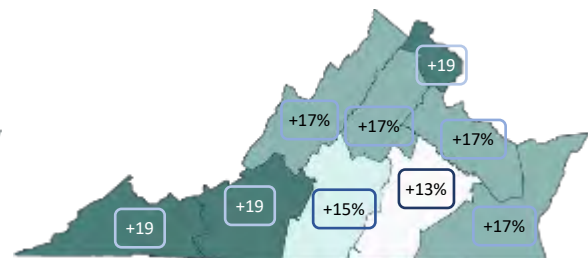
**+4%**

STATEWIDE: **LOW IMPACT**



**+8%**

STATEWIDE: **MEDIUM IMPACT**



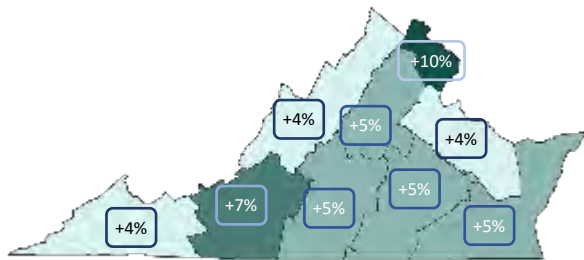
**+17%**

STATEWIDE: **HIGH IMPACT**

2020 OIPI analysis. For more details, please refer to VTrans Technical Guide: Development and Monitoring of Long-term Risk & Opportunity Register available at: [https://vtrans.org/resources/VTrans\\_Long-term\\_Technical\\_Guide\\_v3.pdf](https://vtrans.org/resources/VTrans_Long-term_Technical_Guide_v3.pdf).

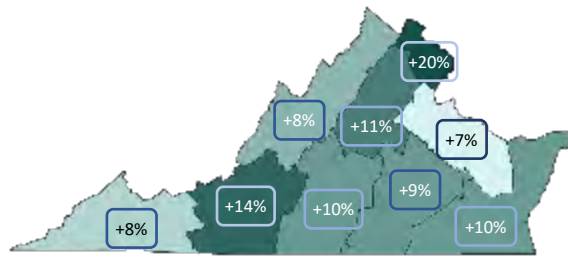


Different combinations of external factors could influence an increase of 9% to 27% in the share of urbanized area VMT via micromobility (e.g., e-scooter) or rideshare (e.g., Lyft, Uber) modes compared to single-occupant VMT; this could lead to **decreased congestion** and **increased reliability** of travel times



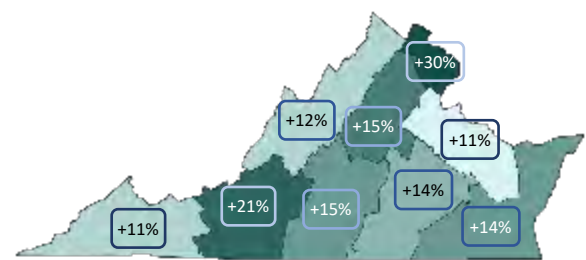
**+9%**

STATEWIDE: **LOW IMPACT**



**+18%**

STATEWIDE: **MEDIUM IMPACT**

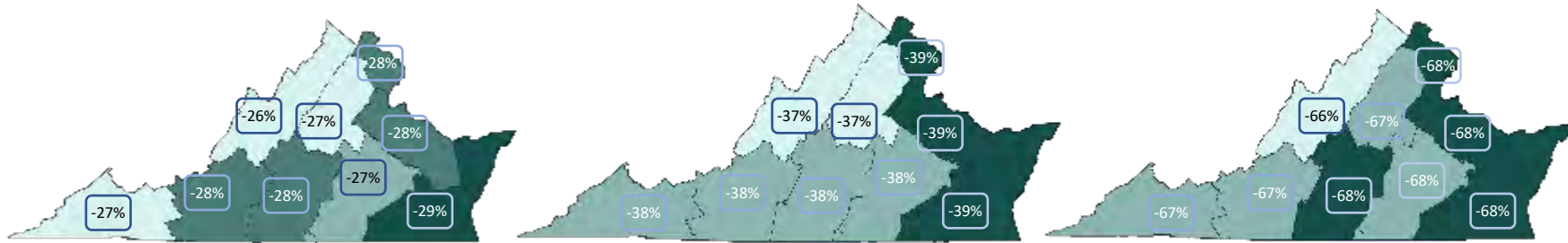


**+27%**

STATEWIDE: **HIGH IMPACT**



Different combinations of external factors could lead to a reduction in the number of crashes involving fatalities and serious injuries by at least 26% and by as much as 67%



**-26%**

STATEWIDE: **LOW IMPACT**

**-38%**

STATEWIDE: **MEDIUM IMPACT**

**-67%**

STATEWIDE: **HIGH IMPACT**

2020 OIPI analysis. For more details, please refer to VTrans Technical Guide: Development and Monitoring of Long-term Risk & Opportunity Register available at: [https://vtrans.org/resources/VTrans\\_Long-term\\_Technical\\_Guide\\_v3.pdf](https://vtrans.org/resources/VTrans_Long-term_Technical_Guide_v3.pdf).

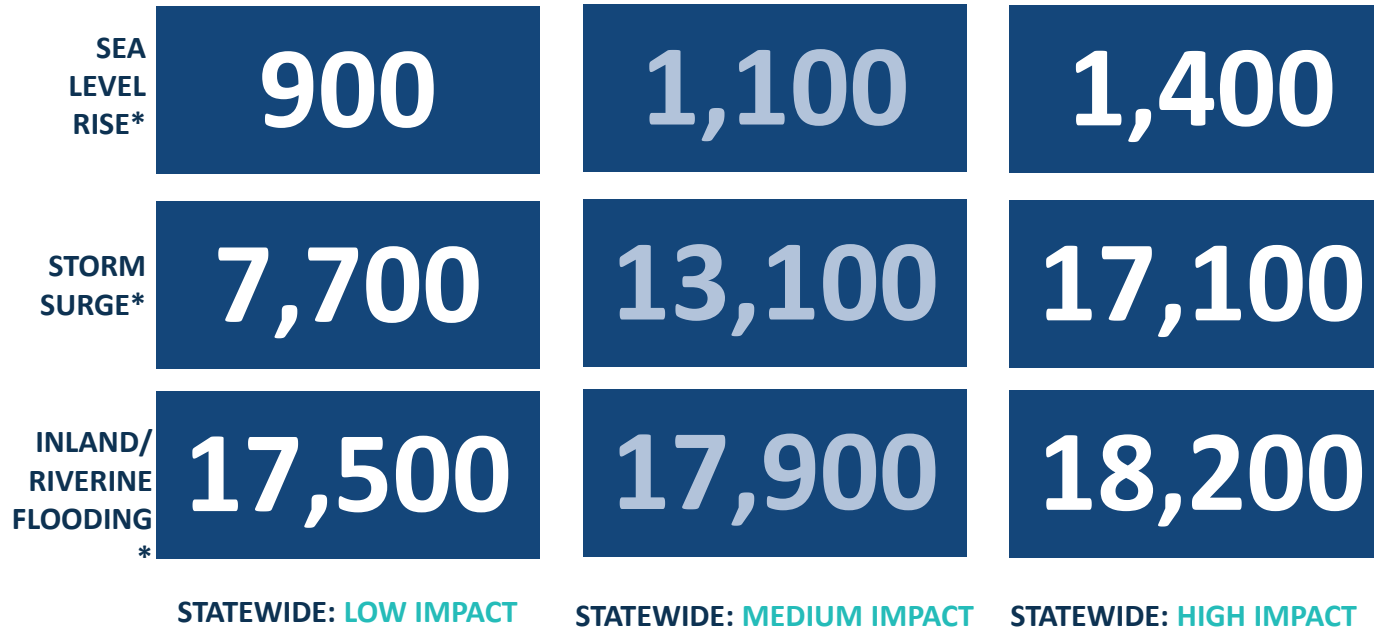


# IMPACTS OF EXTERNAL FACTORS ON FLOODING



External factors associated with changes in environmental conditions can lead to an increase in the risk of flooding

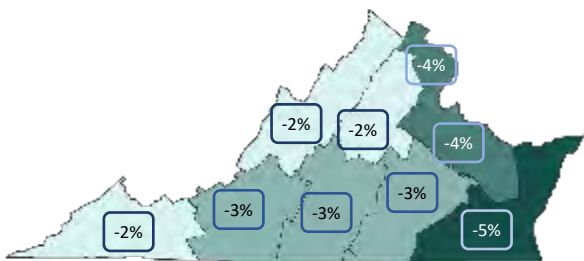
Directional Roadway Miles at risk of flooding (Rounded to nearest 100)



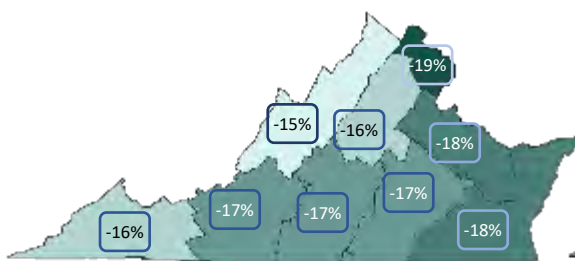
2020 OIPI analysis. For more details, please refer to VTrans Technical Guide: Development and Monitoring of Long-term Risk & Opportunity Register available at: [https://vtrans.org/resources/VTrans\\_Long-term\\_Technical\\_Guide\\_v3.pdf](https://vtrans.org/resources/VTrans_Long-term_Technical_Guide_v3.pdf).



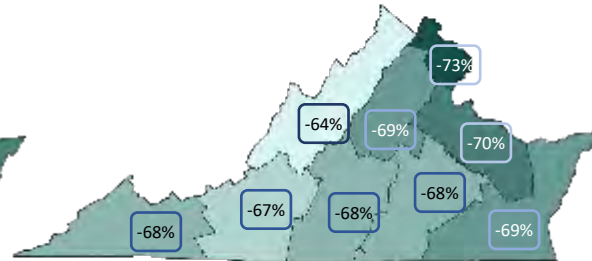
Different combinations of external factors could reduce transportation-related emissions by as much as 69%



STATEWIDE: **LOW IMPACT**



STATEWIDE: **MEDIUM IMPACT**



STATEWIDE: **HIGH IMPACT**

2020 OIPI analysis. For more details, please refer to VTrans Technical Guide: Development and Monitoring of Long-term Risk & Opportunity Register available at: [https://vtrans.org/resources/VTrans\\_Long-term\\_Technical\\_Guide\\_v3.pdf](https://vtrans.org/resources/VTrans_Long-term_Technical_Guide_v3.pdf).

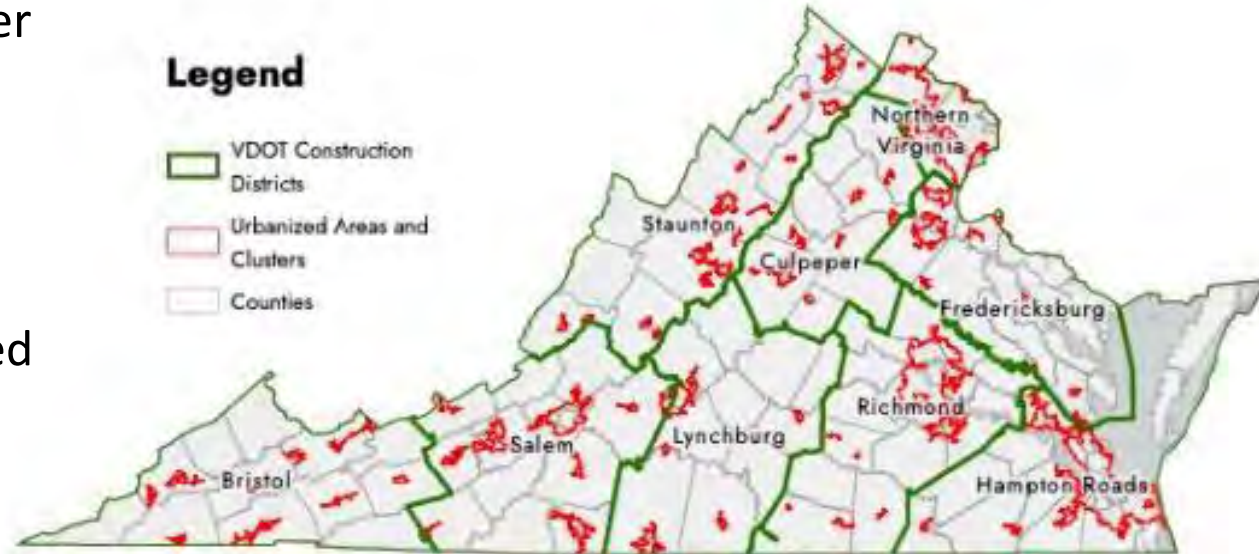


## IS IT TIME FOR A CHANGE?

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### USER PERSPECTIVE OF VIRGINIA'S TRANSPORTATION SYSTEM AND SERVICES

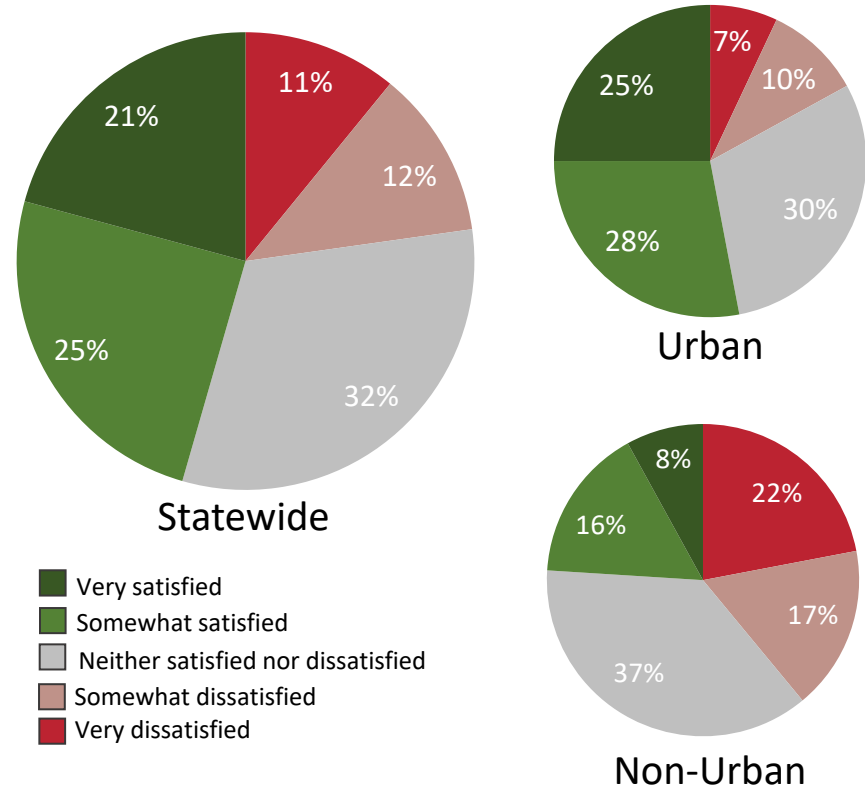
- Conducted by OIPI between July-October 2022
- Survey completed by 7,146 randomly selected full-time Virginia residents aged 18 or over
- Results available by VDOT Construction Districts, Census urban and non-urban areas



The survey was conducted to provide information to:

- Support the evaluation of VTrans vision, goals, and objectives
- Track trends as required per the CTB Policy for the Development and Monitoring of VTrans Long-term Risk and Opportunity Register (e.g., adoption of automated vehicles, electric vehicles, shared mobility, e-commerce, telework)
- Results summarized at several scales: statewide, urban, non-urban, and by construction district

## Satisfaction With Ability To Access Employment Opportunities By Rideshare



- ▶ **Questions were related to the following broad categories:**
  - ▶ Opinions on the existing goals and objectives
  - ▶ Opinion and utilization of emerging trends and technologies
  - ▶ Availability of travel modes for work/school and other travel
  - ▶ Satisfaction with travel modes for work/school and other travel
  - ▶ Telework and commuter benefits
- ▶ **This presentation focuses on opinions related to VTrans goals**

VTrans Goals	Survey Statements for Priority Ranking
<p><b>Goal A – Economic Competitiveness and Prosperity:</b> invest in a transportation system that supports a robust, diverse, and competitive economy</p>	<p>Transportation should support the economy by reducing congestion and making travel more reliable</p>
<p><b>Goal B – Accessible and Connected Places:</b> increase the opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs</p>	<p>Transportation should allow for efficient access to jobs and services</p>
<p><b>Goal C – Safety for All Users:</b> provide a safe and secure transportation system for passengers and goods on all travel modes</p>	<p>Transportation should be safe and secure</p>
<p><b>Goal D – Proactive System Management:</b> maintain the transportation system in good condition and leverage technology to optimize existing and new infrastructure</p>	<p>Transportation should be well-maintained and in good condition</p>
<p><b>Goal E – Healthy Communities and Sustainable Transportation Communities:</b> support a variety of community types promoting local economies and healthy lifestyles that provide travel options, while preserving agricultural, natural, historic and cultural resources</p>	<p>Transportation should be environmentally friendly</p> <p>Transportation should promote healthy lifestyles</p>

1

Supporting the economy by reducing congestion and making travel more reliable (Goal A)

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2

Ensuring transportation is safe and secure (Goal C)

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3

Ensuring transportation allows for efficient access to jobs and services (Goal B)

Ensuring transportation is well-maintained and in good condition (Goal D)





- 55%:** Residents satisfied with the condition of **bridges** (Goal D)
- 51%:** Residents satisfied with the condition of highways and **roads** (Goal D)
- 50%:** Urban area residents satisfied with the condition of **sidewalks** compared to **39%** of non-urban residents (Goals D, E)
- 45%:** Urban area residents satisfied with the condition of **bus stops, park and ride, or rail stations** compared to **36%** of non-urban residents (Goals D, E)
- 23%:** Urban area residents satisfied with the condition of **bicycle lanes** compared to **27%** of non-urban residents (Goals D, E)



- 59%:** Residents satisfied with travel time reliability (55% in urban areas; 67% in non-urban areas) (Goal A)
- 36%:** Residents satisfied with traffic congestion (30% in urban areas; 48% in non-urban areas) (Goal A)
- 45%:** Residents satisfied with safety from automobile accidents (43% in urban areas; 51% in non-urban areas) (Goal C)
- 5%:** Households that do not have a working vehicle (Goals A, B, E)



- 77%:** Residents that indicate the **availability of rideshare** services (Uber, Lyft) to access jobs or school (Goals A, B, E)
- 51%:** Residents that indicate the **availability of a local/city bus** to access jobs or school (Goals A, B, E)
- 37%** Residents satisfied with the **reliability of public transportation** (41% in urban areas; 26% in non-urban areas (Goals A, B)
- 33%** Residents satisfied with the **ability to access jobs via public transit** (36% in urban areas; 20% in non-urban areas (Goals B, E)



- 27%:** Residents satisfied with **bike access** to jobs or schools (29% in urban areas; 21% in non-urban areas) (Goals A, B, E)
- 24%:** Residents satisfied with **walk access** to jobs or schools (27% in urban areas; 17% in non-urban areas) (Goals A, B, E)
- 14%:** Residents that **walk** to work or school at least once per week (17% in urban areas; 8% in non-urban areas) (Goal E)
- 13%:** Residents that **bike** to work or school at least once per week (15% in urban areas; 7% in non-urban areas) (Goal E)





- 70%:** Residents willing to use **ground-based automated delivery** services (Goals A, B)
- 60%:** Residents willing to use **airborne drone delivery** services (Goals A, B)
- 45%:** Vehicle owners who do not own an EV that are willing to **consider purchasing an EV** (Goals B, E)
- 25%:** Residents that have **access to shared e-bikes or e-scooters** for trips to school or work. (Goals A, B, E)
- 9%:** Households that **own an electric vehicle (EV)** or hybrid vehicle (Goals B, E)



## AGENDA ITEM 4: PROPOSED APPROACH TO UPDATING VTRANS VISION AND GOALS

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## ➤ Focus on the *what*, not the *how*

- CTB vision and goals set the policy direction for desired future conditions
- Respective agencies will inform the CTB on how the vision and goals will be met

## ➤ Focus on issues that CTB policies can influence

- Example: The CTB can prioritize transportation investments that increase availability of transit services, but it cannot direct land development policies that make transit viable

## ➤ Keep in mind potential influences of external factors

- Example: At the peak of the COVID-19 pandemic, congestion dropped substantially due to external factors, not to CTB policies or agency actions; be aware of this significant but temporary influence on long-term trends when considering relevant goals

ITEM	WHAT IT IS	ATTRIBUTES
Vision	What the organization wishes to be like in some years' time	<ul style="list-style-type: none"> <li>• Stretches people</li> <li>• Responsive to core values</li> </ul>
Goal	What an organization is consciously trying to do to achieve the established vision	<ul style="list-style-type: none"> <li>• Purpose-driven</li> <li>• Long-term and forward focused</li> <li>• Specific</li> <li>• Difficult but attainable</li> <li>• Accepted</li> <li>• Do not have to be measurable or time-bound</li> </ul>
Objective	A statement that supports the achievement of one or more goals	<ul style="list-style-type: none"> <li>• Specific</li> <li>• Measurable</li> <li>• Actionable</li> <li>• Relevant</li> <li>• Time-bound</li> <li>• More of a “how” than a “what.”</li> <li>• After the Board updates the vision and goals, agencies and OIPI staff will draft updated objectives for Board approval.</li> </ul>
Guiding Principle	Defines the organization’s actions and approach to achieve established vision, goals, and objectives	<ul style="list-style-type: none"> <li>• More of a “how” than a “what”</li> <li>• Consider folding some existing principles into the vision and goals and referring others to VDOT and DRPT for consideration in agency policies and plans</li> </ul>



## Guiding Principles



**GP 1: Optimize Return on Investments** Implement the right solution at the right price, striving to meet current needs while advancing long-term prosperity and livability.



**GP 2: Ensure Safety, Security, and Resiliency** Provide a transportation system that is safe for all users, responds immediately to short-term shocks such as weather events or security emergencies, and adapts effectively to long-term stressors such as sea level rise.



**GP 3: Efficiently Deliver Programs** Deliver high-quality projects and programs in a cost-effective and timely manner.



**GP 4: Consider Operational Improvements and Demand Management First** Maximize capacity of the transportation network through increased use of technology and operational improvements as well as managing demand for the system before investing in major capacity expansions.



**GP 5: Ensure Transparency and Accountability, and Promote Performance Management** Work openly with partners and engage stakeholders in project development and implementation. Establish performance targets that consider the needs of all communities, measure progress towards targets. Adjust programs and policies as necessary to achieve the established targets.



**GP6: Improve Coordination Between Transportation and Land Use** Encourage local governments to plan and manage transportation-efficient land development by providing incentives, technical support, and collaborative initiatives.



**GP 7: Ensure Efficient Intermodal Connections** Provide seamless connections between modes of transportation to harness synergies.



Agency purview: delegate



CTB purview: fold into goals

- **The proposed modifications to the Vision and Goals are:**
  - **For the 2045 time horizon**
  - **Not fiscally constrained**
  - **Based on recent and relevant CTB policies (e.g., Comprehensive Operation Reviews)**
- **Visioning is the start, not the end, of change**
  - **Goals may be revisited in light of changing long-term risk trajectories or trends**
  - **Insights from Mid-term Needs assessment and ongoing performance management tracking can inform goals as well as objectives**



## WHAT'S NEXT?

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- 10:00 am to 10:10 am: Opening remarks
- 10:10 am to 11:10 am: Overview presentation
- 11:10 am to 11:20 am: Break\*
- 11:20 am to 12:30 pm: Small Group Discussion of Vision\*
- 12:30 pm to 01:15 pm: Working lunch
- 01:15 pm to 02:20 pm: Small Group Discussion of Goals\*
- 02:20 pm to 02:30 pm: Break\*
- 02:30 pm to 03:30 pm: Summary (reporting and table discussions) and next steps

Next Item

Virginia's transportation system will be **Good for Business, Good for Communities, and Good to Go.**

Virginians will benefit from a sustainable, reliable transportation system that advances Virginia businesses, attracts a 21st century workforce, and promotes healthy communities where Virginians of all ages and abilities can thrive.

- Each table has a facilitator and a scribe
- Facilitators review key concepts and information
- Groups brainstorm and organize ideas into themes
- Facilitators report out on table discussions
- Full group reflects on vision themes

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Next Item

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- **Goal B – Accessible and Connected Places:** increase the opportunities for people and businesses to efficiently access jobs, services, activity centers, and distribution hubs
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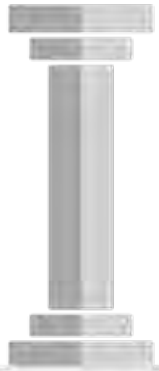
Agency purview: delegate



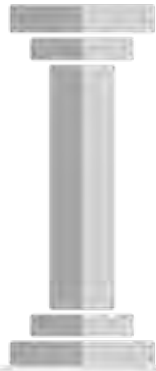
CTB purview: fold into goals

- Each table has a facilitator and a scribe
- Facilitators review vision themes generated during the morning
- Groups generate potential goals within each vision theme
- Facilitators report out on table discussions
- Full group reflects on potential goals

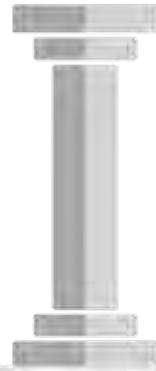
## CTB Vision, Guiding Principles, Goals and Objectives



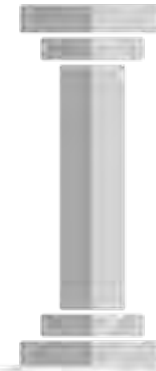
## VTrans Mid-term Needs: Identification and Prioritization



## VTrans Long-term Risk and Opportunity Register



## Strategic Actions (Recommendations)



**APR-MAY 2023** CTB reviews, adopts VTrans Vision, Goals and Objectives drafted by OIPI and agency staff

**MAY-SEP 2023:** OIPI updates VTrans Mid-term Needs with input from agencies and MPOs

**SEP-OCT 2023:** CTB reviews, adopts updated policy to identify and prioritize Mid-term Needs

**2024:** OIPI updates long-term risk + opportunity analysis

CTB reviews, adopts updated risk register

**2025:** OIPI works with CTB to update Recommendations