



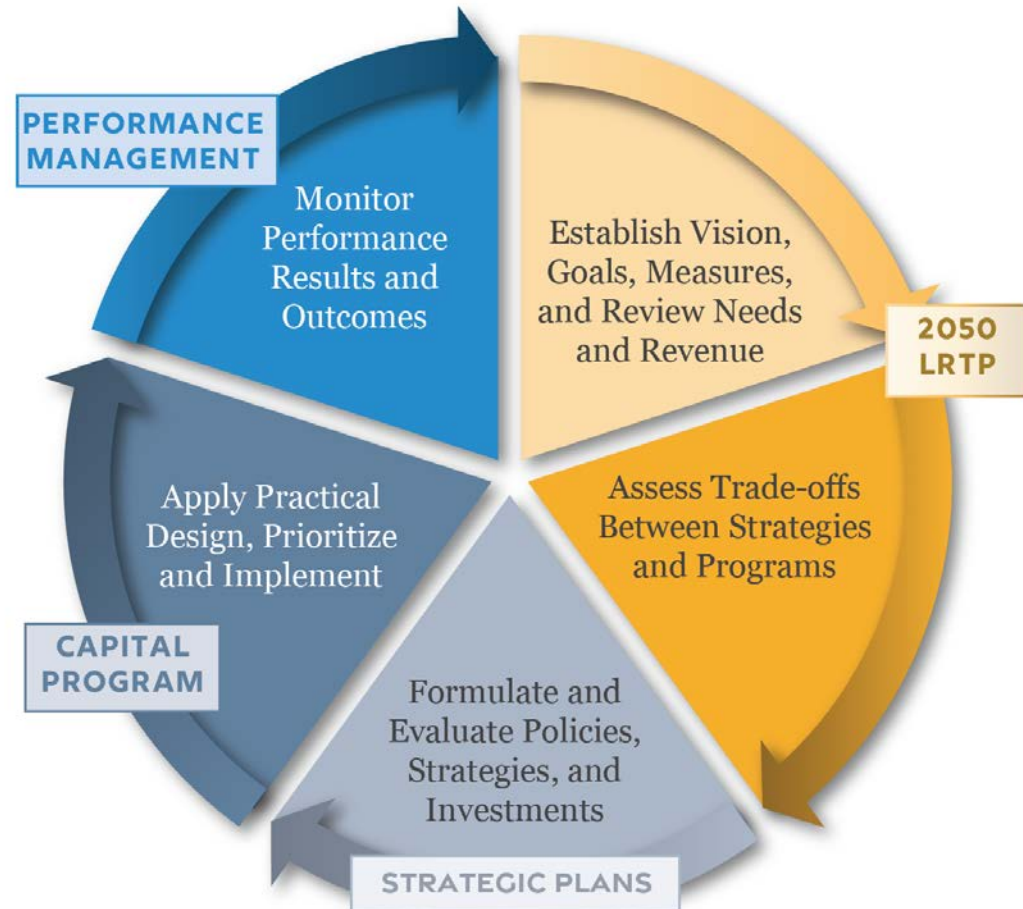
# WVDOT 2050 Long-Range Transportation Plan

## 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.



WVDOT's Transportation Planning Lifecycle

## How did we develop the 2050 LRTP?

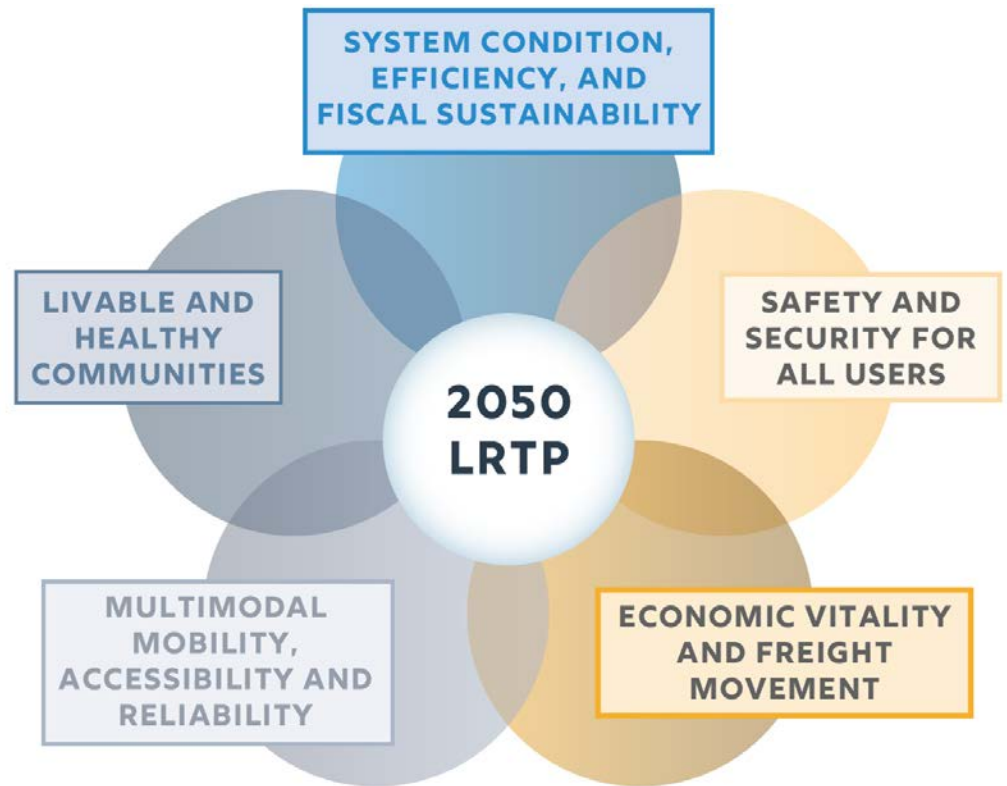
### Steps of the Planning Process



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 guides the 2050 LRTP?

### Transportation Goals



### 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



## What did we learn from the 2050 LRTP process? Transportation Needs Will Continue to Exceed Revenues

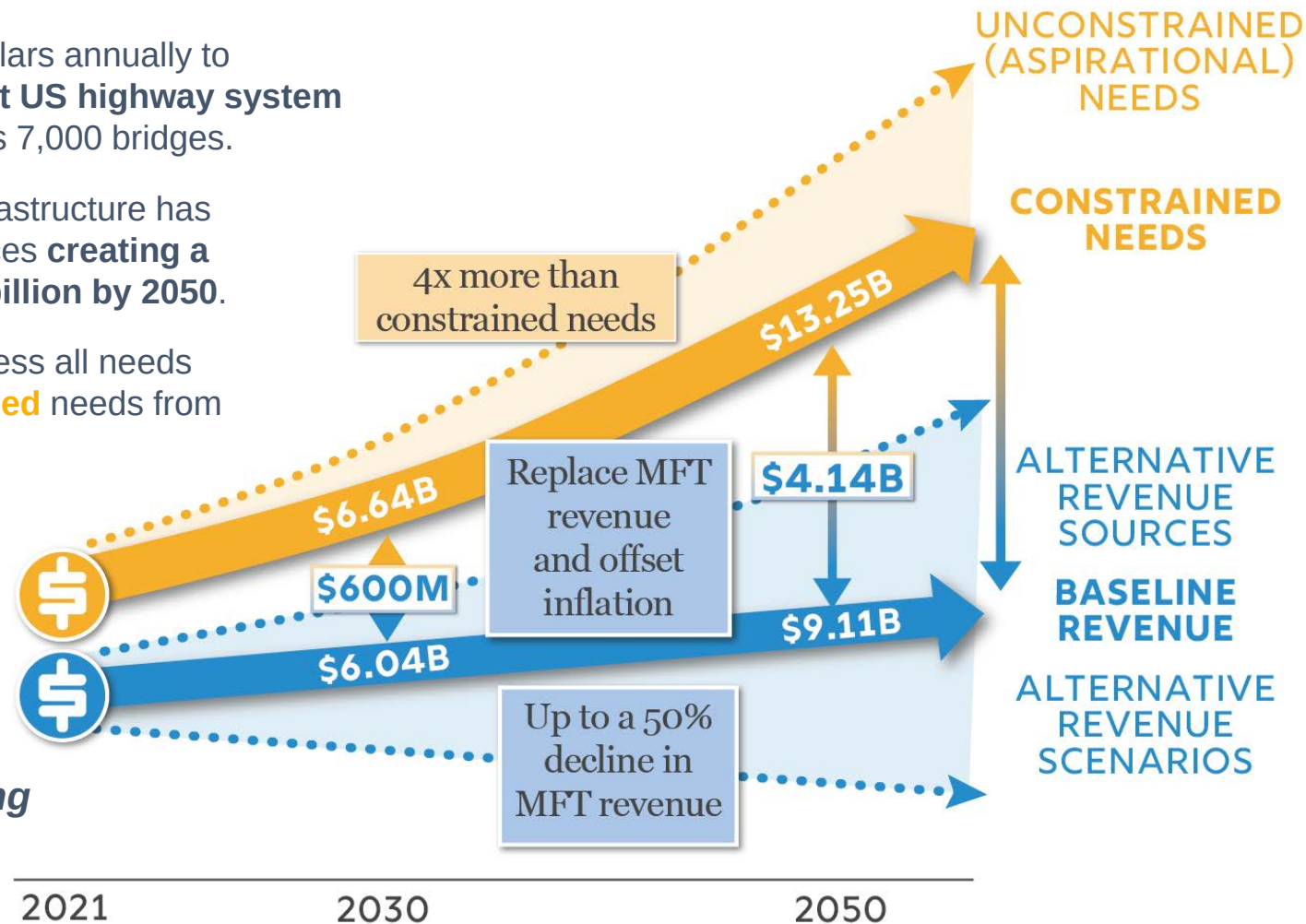
WVDOT receives about \$1.3 billion dollars annually to maintain and improve the **sixth largest US highway system** spanning over 35,000 miles and across 7,000 bridges.

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

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

## 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

### 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



**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

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