



Report of Technical Staff Progress on 2030 Long Range Transportation Plan

Presented to the Win-Fred MPO Policy Committee
February 24, 2005
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NORTHERN SHENANDOAH VALLEY
REGIONAL COMMISSION



Since Last Policy Committee Meeting Meetings, Meetings, Meetings

- December 21: TAC
 - Begin going through Candidate Project list item by item, adding and subtracting projects as needed on instruction from the locality's technical staff members
 - Approximately 2.5 hours (about 1/3 complete)
- January 4: Management Team
 - Review changes made since January 4 meeting and continue going through projects item by item
 - Finalize candidate project list
 - Review Vision Plan alternatives and make alterations
 - Another 4 hours
- January 25: TAC
 - Review progress of previous two meetings
 - Further modify Vision Plan alternatives and add a 5th alternative not previously considered
 - Approve Vision Plan alternatives for modeling



Meetings, Meetings, Meetings Continued

- February 8: CAC
 - Senior Transportation Planner briefed CAC on progress to date
 - Discussed outreach activities
- February 10: Management Team
 - Review preliminary modeling results
 - Discuss anomalies and make corrections



Where are we today?

- We have modeling results from the 5 vision plan alternatives formed by the Management Team and TAC for review and approval
- Review and approval of full vision plan project list
- We have revenue projections from VDOT
- We have a very tight deadline to complete the plan and approve the plan by the FHWA deadline.



Next Month

- Review and approval of Vision Plan and Project Prioritization
 - At the March 1 TAC meeting the technical staff will be approving a vision plan and doing the preliminary project prioritization
- Designate Key Regional Priorities
 - Many regions designate a few certain projects as key regional priorities. These are projects that separate themselves from the rest of Vision Plan list by the fact that they are much more vital to the future transportation mobility in the region. The TAC can provide suggestions at the next meeting, but ultimately this decision is for the Policy Board.



Moving Forward: Defining the Vision Plan vs. the Fiscally Constrained Plan

- Vision Plan
 - An Important Tool in the Process
 - Allows us to take an unconstrained look at the region's transportation needs, i.e. to test the full needs of the region
 - Serves as a model from which we can pull projects for the fiscally constrained plan based upon their importance as demonstrated in the vision planning process
 - Basically the Vision Plan is the "In an Ideal World" Plan
 - Fiscally Constrained Plan
 - Where the Rubber meets the Road
 - FHWA requires that Long Range Transportation Plans be fiscally constrained, basically "How are you going to pay for it?"
 - Later in today's meeting we'll have a chance to look over the projected VDOT funding and begin to think about what we are truly up against.