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.

WVDOT’s Transportation Planning Lifecycle
### How did we develop the 2050 LRTP?

**Steps of the Planning Process**

1. **State of the System**
   - Plans and Programs
   - Vision, Goals, Objectives
   - Asset Condition
   - System Performance

2. **Trend, Drivers, and Opportunities**
   - Economic
   - Demographics
   - Funding
   - Technology

3. **Future Needs, Revenues, Priorities**
   - Medium and Long-Term Multimodal Needs
   - Revenue Forecasts
   - Program/Project Prioritization

4. **Policies, Strategies, Trade-Offs**
   - Multimodal Priorities
   - Funding
   - Trade-Offs

5. **Implementation Plan**
   - Monitor Progress
   - "Family of Plans"
   - Benefits

### What guides the 2050 LRTP?

**Transportation Goals**

- System Condition, Efficiency, and Fiscal Sustainability
- Livable and Healthy Communities
- Safety and Security for All Users
- Economic Vitality and Freight Movement

#### 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.

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
What does the 2050 LRTP recommend? Strategies Closing the Gap

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

SHORT- AND LONG-TERM
- 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

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

How does the 2050 LRTP drive WVDOT decisions? Plans, Programs and Performance

SYSTEM PERFORMANCE
- track, report and communicate investment outcomes

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

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

REASSESS TRENDS, ADJUST STRATEGIES

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

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

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

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

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