WVDOT 2050 Long-Range Transportation Plan

What is WVDOT's 2050 Long-Range Transportation Plan (LRTP)?

The LRTP is WVDOT's decision guide on managing and modernizing our transportation system to improve safety and mobility for West Virginia today and tomorrow.

By reviewing and anticipating trends to 2050, the LRTP assesses impacts to how we pay to take care of our transportation system.

The LRTP helps WVDOT **plan strategically**, **program capital investments**, and **manage performance** guided by statewide transportation goals which *maximize opportunities* and *reduce risks* as transportation needs and revenues change.
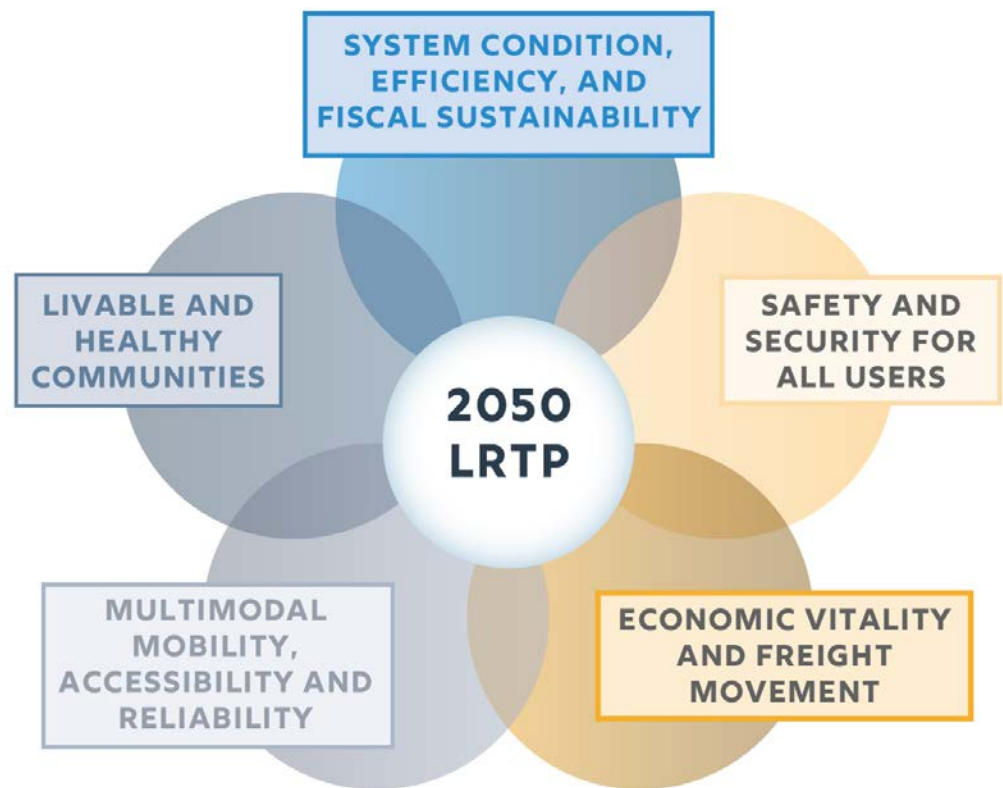
PERFORMANCE MANAGEMENT

Monitor Performance Results and Outcomes

Establish Vision, Goals, Measures, and Review Needs and Revenue

2050 LRTP

Assess Trade-offs Between Strategies and Programs

Apply Practical Design, Prioritize and Implement

CAPITAL PROGRAM

Formulate and Evaluate Policies, Strategies, and Investments

STRATEGIC PLANS

WVDOT's Transportation Planning Lifecycle

1. **Understand** the entire scope of WVDOT's assets
2. **Research** trends impacting WVDOT's decisions
3. **Compare** transportation needs to revenues
4. **Create** strategies guiding policy and investment
5. **Detail** agency actions to implement the LRTP

What do the Goals Mean for West Virginia's Transportation System?

✓ **High-quality system conditions**

✓ **Safe travel for all users**

✓ **More economic opportunities**

✓ **Reliable travel times and access to destinations**
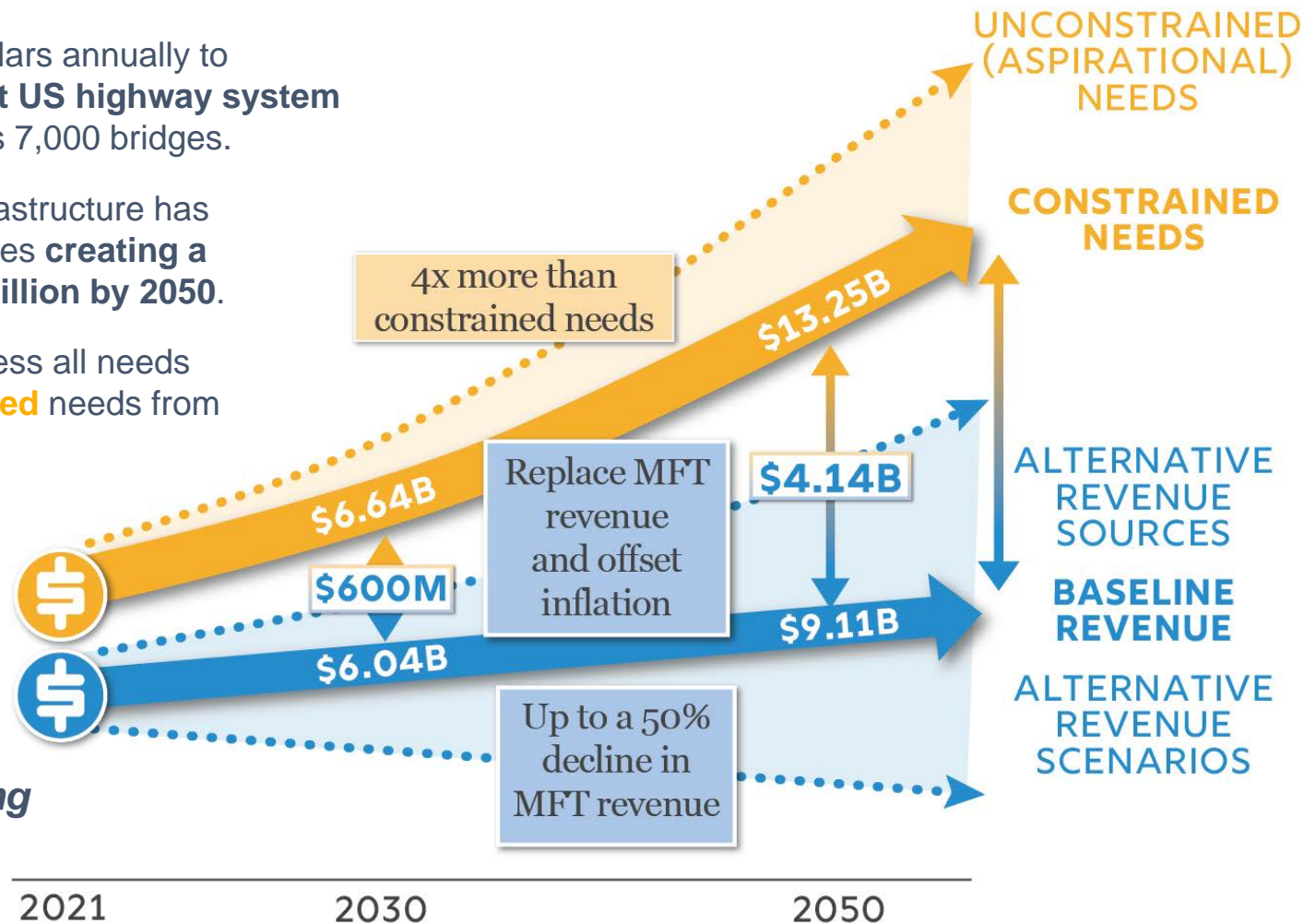
✓ **Protect communities and public health**

WVDOT receives about $1.3 billion dollars annually to maintain and improve **the sixth largest US highway system** spanning over 35,000 miles and across 7,000 bridges.

Over time, the cost to fix this aging infrastructure has outpaced income from traditional sources **creating a gap of $600 million by 2030 and $4 billion by 2050**.

The gap is 4x higher if seeking to address all needs (**Aspirational**) compared to **Constrained** needs from state/local plans.

Population, vehicle ownership, and funding source changes (**Alternative Revenue**) could alter current forecasts (**Baseline Revenue**) and impact the gap.

The 2050 LRTP identified funding alternatives to address the gap.

UNCONSTRAINED (ASPIRATIONAL) NEEDS

CONSTRAINED NEEDS

4x more than constrained needs

$13.25B

$6.64B

Replace MFT revenue and offset inflation

$4.14B

$600M

$6.04B

$9.11B

ALTERNATIVE REVENUE SOURCES

BASELINE REVENUE

Up to a 50% decline in MFT revenue

ALTERNATIVE REVENUE SCENARIOS

2021   2030   2050

What We Know About Revenue
- WVDOT is legally restricted from using certain funds to fix parts of the system
- Inflation erodes WVDOT's purchasing power, increasing costs
- Changes in federal policy, industry, technology, and post-pandemic travel is already altering revenue and spending

What We Know About Needs
- By 2030, 3x as many bridges will require fixes beyond current commitments
- More un-helmeted, distracted/impaired driving, and pedestrian crashes
- Connections to terminals, job centers, health care services, and other destinations requires new partnerships

What We Know About the Gap
- Needs cost West Virginians in wasted fuel, operating costs, and lost time
- Increased efficiencies from technology, new materials, and project delivery help shrink the gap
- Invites innovative strategies to maximize resources and create new partnerships

SYSTEM AND MODAL PLANS guide strategic, coordinated investments to reduce costs and increase efficiency in response to emerging needs

SHORT- AND LONG-TERM

2050 LRTP

- STRATEGIC HIGHWAY SAFETY PLAN
- TRANSPORTATION ASSET MANAGEMENT PLAN
- STATEWIDE FREIGHT PLAN
- STATEWIDE RAIL PLAN
- METROPOLITAN TRANSPORTATION PLANS
- BICYCLE AND PEDESTRIAN SYSTEM PLANS
- OTHER STATEWIDE OR REGIONAL MODAL PLANS (AVIATION, PARKWAYS, TRANSIT, PORTS, ETC...)

PLANS UPDATED EVERY 5-YEARS

CAPITAL, SAFETY, OPERATIONAL AND MAINTENANCE PROGRAMS allocate, schedule and implement investments

SHORT TERM

- STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
- HIGHWAY SAFETY IMPROVEMENT PROGRAM
- INCIDENT MANAGEMENT AND TRAFFIC OPERATIONS PLANS
- ROADS TO PROSPERITY
- SECONDARY ROADS MAINTENANCE INITIATIVE

SYSTEM PERFORMANCE track, report and communicate investment outcomes

CONTINUOUS

- FEDERAL AND STATE TARGETS
- DECISION SUPPORT SYSTEMS
- PERFORMANCE INDICATORS
- ACCOUNTABILITY TO STAKEHOLDERS AND PUBLIC

REASSESS TRENDS, ADJUST STRATEGIES

The 2050 LRTP creates connections to ongoing and future planning, programming, delivery, and performance activities.

PRESERVATION — **FOCUS ON THE MOST CRITICAL ASSET MANAGEMENT NEEDS** INCLUDING BRIDGES, PAVEMENT, AND ROADSIDE ASSETS

PERFORMANCE — **FOCUS ON ADDRESSING HIGHWAY SAFETY AND RELIABILITY NEEDS,** INCLUDING BEHAVIORAL AND SYSTEMIC SAFETY IMPROVEMENTS AND HIGHWAY OPERATIONS AND CAPACITY STRATEGIES

INNOVATION — **FOCUS ON EXISTING AND EMERGING TECHNOLOGY OPPORTUNITIES,** TO OPTIMIZE ASSET PRESERVATION, SAFETY, HIGHWAY OPERATIONS, AND MULTIMODAL MOBILITY AND ACCESS

DIVERSITY — **FOCUS ON MULTIMODAL OPTIONS FOR PASSENGER AND FREIGHT TRIPS** TO IMPROVE ACCESS TO DESTINATIONS AND OPPORTUNITIES

ACCESS — **FOCUS ON SERVING DISCONNECTED COMMUNITIES AND ADDRESSING NETWORK GAPS** TO IMPROVE ACCESS TO JOBS, HEALTH CARE, RECREATION, AND KEY INDUSTRIES

What puts the 2050 LRTP in motion?
Prioritized Actions

- **Ready to implement over next 5 years, with real benefits**
- **Advance through WVDOT expertise and partner input**
- **Implementation progress monitored and communicated**