



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

Corridors of Statewide Significance An Overview

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Objective

Provide an overview of the Corridors of Statewide Significance:

- Concept development
- Legislative mandates
- Identification process and selection criteria
- Current Corridors

Where we're going:

Identifying the next Corridor of Statewide Significance to study

Corridors of Statewide Significance

Background

- Concept introduced in VTrans2025 statewide multimodal transportation plan as a concept for setting priorities- (originally called Multimodal Investment Networks (MINs))
- MINs were defined as:
 - *projects that depend on each other*, like a bus needs a road;
 - *projects that connect two or more modes*, like a road connects to an airport;
 - *projects that might be substitutable*, like a rail line in lieu of a road; or
 - *projects that are multimodal by definition*, like HOV lanes
- From a process perspective, provided a mechanism for ensuring multimodal solutions

Original MINs

Original Illustrative MINs

- Hampton Roads Multimodal Access
- Richmond to Hampton Roads Passenger Mobility
- Interstate 95 Passenger and Goods Movement
- Interstate 81 Passenger and Goods Movement
- Interstate 73 Corridor/ Franklin County Airport Access
- Coalfields Access
- Route 29
- Northern Virginia Connections
- Port Accessibility and Mobility
- Virginia Bicycle and Pedestrian System
- Emergency Transportation

Legislation

- The MINs concept in VTrans2025 gained traction, and resulted in legislation (HB 2019 in 2009 General Assembly) that required:
 - The long-range transportation plan (VTrans) to set forth an assessment of needs for all corridors of statewide significance
 - The assessment is to consider all modes of transportation
 - The CTB is to designate the corridors of statewide significance not constrained by local, district, regional, or modal plans

From MINs to Corridors

- The naming of MINs was to avoid the perception of being mode-specific, however, it led to confusion. In VTrans2035, the MINs became “*Corridors of Statewide Significance*,” or CoSS.
- As defined in VTrans2035:
 - An integrated, multimodal system of transportation facilities that connect activity centers within and without the Commonwealth and promote the easy movement of people, services and goods vital to the economic prosperity of the state.

VTrans2035 and CoSS

- In VTrans2035:
 - The Corridors of Statewide Significance (CoSS) are broadly drawn and include other modal facilities, such as highways (e.g., I-81, I-95, U.S. 29, U.S. 460, etc.), rail lines, transit services, port facilities, and airports.
 - Parallel roadway facilities are also included in addition to the main Interstate or U.S. Highway (e.g., U.S. 11 along the I-81 corridor and U.S. 1 and U.S. 301 along the I-95 corridor).

VTrans2035 and CoSS

- VTrans2035 examined the characteristics and deficiencies of significant statewide corridors, and identified strategies to improve movement through and between corridors
- Improvement strategies identified include:
 - Focus on multimodal solutions to moving people, services and goods
 - Identify high priority multimodal solutions within the CoSS that would be given increased consideration over single-mode solutions in individual modal plans and programs

CoSS Identification- An Iterative Process

- Convened meeting with:
 - Deputy Secretary
 - Multimodal Technical Committee (VDOT, DRPT, DOAV, VPA planners)
 - MPO Exec. Directors and planners, and
 - PDC Exec. Directors and planners
- This working group:
 - Developed CoSS criteria
 - Applied criteria and identified CoSS
 - Verified identified CoSS through a series of public meetings
 - CTB approved CoSS – December 2009

CoSS Selection Criteria

1. Involves multiple modes (i.e., highway, rail, inter-regional transit, airport, port) or is a freight corridor and extends beyond an individual region
2. Connects regions/states/major activity centers
3. Provides a high level/volume of transport

Criteria to determine high level/volume transport

•Class I rail	•Commercial and/or reliever airports
•Inter-regional public transportation and stations	•Economic Development
•Interstate/ NHS facility	•Major shipping channel
•Major port	•Gateway of national or international significance
•Major freight corridor	•State bicycle route or inter-regional trail

CoSS Selection Criteria (continued)

4. Provides a unique statewide function and/or addresses statewide goals
 - Evacuation route or critical redundancy
 - Security (military access, STRAHNET, STRACNET)
 - Tourism
 - Truck route

- *To be identified as a Corridor of Statewide Significance, all four criteria must be met*

Corridors of Statewide Significance

(As Approved by the CTB, December 2009)



Upcoming Steps in CoSS Process

Office of Intermodal Planning and Investment and Multimodal Advisory Committee are working to:

- Develop methodology to prioritize the next CoSS to be studied-
Develop methodology to identify possible segmentation of the CoSS into effective pieces for study
- Segment the CoSS and apply the prioritization methodology
- Prioritize the CoSS to identify the next CoSS for study - (Items 1 – 4 are currently under development)
- Present items 1 – 4 to the CTB for concurrence - (April 2011)
- Initiate the next CoSS study - (May 2011)