



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

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March 28, 2023



AGENDA

- 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

* Live streaming and recording **not** available

PURPOSE AND STRUCTURE OF THE PRESENTATION

- ▶ 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
- ▶ Proposed approach to update vision and goals
- ▶ What's next? Breakout sessions and wrap up





ROLES AND RESPONSIBILITIES

- ▶ 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 - 33.2-221.1](#)

ROLES AND RESPONSIBILITIES: CTB

Establish Policies to Guide Programs

- VTrans
- SMART SCALE
- State of Good Repair (SGR)
- Revenue Sharing
- Transportation Access Programs
- TAP
- 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

ROLES AND RESPONSIBILITIES: VDOT

- **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](#)

ROLES AND RESPONSIBILITIES: DRPT

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

STATEWIDE TRANSPORTATION PLANNING REQUIREMENTS: VIRGINIA

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](#)

STATEWIDE TRANSPORTATION PLANNING REQUIREMENTS: FEDERAL

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

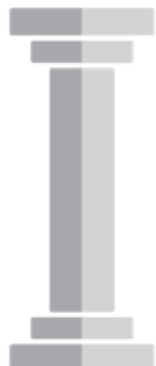
VTRANS OVERVIEW: INTRODUCTION TO VIRGINIA'S STATEWIDE MULTIMODAL PLAN

Video
launched
during
presentation



VTRANS OVERVIEW: FOUR CTB POLICIES (“PILLARS”)

CTB Vision, Guiding Principles, Goals and Objectives



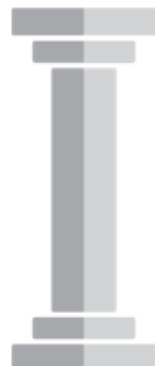
Guides planning, needs identification, actions, and priorities



VTrans Mid-term Needs: Identification and Prioritization



VTrans Long-term Risk and Opportunity Register



Strategic Actions (Recommendations)



Interstate Operations and Enhancement Program

- Identifies long-term risks and opportunities
- Monitors trends

- 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

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.

REVIEW: EXISTING VTRANS GOALS (adopted 2014, affirmed 2020)

- **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

REVIEW: OBJECTIVES FOR EXISTING GOALS (adopted 2014, affirmed 2020)

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 NO_x , VOC, PM, and CO emissions
- Increase the number of trips traveled by active transportation (bicycling and walking)

REVIEW: EXISTING GUIDING PRINCIPLES (adopted 2014, affirmed 2020)

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?

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?

IS IT TIME FOR A CHANGE?

- ▶ Changes in planning approaches, priorities and requirements
 - ▶ Maintenance-first priorities
 - ▶ Metrics-driven approach¹
- ▶ 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

IS IT TIME FOR A CHANGE? MAINTENANCE-FIRST PRIORITIES

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 \(virginiadot.org\)](#)

IS IT TIME FOR A CHANGE? METRICS-DRIVEN APPROACH

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 left sidebar contains a search bar and several expandable sections: 'VTrans Mid-Term Needs and Priorities' (with 1 layer selected), '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 '2021 VTrans Mid-term Needs' is checked. The main map area shows a street view with a highlighted road segment. A 'Zoom to' popup window is open, displaying a table of needs for '2021 VTrans Mid-Term Needs: US-250E'.











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?

POTENTIAL LONG-TERM IMPACTS OF CTB-IDENTIFIED EXTERNAL FACTORS

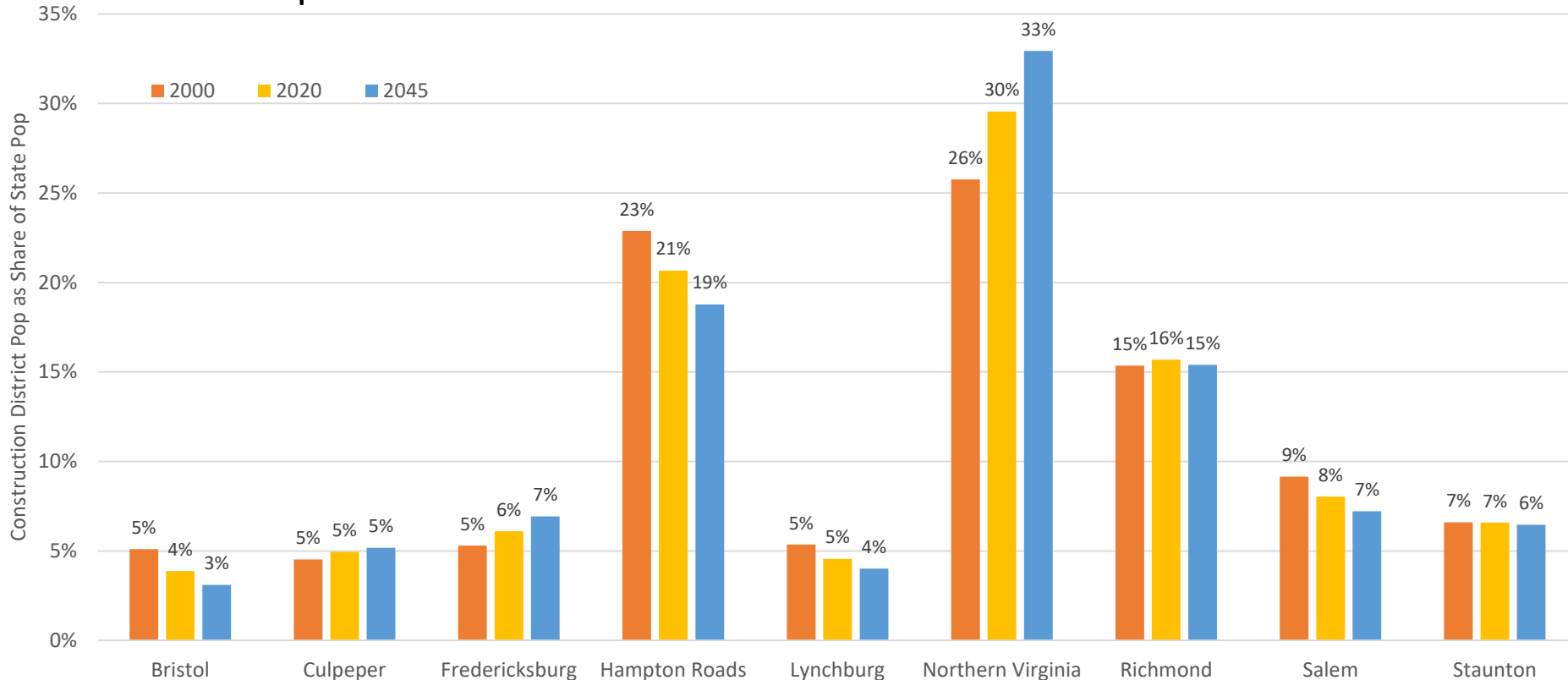
CTB-IDENTIFIED EXTERNAL FACTORS

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

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.”

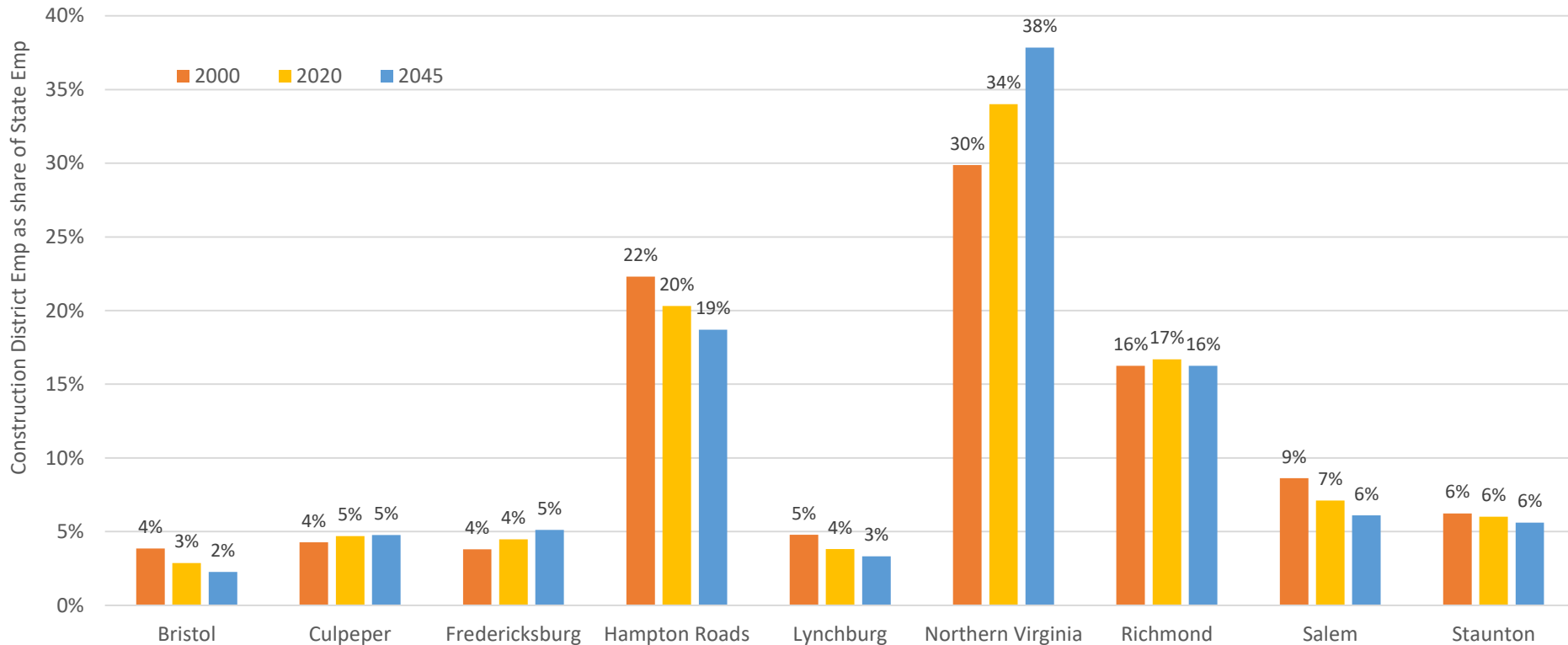
EXTERNAL FACTOR – POPULATION SHIFT

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



EXTERNAL FACTOR – EMPLOYMENT SHIFT

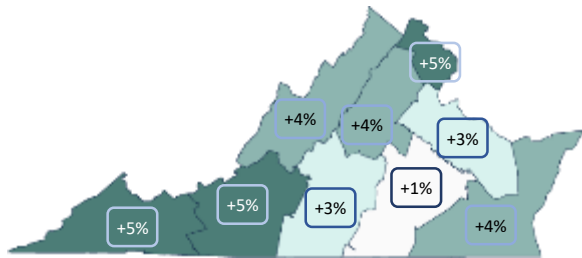
By 2045, nearly 40% of Virginia's jobs will be in the Northern Virginia, compared to less than a third in 2000



IMPACTS OF EXTERNAL FACTORS ON VEHICLE MILES TRAVELED

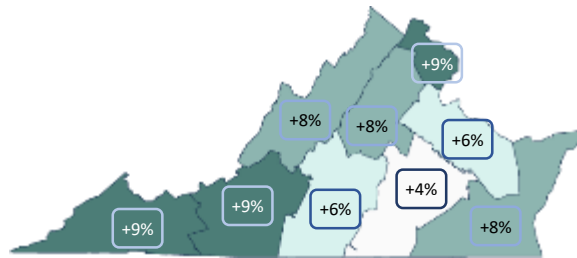


Different combinations of external factors could influence growth in Vehicle Miles Traveled (VMT) by 4% to 17% between now and 2045; this could lead to **increased congestion** and **decreased reliability** of travel times



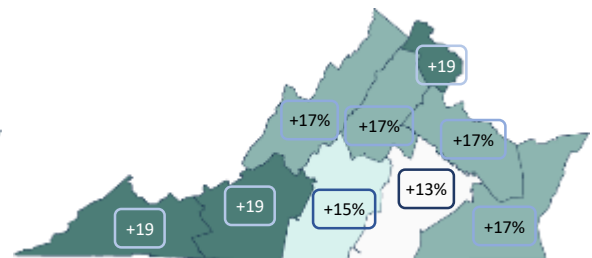
+4%

STATEWIDE: **LOW IMPACT**



+8%

STATEWIDE: **MEDIUM IMPACT**



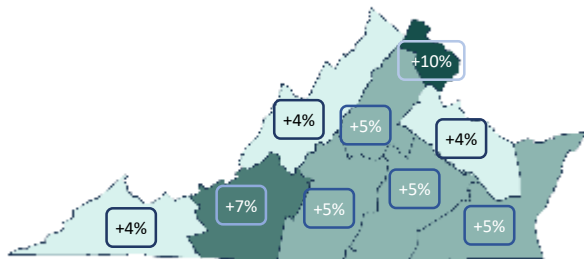
+17%

STATEWIDE: **HIGH IMPACT**

IMPACTS OF EXTERNAL FACTORS ON USE OF ALTERNATIVE MODES

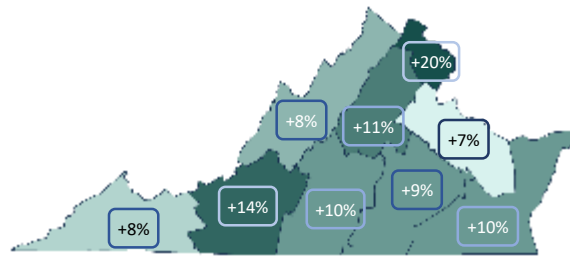


Different combinations of external factors could influence an increase of 9% to 27% in the share of urbanized area VMT via micromobility (e.g., e-scooter) or rideshare (e.g., Lyft, Uber) modes compared to single-occupant VMT; this could lead to **decreased congestion** and **increased reliability** of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



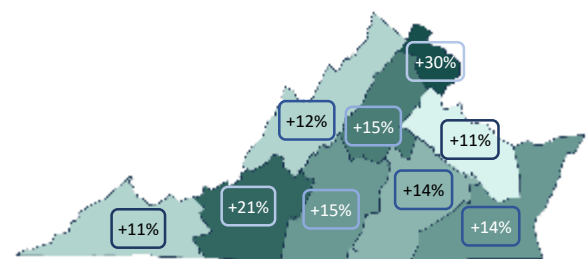
+9%

STATEWIDE: **LOW IMPACT**



+18%

STATEWIDE: **MEDIUM IMPACT**



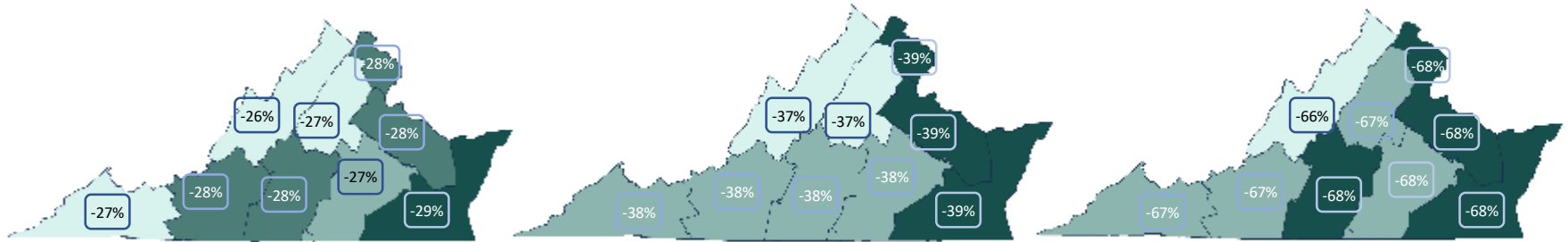
+27%

STATEWIDE: **HIGH IMPACT**

IMPACTS OF EXTERNAL FACTORS ON ROADWAY SAFETY



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%

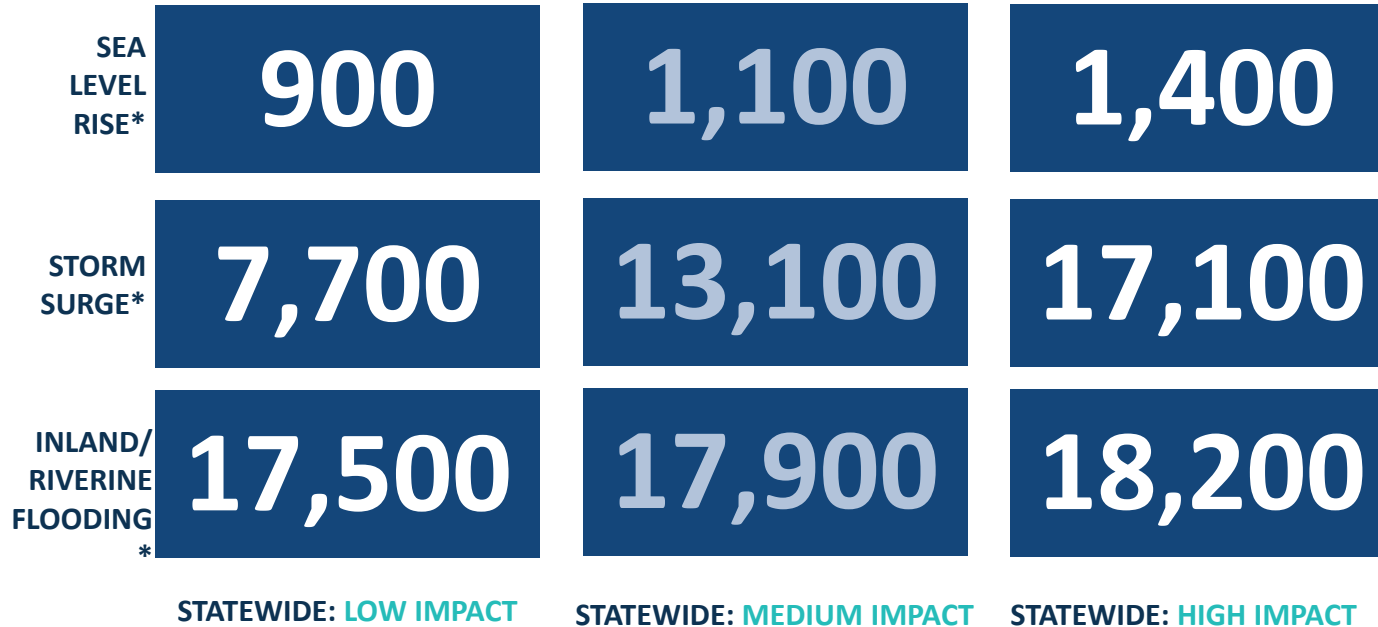
STATEWIDE: **HIGH IMPACT**

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)

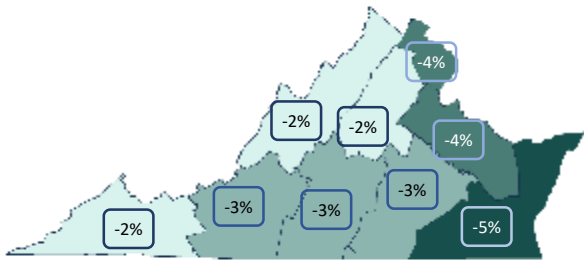


2020 OIPI analysis. For more details, please refer to VTrans Technical Guide: Development and Monitoring of Long-term Risk & Opportunity Register available at: https://vtrans.org/resources/VTrans_Long-term_Technical_Guide_v3.pdf.

IMPACTS OF EXTERNAL FACTORS ON TRANSPORTATION EMISSIONS

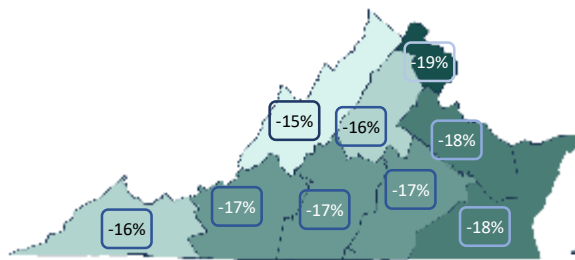


Different combinations of external factors could reduce transportation-related emissions by as much as 69%



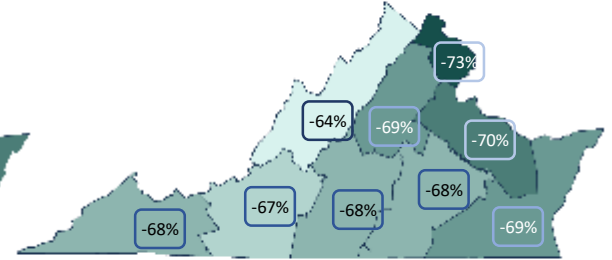
-3%

STATEWIDE: **LOW IMPACT**



-17%

STATEWIDE: **MEDIUM IMPACT**



-69%

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.

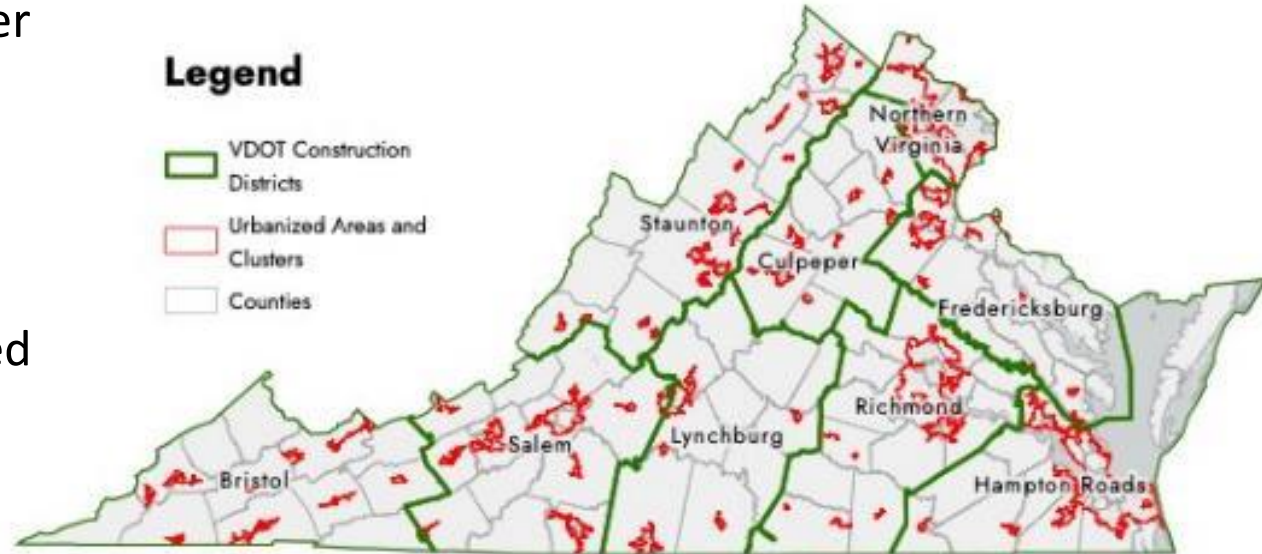


IS IT TIME FOR A CHANGE?

USER PERSPECTIVE OF VIRGINIA'S TRANSPORTATION SYSTEM AND SERVICES

USER PERSPECTIVE – ABOUT THE 2022 BIENNIAL TRANSPORTATION SURVEY

- 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

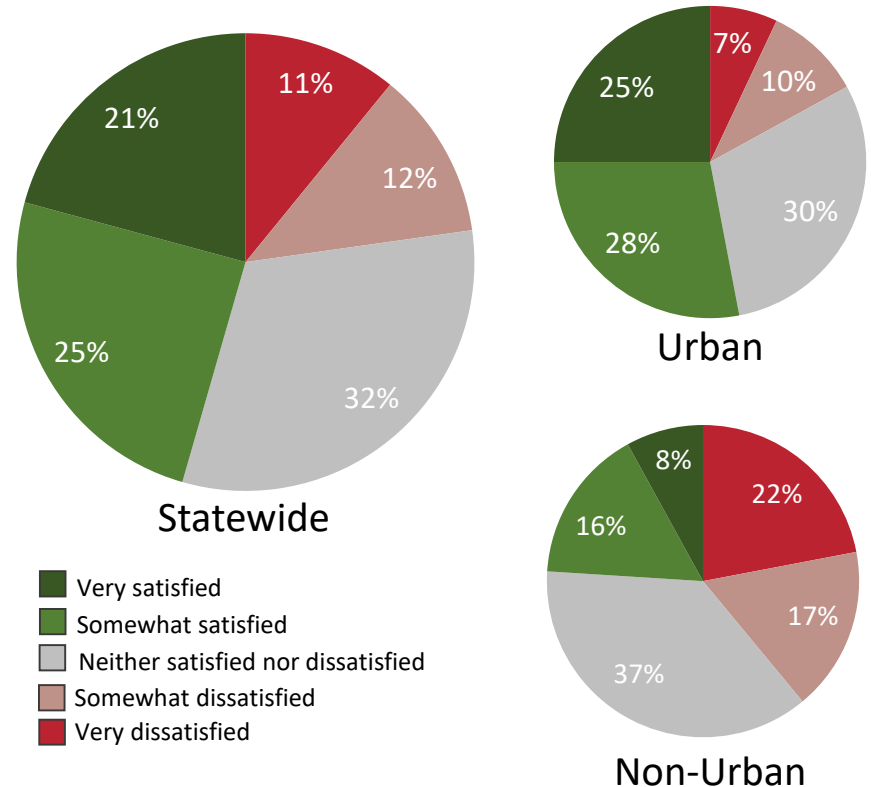


USER PERSPECTIVE – PURPOSE OF THE SURVEY

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**

USER PERSPECTIVE – FOCUS ON EXISTING VTRANS GOALS

VTrans Goals	Survey Statements for Priority Ranking
<p>Goal A – Economic Competitiveness and Prosperity: 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>Goal B – Accessible and Connected Places: 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>Goal C – Safety for All Users: 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>Goal D – Proactive System Management: 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>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</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)

2

Ensuring transportation is safe and secure (Goal C)

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)

USER PERSPECTIVE - TRANSIT AND RIDESHARE SERVICES



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)

USER PERSPECTIVE - WALKING AND BICYCLING



- 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)

USER PERSPECTIVE - EMERGING TECHNOLOGY TRENDS



- 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)



PROPOSED APPROACH TO UPDATING VTRANS VISION AND GOALS

➤ 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

PROPOSED APPROACH – DEFINITIONS

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

EXISTING GUIDING PRINCIPLES (adopted 2014, affirmed 2020)

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?

WHAT'S NEXT? – SMALL GROUP DISCUSSION OF VISION

- 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.

WHAT'S NEXT? – VISION DISCUSSION PROCESS

- 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

WHAT'S NEXT? – SMALL GROUP DISCUSSION OF GOALS

- 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
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- 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

WHAT'S NEXT? - EXISTING GOALS (adopted 2014, affirmed 2020)

- **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 the 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

WHAT'S NEXT: EXISTING GUIDING PRINCIPLES (adopted 2014, affirmed 2020)

Guiding Principles



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Agency purview: delegate



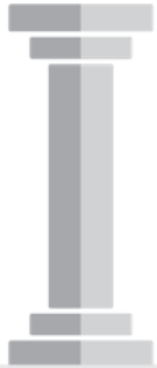
CTB purview: fold into goals

WHAT'S NEXT? – GOAL DISCUSSION PROCESS

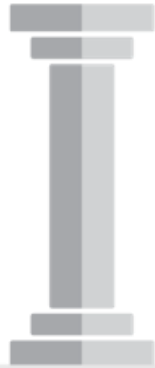
- Each table has a facilitator and a scribe
- Facilitators review vision themes generated during the morning
- Groups generate potential goals within each vision theme
- Facilitators report out on table discussions
- Full group reflects on potential goals

NEXT STEPS

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