



VTTrans2035 Priorities

First Draft

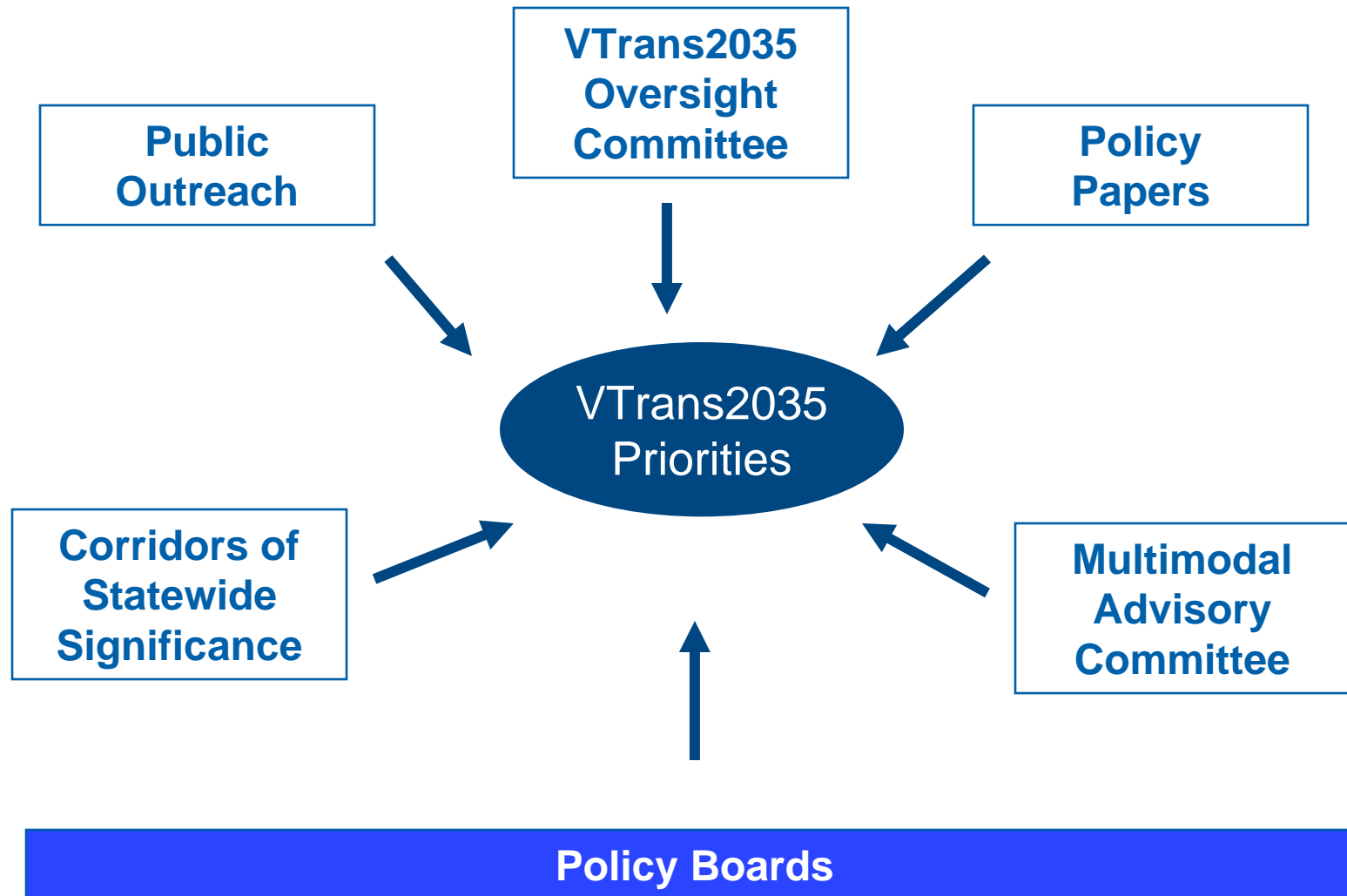
To:
CTB Workshop
September 16, 2009

By:
Deputy Secretary Ralph Davis

VTrans2035 Overarching Goals

- **Safety and Security**
 - Provide a safe and secure transportation system
- **System Maintenance and Preservation**
 - Preserve and maintain the condition of the existing transportation system
- **Mobility, Connectivity, and Accessibility**
 - Facilitate the easy movement of people and goods, improve interconnectivity of regions and activity centers, and provide access to different modes of transportation
- **Environmental Stewardship**
 - Protect the environment and improve the quality of life for Virginians
- **Economic Vitality**
 - Provide a transportation system that supports economic prosperity
- **Coordination of Transportation and Land Use**
 - Facilitate the effective coordination of transportation and land use to promote livable communities
- **Program Delivery**
 - Achieve excellence in the execution of programs and delivery of services

Sources for Vtrans2035 Priorities



VTrans2035 Priorities Summary

Safety and System Preservation

1. Provide safe operations and services
2. Repair deficient pavements
3. Rehabilitate structurally deficient bridges
4. Ensure state of good repair in transit

Economic Competitiveness

5. Expand the Port and related intermodal facilities and services
6. Support Dulles International Airport and growth of Dulles corridor
7. Improve freight mobility
8. Improve rural connectivity

Manage Metropolitan Congestion

9. Integrate regional land uses and transportation capacity
10. Implement pricing and demand management
11. Increase transit usage and supporting land uses

Investment in Corridors of Statewide Significance

12. Critical Investments

- Corridors of Statewide Significance
- Unfinished Projects
- High Speed Rail
- Surface Transportation Plan

1- Provide Safe Operations and Services

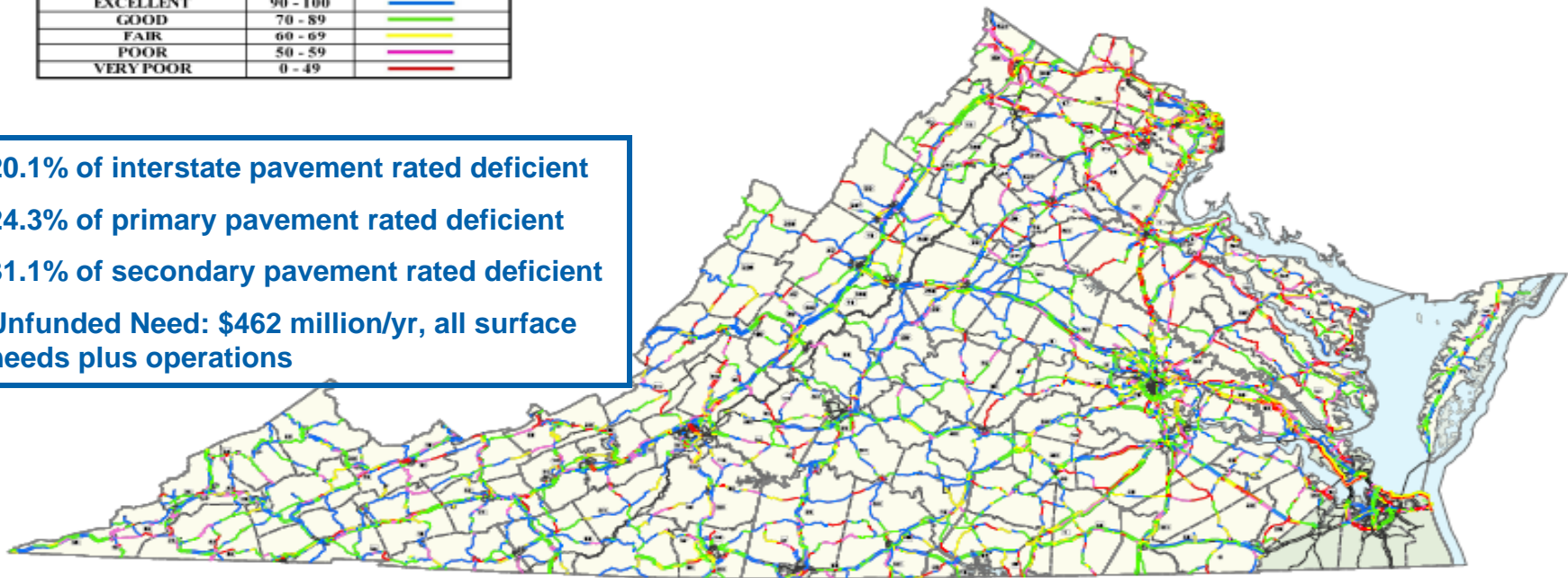
- Reducing transportation related fatalities and crashes is a key goal of transportation agencies
- Traffic incidents and poor signal timing account for 25% and 5% of traffic congestion, respectively
- Virginia must be prepared for emergencies
- Climate change is a priority for the future and adaptation is critical, particularly for Hampton Roads
- Virginia's policy is to comply with federal security standards (Real ID) for driver's licenses

2 – Repair Deficient Pavements

INTERSTATE AND PRIMARY PAVEMENT CONDITION - 2008

PAVEMENT CONDITION	CCI RATING	COLOR SCHEME
EXCELLENT	90 - 100	Blue
GOOD	70 - 89	Green
FAIR	60 - 69	Yellow
POOR	50 - 59	Purple
VERY POOR	0 - 49	Red

20.1% of interstate pavement rated deficient
 24.3% of primary pavement rated deficient
 31.1% of secondary pavement rated deficient
 Unfunded Need: \$462 million/yr, all surface needs plus operations



0 10 20 30 40 Miles

— Denotes pavement sections 1) not maintained by VDOT
 2) overlaps with other sections 3) not rated

Note: Data was collected between December 2007 and March 2008

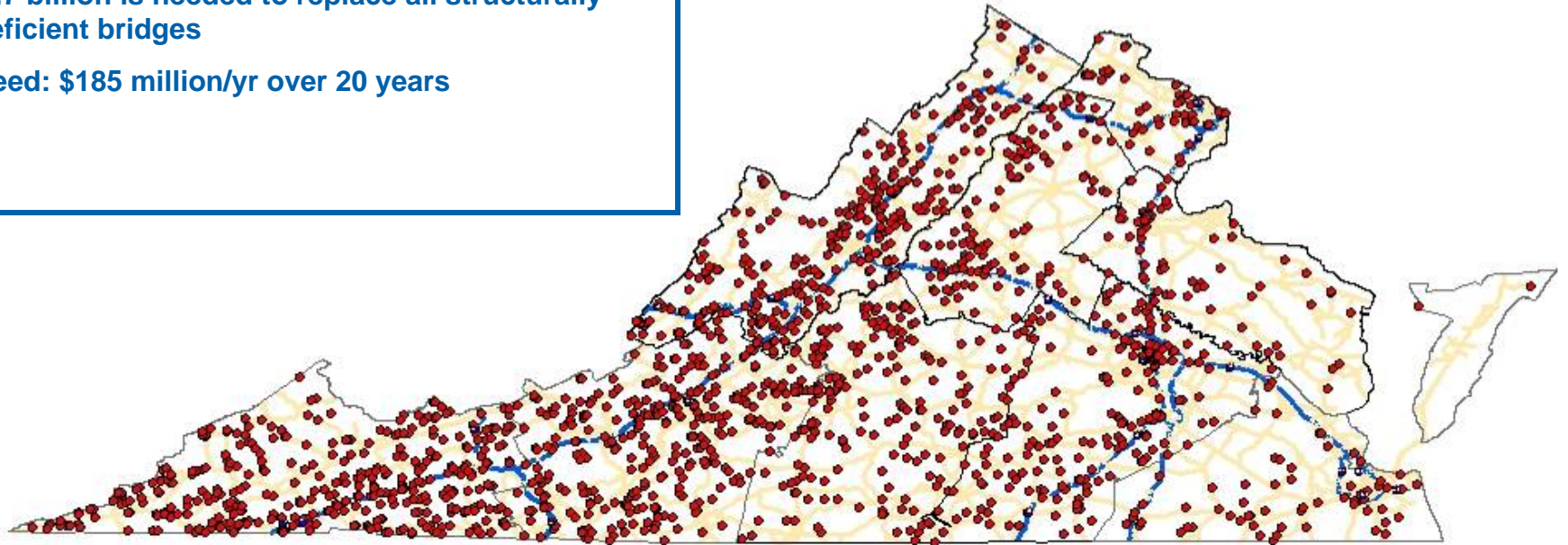
3 - Rehabilitate Structurally Deficient Bridges

VDOT is responsible for 20,879 bridges and culverts

1,730 (8.3%) of the bridges are structurally deficient

\$3.7 billion is needed to replace all structurally deficient bridges

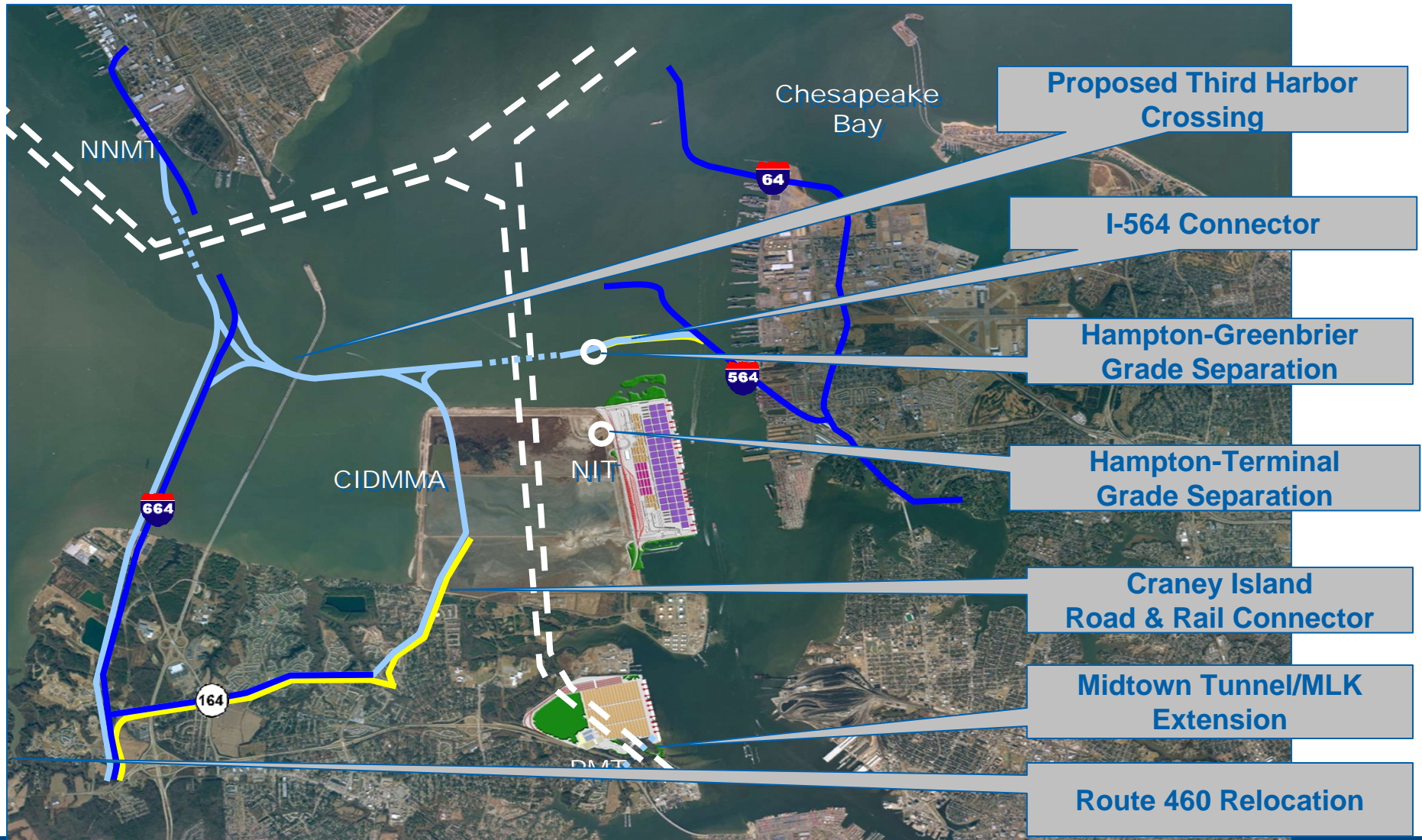
Need: \$185 million/yr over 20 years



4 - Ensure State of Good Repair (SGR) in Transit

- Maintenance of existing assets is the transportation spending priority per the Appropriations Act, CTB Policy and a federal requirement
- Maintaining a State of Good Repair:
 - Promotes use of vehicles that meet ADA requirements and safety features
 - Promotes use of vehicles that have required safety features
 - Reduces operating costs and green house gas emissions and green
- Unfunded Need: \$200 million per year

5. Expand the Port of Virginia and Related Intermodal Facilities and Services



5 – Expand the Port Cont'd

- The Port is one of the Commonwealth's economic engines - creating jobs and providing access to world markets
- Deep water, road and rail infrastructure provides the Port with a competitive advantage
- New port and surface transportation capacity needed to capture Panama Canal expansion (scheduled for completion in 2014 or 2015)
- Highway and rail are connections needed to handle growth
- Strategically located intermodal facilities and distribution centers will promote job and economic growth

6 – Support Dulles International Airport and Growth in the Dulles Corridor

- Washington Dulles is the other economic engine for the Commonwealth
- Continued support for extension of Metrorail to airport needed
- Jobs in the Dulles area are expected to double over the next 20 years
- Greater north-south access needed including, Rt. 234/Rt. 659 relocation
- Improvements to the Dulles Loop (Routes 50, 28 and 606 surrounding the airport) will be needed for local traffic as well as airport access



7 – Promote Freight Mobility

- Freight tonnage expected to double by 2035
- Strategies to improve freight performance (travel time, costs, capacity, etc.) will be critical to economic competitiveness
- Bottlenecks exist
 - Major urbanized regions with high levels of congestion (Northern Virginia, Hampton Roads, Richmond);
 - Intersections of major highway arteries (I-495/I-95, I-77/I-81, I-64/I-295/I-95);
 - Routes with few or no alternatives (Hampton Roads Bay Tunnel, Monitor Merrimac Tunnel);
 - Rail system points where infrastructure provides inadequate freight capacity or dimension
 - Access into and out of heavily used marine terminal facilities

8 – Improve Rural Connectivity

- Current law requires the statewide plan to promote accessibility for people
- Rural areas need to be connected to urban regions to support economic development
- Public transportation for the transportation challenged is critical in rural areas for access to services and jobs
- Increasing the level of broad band access is a means of improving rural connectivity
- Promote Air Taxis
- Provide rail service

9 – Integrate Regional Land Uses and Transportation Capacity

- Current law requires the Office of Intermodal Planning and Investment to promote the coordination of transportation investments and land use planning
- Provide incentives for coordinated planning
- Allocate funds for public transportation to go to localities that provide supportive land uses
- Compact, mixed-use development can reduce dependency on automobiles and increase the need for transit service
- Increased proximity between destinations can reduce travel distances and vehicle miles traveled

10 – Implement Pricing and Demand Management

- In areas where capacity cannot be expanded to meet demand pricing and demand management should be considered
- Initiatives such as the I-95/395 and I-495 HOT lanes can help manage metropolitan congestion by encouraging transit and carpooling
- Variable toll prices can be used to ensure HOT lanes are free flowing and provide faster, more reliable travel
- Demand management programs such as teleworking and flextime can assist in managing congestion
- Commuter assistance programs can help people shift from driving alone to transit, carpooling, vanpooling, walking, bicycling or teleworking

11 – Increase Transit Usage and Supporting Land Uses

- High growth localities are required to establish urban development areas (UDAs) – areas for compact, mixed development
- Virginians are continuing to embrace transportation choices
- In places where highway capacity cannot be expanded to meet projected needs, transportation choices should be provided
- Projects such as Dulles Metrorail and Norfolk Light Rail can attract supportive land uses and help communities create transit oriented development

12 – Other Critical Projects

- Current law requires the Office of Intermodal Planning and Investment to coordinate highway, transit, rail and other improvements and strategies to address mobility and accessibility within corridors of statewide significance
- Unfinished Projects:
 - Interstate 95/395 Hot Lanes
 - Coalfields Expressway
 - Downtown/Midtown Tunnel & MLK Extension
 - Route 460
 - Route 58
- High speed rail initiatives are critical to addressing mobility, economic development, congestion and emissions within critical corridors
- Utilize recommendations from the Surface Transportation Plan to identify critical investments

12 – Other Critical Projects

•Unfinished Projects:

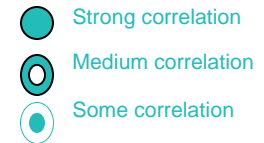
- Interstate 95/395 Hot Lanes
- Coalfields Expressway
- Downtown/Midtown Tunnel & MLK Extension
- Route 460
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•Utilize recommendations from Surface Transportation Plan

•High speed rail initiatives



Link Between VTrans2035 Goals and Priorities



	Safety & Security	System Maintenance & Preservation	Mobility, Connectivity & Accessibility	Environmental Stewardship	Economic Vitality	Coord. of Transportation and Land Use
Provide safe operations and services	●		○		○	
Repair deficient pavement	○	●	○		○	
Rehabilitate structurally deficient bridges	○	●	○		○	
Ensure state of good repair in transit	○	●	○		○	
Expand the Port and related intermodal facilities and services				○	●	
Support Dulles International Airport and growth of the Dulles corridor				○	●	
Improve freight mobility			●	○	●	
Improve rural connectivity			●	○	○	
Achieve regional land uses that can be supported by transportation availability			●		○	●
Implement pricing and demand management		○	●	○	○	○
Increase transit usage and supporting land uses			●	●	○	○
Critical Investments	○		●	○	●	

Discussion