COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Overview: VTrans – Virginia's Transportation Plan

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Why are we discussing VTRANs today?

- VTRANs contains the foundational strategies that guide many of our programs. Thus – for board members, understanding VTRANs is foundational to understanding the big strategy.
- The CTB influences VTRANs as follows:
  - Approves the overall plan and submit updates to the Governor at least every four years (next requirement is December 2029) but we can update it sooner, if we choose.
  - Implements other CTB policies to support the VTRANs.
- We are giving **educational background** today. Our goal is that you understand it.
- In the future we will discuss if and how this CTB wants to consider amendments, updates, and supportive action.

In This Presentation

1. What is VTrans and how does it impact transportation in VA?
2. Current Approach to Virginia's Transportation Plan
3. How is VTrans shared with the public?
4. Next Steps

What is VTrans and How Does it Affect Transportation Choices in VA?

Statutory Requirements related to a "Statewide Transportation Plan"

- **VTrans is Virginia's "Statewide Transportation Plan" and addresses several Federal and State requirements.**
  - Key requirements: States must develop a transportation plan (23 USC 135(f) and 49 USC 5304(f)) and a freight plan (49 U.S.C. § 70202).

- **VTrans is also the Commonwealth Transportation Board's plan to "establish goals, objectives, and priorities" and "assess transportation needs and assign priorities to projects on a statewide basis".**
  - Code of Virginia Article 33.2-353, requires CTB to submit the plan document to the Governor and the General Assembly at least once every four years. Historically, most of these updates have aligned with gubernatorial terms.
  - Article 33.2-353 also requires "avoiding the production of a plan that is an aggregation of local, district, regional, or modal plans."
  - Article 2.2-229 states that the CTB may use VTrans "in the development of a comprehensive, multimodal transportation policy."
  - The Code of Virginia requirement for a Statewide Transportation Plan was first established in 2001. The first plan was completed in phases between 2003 and 2005.

How to have a Statewide Transportation Plan that's More than a Document on a Shelf → Create direct connection to decisions + actions

Vision, Objectives, and Goals (20+ Years)

- Set the big picture that agencies should use as their North Star
- **Decides what should get measured to determine our "priorities" and our "performance"**

Sets the guidelines for how we do prioritization, investment, planning every day.

Mid Term Needs (~10 years)

- Designate road segments as Priority 1, 2, 3, or 4 needs based on categories IDed by Vision, Objectives, Goals.
- **This determines eligibility for Smart Scale, Pipeline Studies, core VDOT/DRPT investment, and gives projects priority in some local programs.**
  - Also –shows where there is opportunity to score well on Smart Scale.

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- **Decides what should get measured to determine our "priorities" and our "performance"**

Sets the guidelines for how we do prioritization, investment, planning every day.

Gives some space for us to work on the big risks and uncertainties that wouldn't come up in our typical day.

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  - Also –shows where there is opportunity to score well on Smart Scale.

Risks, Opps, and Strategic Actions

Identifies long-term external risks (e.g. more flooding) and opportunities, guides agencies on how to approach them, assigns staff projects to prepare.

EXAMPLE: How Vision Flow to Goals/Objectives

VISION: Virginia's **best-in-class multimodal transportation system** provides safe and reliable mobility, connects people and commerce, fosters economic growth and investment, embraces environmental stewardship, and enhances quality of life

Vision used to generate goals and objectives.



Goal C: Economic Competitiveness through Travel Time Reliability:
Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.

Objectives:

- **C.1.** Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements.
- **C.2.** Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan.
- **C.3.** Improve transit efficiency and effectiveness by implementing system-wide and route-level performance standards established in Transit Strategic Plans and Transit Development Plans.

EXAMPLE: How Vision Flow to Goals/Objectives which flow to Mid Term Needs

VISION: Virginia's **best-in-class multimodal transportation system** provides safe and reliable mobility, connects people and commerce, fosters economic growth and investment, embraces environmental stewardship, and enhances quality of life

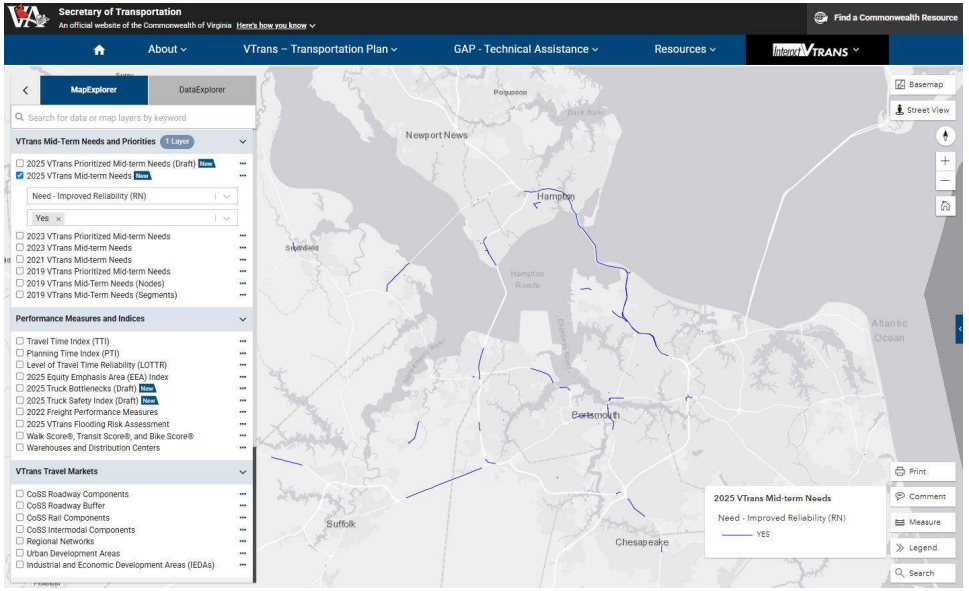
Vision used to generate "perpetual" goals and objectives.

VTrans MidTerm process quantifies where the biggest problems for reliability lie. Level of Travel Time Reliability, a standard industry measure, is used to identify Reliability needs.

Goal C: Economic Competitiveness through Travel Time Reliability:
Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.

Objectives:

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EXAMPLE: How Vision Flow to Goals/Objectives which flow to Risks and Strategic Mitigation Actions

VISION: Virginia's **best-in-class multimodal transportation system** provides safe and reliable mobility, connects people and commerce, fosters economic growth and investment, embraces environmental stewardship, and enhances quality of life

Vision used to generate "perpetual" goals and objectives. (Reliability)



Goal C: Economic Competitiveness through Travel Time Reliability:
Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.

Objectives:

- **C.1.** Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements.
- **C.2.** Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan.
- **C.3.** Improve transit efficiency and effectiveness by implementing system-wide and route-level performance standards established in Transit Strategic Plans and Transit Development Plans.

Long Term Risks/Opportunities is all about uncertainties

Mega trend: Rise of autonomous vehicles

Risk for reliability – Could drive VMT up with empty circling, by reducing "cost" of long car trips. This can damage reliability.

- or

Opportunity for reliability – Could improve reliability (and safety) because of reduced accidents, ability to drive in sync, etc.

Strategic actions

- **Evaluate and facilitate desirable deployment of vehicle-to-infrastructure** communications along limited-access highways by the private sector.
- **Evaluate opportunities to provide access to the available real-time** or up-to-date state transportation asset and operations data in digital formats for use by the public and industry partners to support autonomous vehicle deployment.

More Detail: Current Approach

Vision, Guiding Principals, Goals & Objectives

- **Vision:** "Virginia's **best-in-class multimodal transportation system** provides safe and reliable mobility, connects people and commerce, fosters economic growth and investment, embraces environmental stewardship, and enhances quality of life."
- **Updated last** April 2025
- **Impact:**
  - They help set our North star
  - They define Mid-Term Needs categories
  - They are what we measure to know if we're doing a good job
  - They help us frame our understanding of Long Term Risks and Opportunities
- **For more info:**
  - https://vtrans.virginia.gov/vision/our-vision



Goals and Objectives

The VTrans Goals support the VTrans Vision. They are critical in measuring progress towards the Vision and identifying transportation needs that can help us achieve it.

Goals	Objectives
Goal A: Transportation System Safety Reduce fatalities and serious injuries to make the transportation network safer for the traveling public	**Objectives:** • **A.1.** Reduce the number and rate of motorized fatalities and serious injuries through implementation of the Strategic Highway Safety Plan. • **A.2.** Reduce the number of non-motorized fatalities and serious injuries through implementation of the Strategic Highway Safety Plan. • **A.3.** Reduce fatalities and serious injuries by implementing annual Safety Performance Targets in Public Transportation Agency Safety Plans.

Goal B: System Preservation
Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.
	Objectives:
	• **B.1.** Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review.
	  • Meet long-term sustainable pavement and bridge performance targets adopted by the Board.
	  • Maintain VDOT's special structures in accordance with the annually updated 50-year special structures plan.
	  • Meet routine maintenance best practices performance metrics.
	• **B.2.** Ensure transit state of good repair through the prioritization of investments and implementation of performance targets in Transit Asset Management plans
	• **B.3.** Ensure transit state of good repair through the prioritization of state capital investments in public transportation.
	• **B.4.** Maximize the benefits of the Rail Preservation Fund through effective allocations to Class 2 (Shortline/Freight) and Class 3 (Passenger Rail) track improvements.

Goal C: Economic Competitiveness through Travel Time Reliability: Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.	**Objectives:** • **C.1.** Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements. • **C.2.** Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan. • **C.3.** Improve transit efficiency and effectiveness by implementing system-wide and route-level performance standards established in Transit Strategic Plans and Transit Development Plans.
Goal D: Inter-Connected Systems and Services Provide an integrated multimodal transportation system for better accessibility and travel options.	**Objectives:** • **D.1.** Create multimodal redundancy to support network resiliency by providing alternative modes of travel where appropriate. • **D.2.** Increase bus ridership by improving bus stop condition and accessibility. • **D.3.** Enhance freight rail movements to support economic development and freight fluidity for the Port of Virginia by implementing the 2022 Statewide Rail Plan. • **D.4.** Support economic development initiatives through investments in site accessibility.
Goal E: Environmental Stewardship Provide transportation solutions that enhance the quality of life while preserving agricultural, natural, historical, and cultural resources.	**Objectives:** • **E.1.** Deliver transportation solutions that consider watershed impacts, habitat preservation, and required environmental regulatory review. • **E.2.** Implement solutions to support the attainment of National Ambient Air Quality Standards.

Long Term Risk + Opportunity Register

- **What it is:**
  - A framework for defining which external trends we know will affect us but are hard to deal with (known unknowns).
  - Think of it as the way we decide "shouldn't we be doing something about [flooding/AI/AVs/e-commerce]?"
- **Updated last.** Established 2021. Small updates in 2025
- **What it impacts:**
  - It is part of our state and federal required reporting.
  - It should be used to guide how other agencies incorporate thinking about these trends into their core practices, so the state has a unified approach
  - Can be used by CTB as the justification for a Strategic Action

For more info:

- https://vtrans.virginia.gov/long-term-planning/long-term-risk-register

2021 Risk Examples

- A large number of the state roads are at increasing risk of flooding
- Impacts of increased flooding are disproportionately high for certain geographic areas and populations.

2021 Opportunity Examples

- Improve the state's ability to manage a transportation system with a high number of autonomous vehicles
- Utilize shared mobility services to improve accessibility

Strategic Actions

- **What is it:** Things the board tells staff to do as a result of all this.
- **What does it impact:**
  - Creates a reason for staff to do work
  - Change business plans for agencies, if so directed by CTB
  - Requires biannual reporting to inform the public and CTB
- **Last updated:** December 2021 (ditto changes suggested in 2025 but not adopted)
- **For more information:** Strategic Actions | VTrans

2021 Strategic Action Examples	Responsible Entity(s)
1. **Collect data** (e.g., right-of-way mapping, precipitation, roadway elevation, etc.) to accurately assess flooding risks for state- and locally maintained roadways that can be used to identify funding needs and prioritize investment.	VDOT
2. **Develop policies**, based on robust data collection and analysis, to ensure that flooding risks are reflected in the transportation asset life cycle and/or transportation project planning processes.	VDOT, DRPT
3. **Collaborate with state/regional agencies** to systematically identify solutions that facilitate consistent and systematic prioritization and support the allocation of state resources to address flooding risks.	VDOT, DRPT

Mid Year Needs and Priorities

aka the "VTrans Priority 1/2" part

- **What it is:** A process to identify where needs exist and then prioritize which road segments are the highest need (see table for need categories and weights).
- **Updated last:** April 2025 (small method and data updates to match SS policy updates). Data updated Oct 2025
- **What it impacts:**
  - **Smart Scale:** Determines if project can be submitted to SS + indicates where you could get a high score (discussion)
  - **Pipeline:** Makes a project eligible for Pipeline Studies if P1/2
  - **Revenue Sharing:** Helps projects get higher ranking in that program process.
  - **VDOT/DRPT:** "VDOT/DRPT should only spend other dollars on Priority 1 for advanced activity and project development" (waivers exist)
  - **Localities/MPOs** – many use it to inform their own processes

Board-adopted VTrans Need Category	Weighting - Statewide	Weighting*** Construction District Priority			
	COSS	Type A	Type B	Type C	Type D
Congestion Mitigation	25%	25%	15%	15%	5%
Roadway Safety**	25%	10%	15%	25%	35%
Improved Reliability (Highway)	15%	20%	10%	5%	5%
Transportation Demand Management	15%	10%	10%	10%	10%
Capacity Preservation	10%	3%	10%	15%	15%
Improved Reliability (Intercity and Commuter Rail)	10%				
Transit Access for Equity Emphasis Areas		6%	6%	4%	3%
Transit Access to Activity Centers		6%	6%	4%	3%
Pedestrian Access to Activity Centers		6%	6%	4%	3%
Bicycle Access to Activity Centers		6%	6%	4%	3%
Pedestrian Safety**		5%	5%	5%	5%
Access to Industrial and Economic Development Areas*		3%	10%	10%	15%
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**

* Only considered in Urban Development Areas
** Considered on all roads, regardless of COSS or RN status
*** Some rounding for presentation simplicity. I.E – 2.5% is rounded to 3%.

Mid Year Needs and Priorities - Example

Deeper Dive on Methods - Congestion

Congestion Mitigation (Limited Access COSS)

- Percent person-miles travelled in excessively congested areas
- Measure: % of travel where observed speed is 25% below posted speed limit during the 4 hours of peak.
  - If speed limit is 60mph, and 2 hours of peak is <45mph, then this segment would get a score of 50% (2 out of 4 hours)
  - Sources: INRIX for observed speed, VDOT TMS for volume, FHWA/VA Supplement for occupancy, VDOT for speed limit.
- If the outcome is >2%, then the COSS is flagged as "Needs Congestion Mitigation." Now it's eligible for Smart Scale. The percentage measure then feeds your overall score (see next slide) and prioritization within COSS.
- RNs have different weightings (by area type) and are ranked within each RN.



On this road segment near Chilhowie, 2.62% of travel is more than 25% below the posted speed limit.

Example in Bristol District (segment of I-81 near Chilhowie)

Need Category	Raw Score (unit)	Normalized Score	COSS Priority Weight	Score
Congestion Mitigation	2.62%	1	25%	0.25
Travel Time Reliability	N/A	0	15%	
Rail On-time Performance	N/A	0	10%	
Capacity Preservation	N/A	0	10%	
Transportation Demand Management	1255 (# of intra-RN trips in a typical three-day period)	2	15%	0.30
Safety	6 (# of F/SI crashes)	2	25%	0.50
Statewide Priority Score (Unadjusted)				**1.05**
Adjustments				
Co-located pavement-related need	N/A			
Co-located bridge-related needs	N/A			
Exposure to flooding risk	N/A			
Economic Distressed	Medium (.035 additional pts)			
Statewide Priority Score (Adjusted)				**1.087**

First scores are normalized and weighted (similar to Smart Scale)

Second, bonus points are added for certain conditions to create the final score.



Third, the final score is put in its percentile bracket for its group (in this case, all CoSS statewide). This segments' score is in the bottom 85%, so it is Priority 4.

Priorities are ranked in different “markets” to allow each region to have its own priorities flagged as P1, P2

Corridors of Statewide Significance (CoSS) Example: I-64	Regional Networks (RN) Example: HRTPO	Urban Development Area (UDA) Example: Union Hall UDA in Franklin County
Designated by CTB policy. Allows state to rank priorities within this statewide group.	Per code - MPO boundaries + rest of county if one portion is in MPO. Allows ranking and prioritization within one region.	Per code, designated areas for high density, other criteria. Allows ranking and prioritization within one area.
How updated? Ad hoc based on CTB vote. Such updates have happened twice in the past.	**How updated?** Automatically updated following MPO boundary update.	**How updated?** Locally driven.

How is VTrans shared with others?

Requirements for sharing and publication

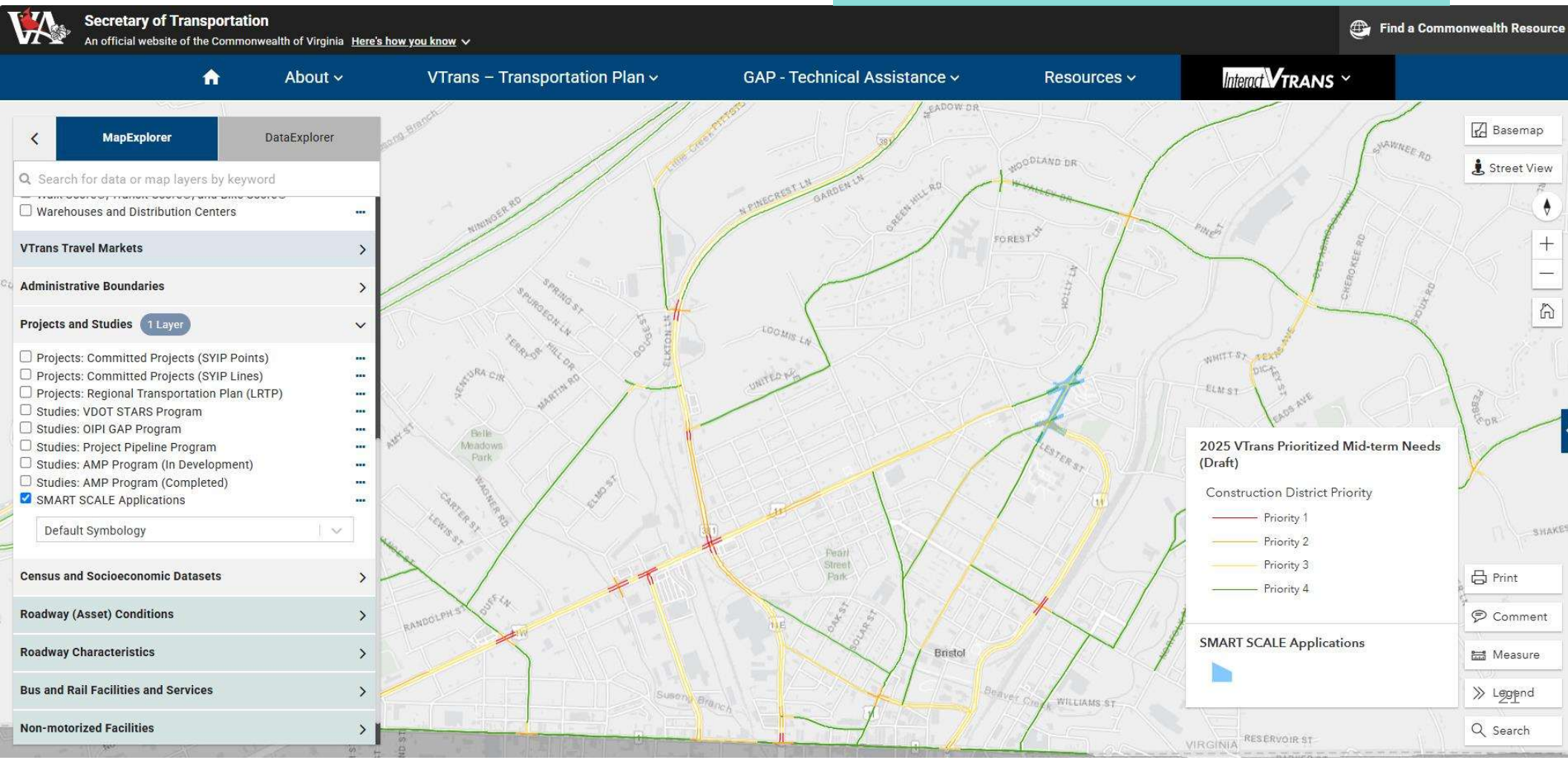
- **Share with GA/Governor** → § 33.2-353(C) – "The plan shall incorporate the measures and goals of the approved long-range plans developed by the applicable regional organizations. Each such plan shall be summarized in a public document and made available to the general public upon presentation to the Governor and General Assembly."

- **Share with CTB** → The CTB needs to approve VTrans changes. **Thus – it is up to you what material you want to see.** There is no requirement that what is shared with you be in a certain format. **Please tell us with some lead time!**

- **Share with public** →
  - The only requirement is the same "summary" that is shared with the GA/Governor
  - For Mid Term needs – Practically, the industry need access to detailed geospatial data to understand how to use VTrans Mid Term needs in their work. Therefore, VTrans team has developed a digital portal that contains this detailed GIS data. Most users access this via our digital files and webportal (see next page)
  - The web portal also contains interactive materials that take users through the other sections of VTrans.

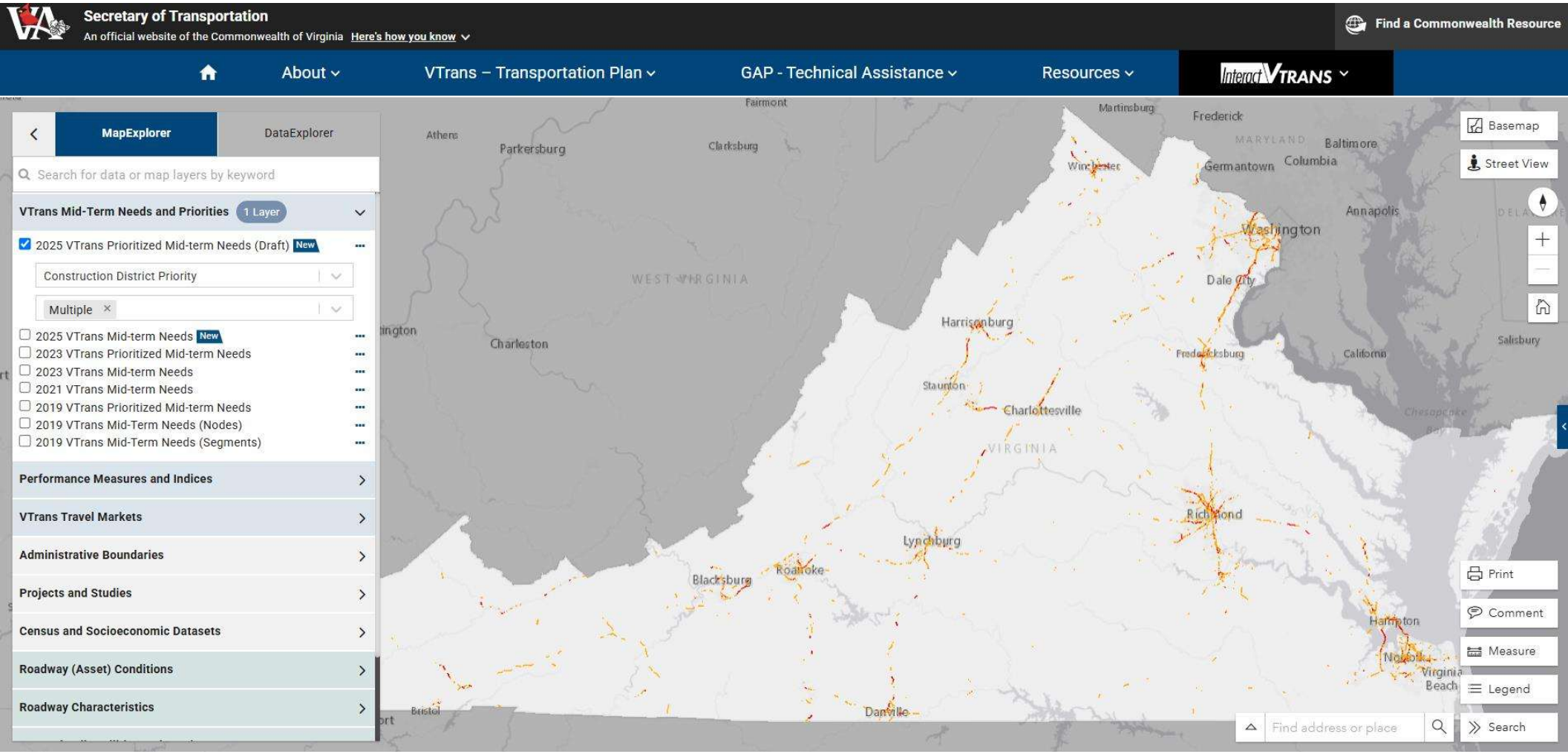
How can this information be accessed?

- This map, referred to as the 2025 Prioritized VTrans Mid-term Needs, shows roadways with Construction District Priorities in Bristol. Past SMART SCLAE applications are also highlighted.



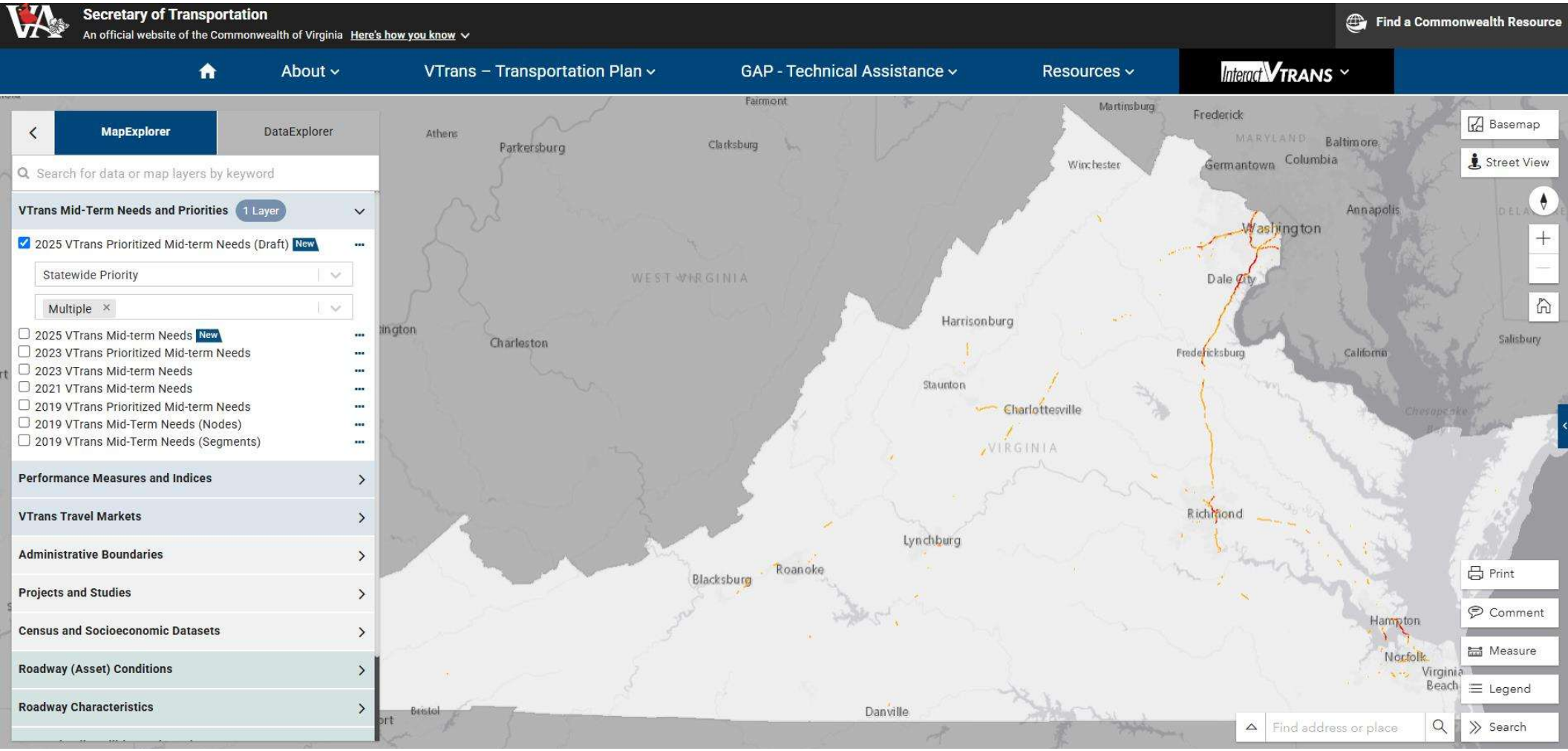
How can this information be accessed?

- This map, referred to as the 2025 Prioritized VTrans Mid-term Needs, shows Construction District P1 and P2 statewide (Regional Networks + UDAs + Safety).



How can this information be accessed?

- This map, referred to as the 2025 Prioritized VTrans Mid-term Needs, shows COSS P1 and P2 statewide.



What's next on VTrans?

- Deeper dive on any section of VTrans in future workshop if desired
- We will share updates on the progress of Strategic Actions in an upcoming meeting and at that time give recommendations on what changes should be considered for that list.
- Midterm bi-annual data refresh will be complete in October '27 (no CTB input necessary, but we will review outcomes for your district with you if desired)
- New report to Governor by or before December 2029. The CTB decides if there will be updates to existing VTrans policies or not, and/or if we want to do this update sooner.

Appendices

Key Policies Governing VTrans – Needs Identification and Prioritization

- **In January 2020, CTB adopted need categories and criteria to determine a transportation need.**
  - VTrans identifies the problem, not the solution. Localities propose solutions to the identified needs for evaluation in the SMART SCALE and VDOT's Revenue Sharing programs.
  - The identified needs are specific; they are not prescriptive to allow for context-sensitive solutions.

- **In March 2021, the CTB developed a policy to prioritize the needs and locations.**
  - With a recognition that the Commonwealth has limited resources to address all needs simultaneously, a policy to establish priority locations was established.
  - CTB directed VDOT and DRPT's advance planning and project development activities for capacity expansion solutions to be focused on VTrans Priority 1 locations.

- **In December 2021, CTB policy required that outputs of VTrans policies be utilized by OIPI, VDOT, and DRPT for statewide planning activities and for developing or modifying practices and Board policies.**
  - CTB directed OIPI to identify solutions for Priority 1 and 2 locations as part of the Project Pipeline program.

- **In April 2025, the CTB made a modification to the prioritization policy.**

Appendix - Goals and Objectives (Goal A)

Goals	Objectives
Goal A: Transportation System Safety Reduce fatalities and serious injuries to make the transportation network safer for the traveling public	**A.1.** Reduce the number and rate of motorized fatalities and serious injuries through implementation of the Strategic Highway Safety Plan. **A.2.** Reduce the number of non-motorized fatalities and serious injuries through implementation of the Strategic Highway Safety Plan. **A.3.** Reduce fatalities and serious injuries by implementing annual Safety Performance Targets in Public Transportation Agency Safety Plans.

Adopted in April 2025

Appendix - Goals and Objectives (Goal B)

Goals	Objectives
Goal B: System Preservation Provide well-maintained and managed transportation infrastructure and services across the Commonwealth.	**B.1.** Obtain the following outcomes through the implementation of the recommendations from VDOT's Maintenance and Operations Comprehensive Review. - Meet long-term sustainable pavement and bridge performance targets adopted by the Board. - Maintain VDOT's special structures in accordance with the annually updated 50-year special structures plan. - Meet routine maintenance best practices performance metrics. **B.2.** Ensure transit state of good repair through the prioritization of investments and implementation of performance targets in Transit Asset Management plans **B.3.** Ensure transit state of good repair through the prioritization of state capital investments in public transportation. **B.4.** Maximize the benefits of the Rail Preservation Fund through effective allocations to Class 2 (Shortline/Freight) and Class 3 (Passenger Rail) track improvements.

Adopted in April 2025

Appendix - Goals and Objectives (Goal C)

Goals	Objectives
Goal C: Economic Competitiveness through Travel Time Reliability Encourage economic competitiveness and prosperity by improving travel time reliability by minimizing congestion and considering modal options.	**C.1.** Improve travel time reliability and throughput by reducing the amount of travel that takes place in congested conditions by prioritizing performance-based investments, including operational improvements. **C.2.** Improve freight throughput through the implementation of the Virginia Freight Plan and 2022 Statewide Rail Plan. **C.3.** Improve transit efficiency and effectiveness by implementing system-wide and route-level performance standards established in Transit Strategic Plans and Transit Development Plans.

Adopted in April 2025

Appendix - Goals and Objectives (Goal D)

Goals	Objectives
Goal D: Inter-Connected Systems and Services Provide an integrated multimodal transportation system for better accessibility and travel options.	**D.1.** Create multimodal redundancy to support network resiliency by providing alternative modes of travel where appropriate. **D.2.** Increase bus ridership by improving bus stop condition and accessibility. **D.3.** Enhance freight rail movements to support economic development and freight fluidity for the Port of Virginia by implementing the 2022 Statewide Rail Plan. **D.4.** Support economic development initiatives through investments in site accessibility.

Adopted in April 2025

Appendix - Goals and Objectives (Goal E)

Goals	Objectives
Goal E: Environmental Stewardship Provide transportation solutions that enhance the quality of life while preserving agricultural, natural, historical, and cultural resources.	**E.1.** Deliver transportation solutions that consider watershed impacts, habitat preservation, and required environmental regulatory review. **E.2.** Implement solutions to support the attainment of National Ambient Air Quality Standards.

Adopted in April 2025

Appendix – 2021 VTrans Strategic Actions (Related to Climate Megatrend)

2021 Strategic Action	Responsible Entity(s)
1. **Collect data** (e.g., right-of-way mapping, precipitation, roadway elevation, etc.) to accurately assess flooding risks for state- and locally maintained roadways that can be used to identify funding needs and prioritize investment.	VDOT
2. **Develop policies**, based on robust data collection and analysis, to ensure that flooding risks are reflected in the transportation asset life cycle and/or transportation project planning processes.	VDOT, DRPT
3. **Collaborate with state/regional agencies** to systematically identify solutions that facilitate consistent and systematic prioritization and support the allocation of state resources to address flooding risks.	VDOT, DRPT

Adopted in December 2021

Adopted in April 2025

Appendix – 2021 VTrans Strategic Actions (Related to Technology Megatrend)

2021 Strategic Action	Responsible Entity(s)
4. **Evaluate options to gather vehicle automation and capability data** for the state's registered vehicle fleet to develop a more complete and accurate assessment of risks and opportunities associated with automated vehicles.	VDOT
5. **Develop a roadmap for implementing foundational digital practices**, such as digital-as-builts and information management processes, for capturing asset information for transportation infrastructure.	VDOT, DRPT
6. **Evaluate and facilitate desirable deployment of vehicle-to-infrastructure** communications along limited-access highways by the private sector.	VDOT
7. **Evaluate opportunities to provide access to the available real-time** or up-to-date state transportation asset and operations data in digital formats for use by the public and industry partners to support autonomous vehicle deployment.	VDOT, DRPT
8. **Identify and develop solutions** to address barriers to the installation of electric vehicle charging infrastructure by the private sector.	OIPI
9. **Evaluate and establish sidewalk and curb management best practices** for state-owned roadways and promote them for locality-owned roadways.	OIPI

Adopted in December 2021

Appendix – 2021 VTrans Strategic Actions (Related to Mid-term Needs)

2021 Strategic Action	Responsible Entity(s)
10. **Formalize a process for comprehensive needs identification and prioritization** for the § 33.2-372: Interstate Operations and Enhancement Program, utilizing the transportation planning policies established by the CTB in VTrans.	OIPI
11. **Evaluate the performance of selected construction** projects from the SMART SCALE, Interstate Operations and Enhancement Program, Virginia Highway Safety Improvement Program, and DRPT's MERIT program to determine whether the selected projects are providing the anticipated benefits and to support efforts to continue to improve project evaluation criteria and methods.	OIPI
12. **Establish a regular study cycle for Project Pipeline studies**, as defined in the CTB Policy for the Prioritization of VTrans Mid-term Needs adopted in March 2021, to include solutions for the most up-to-date VTrans Priority 1 and Priority 2 locations.	OIPI

Adopted in December 2021

Appendix – 2021 VTrans Strategic Actions (Related to VTrans Guiding Principles)

2021 Strategic Action	Responsible Entity(s)
13. **Evaluate the feasibility of and alternatives to a combined dashboard** to monitor the performance and delivery of projects and programs included in the Six-Year Improvement Program).	VDOT, DRPT
14. **Evaluate and, if feasible, integrate** the remaining application-based highway and transit capital funding programs and transit operating funding programs administered by OIPI, VDOT, and DRPT into the SMART PORTAL to provide one-stop access to the state's funding programs.	VDOT, DRPT, OIPI

Adopted in December 2021

Appendix – 2021 VTrans Strategic Actions (Related to Long-term Risks and Opportunities)

2021 Strategic Action	Responsible Entity(s)
15. **Identify and clarify the roles and responsibilities of the state transportation agencies** related to emerging areas, such as curb management, shared mobility, drones, etc., to ensure greater focus.	OIPI
16. **To methodically address items in the 2021 VTrans Risk & Opportunity Register, formalize OIPI's role in supporting and advising the CTB** in the conduct of CTB business, and develop a comprehensive transportation policy as required by § 2.2-229.	OIPI

Adopted in December 2021