



VTrans2035 Subcommittee's Report

To:
CTB Workshop
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- **Corridors of Statewide Significance (CoSS)**
 - Tiering or prioritization of the Corridors?
 - How should Corridor designations influence funding?
 - How to add or remove Corridors?
- **Investment Priorities**
 - Should there be more or other categories?
 - How should the investments in each of the categories be focused?
 - Should we prioritize within investment categories?
- **Land Use**
 - Use of regional performance measures
 - What incentives can the state provide to leverage supportive land use and promote regional land use planning

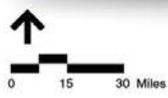
- **One day-long meeting and one half-day meeting**
- **Reviewed background materials on**
 - VTrans2025 Summary Report
 - VTrans2035 presentations to the CTB
 - Preliminary draft final VTrans2035 report
 - Legislative requirements for and CTB's role in the long-range multimodal plan
 - The term "Corridors of Statewide Significance" has been codified
 - Minnesota's performance metrics for its Interregional Corridors System
 - Detailed corridor reports
- **Reached unanimity in recommendations**

- **Criteria for Selection**

- Involves multiple modes or is an extended freight corridor
- Connects regions/states/major activity centers
- Provides high volume of transport
- Provides a unique statewide function and/or addresses statewide goals

- **Eleven Corridors of Statewide Significance identified**

Recommended Corridors of Statewide Significance



Corridors of Statewide Significance Key Issues and Recommendations

Issue 1: Should there be a tiering or prioritization of the Corridors?

- Subcommittee's Recommendation: No

Issue 2: How will or should the Corridor designations influence future funding decisions?

- Subcommittee's Recommendation: The Corridors should be one consideration (but not *the only* consideration) in funding decisions. The extent to which a locality's land-use plan protects the functionality of the corridor should be considered in funding allocations.

Issue 3: How will or should we add or remove Corridors?

- Subcommittee's Recommendations:
 - Do not remove any of the current Corridors
 - Use the existing criteria to identify emerging corridors and designate new corridors
 - CTB should periodically review the corridors to consider need to add or delete

Investment Priorities

Key Issues and Recommendations

Issue 1: Should there be more or other categories?

- Subcommittee's Discussion and Recommendations:
 - Current economic and financial situation cannot be dismissed but should not constrain the future
 - The priorities should be more visionary
 - A high priority should be a small number of strategic game-changing mega-projects
 - A Strategic Infrastructure Investment Fund should be established to fund the mega-projects

Investment Priorities

Key Issues and Recommendations

Issue 2: How should investments in each of the categories be focused?

- Subcommittee's Recommendations:
 - A high priority should be a small number of strategic game-changing mega-projects

Issue 3: Should we prioritize within investment priorities?

- Subcommittee's Recommendations:
 - No

VTrans2035 Investment Priorities Subcommittee's Recommendations to the CTB

1. Make Strategic Investment in Infrastructure for the Future*

- High Speed Rail between Washington D.C., Richmond and Hampton Roads, Metrorail and/or Commuter Rail Extensions in NoVA along I-95 to Fredericksburg
- Freight Rail along I-81
- Tunnels in Hampton Roads
- Smart System Technology Leadership

*Establish a Strategic Infrastructure Investment Fund

2. Address Safety and Maintenance Needs

- Provide Safe Operations and Services
- Repair deficient pavements
- Rehabilitate structurally deficient bridges
- Ensure state of good repair in transit
- Use sustainable and environmentally sensitive methods

Notes: The notations in black and underlined represent the changes to the recommendations

3. Enhance Economic Competitiveness*

- Expand the Port and related services
- Support Dulles Airport and growth of the Dulles Corridor
- Plan for and invest in high speed and intercity rail
- Improve freight mobility
- Improve rural connectivity
- Review and Refine PPTA Process to Leverage State Dollars for Publicly Beneficial Projects
- Develop Master Plans for Needs of CoSS

4. Minimize Congestion

- Integrate regional land uses and highway capacity
- Implement pricing, advanced technology and demand management
- Increase transit usage and supporting land uses

Issue 1: Regional transportation and land use performance measures

- Subcommittee's Recommendations:
 - Develop regional performance measures (e.g., jobs-to-housing ratio) and goals
 - Prioritize funding for improvements that help meet the goals

Issue 2: What incentives can the state provide to leverage supportive land uses and promote regional land use planning?

- Subcommittee's Recommendations:
 - Develop a competitive grant program to leverage local land use commitments that will reduce the demand for additional transportation capacity
 - Provide grants to MPOs/PDCs to coordinate regional land use planning policy
 - Develop a competitive grant program to expand transit and leverage supportive land use commitments
 - Provide secondary and urban formula funds to localities that promote development patterns that reduce transportation demand through land use policies