



CTB VTrans2035 Subcommittee
VDOT Headquarters building
1401 E. Broad Street, Richmond, VA
November 9, 2009
10:00 – 3:00

Members in Attendance:

Kenneth White (Chair), Peter Schwartz, James Bowie, Dana Dickens, Douglas Koelemay

Members not in Attendance:

James Davis

Staff in Attendance:

Ralph Davis, Mary Lynn Tischer, Katherine Graham, Linda Carpenter, Nick Donohue, Kevin Farrelly

Others in Attendance:

Connie Sorrell, Robin Grier, Trip Pollard

1. Welcome

Mr. Kenneth White, Chair, called the meeting to order and welcomed the committee.

2. Public Comment

A letter from Mr. Bob Chase, from NVTA, dated November 6, 2009 was entered as public comment.

3. Review and Approval of Minutes

The minutes were approved as amended by Mr. Peter Schwartz (page 5, 2nd paragraph).

4. Discussion of Draft Recommendations

PPTAs

A motion was made to reinstate the PPTA Priority included in the Economic Competitiveness category with the following changes:

- Change wording to state "complete existing PPTA projects and do new projects where there is a public benefit"
- Add "continue to review and refine PPTA process to leverage state dollars"

- Incorporate into text a discussion of benefits and pitfalls of using PPTAs

The motion was seconded and unanimously approved.

A motion was made to include in the Priorities the active PPTA projects and active PPTA proposals listed in previous drafts as suggested by Secretary Pierce Homer (Coalfields Expressway, Route 460, Midtown/Downtown Tunnel and MLK Extension, Route 58, I-95/I-395 HOT lanes.

The motion was seconded and unanimously approved

Corridors of Statewide Significance

A Summary of Actions Relative to Corridors of Statewide Significance (CoSS) was presented to the committee outlining changes made to the CoSS documentation since the October 29th meeting. Mr. Douglas Koelemay noted that he would like to stress that the purpose of the CoSS is to focus on multimodal solutions within each corridor and not compare the corridors to each other.

Deputy Secretary Ralph Davis noted that the text in the Summary of Actions has been included in Chapter 3 of the Final Report.

It was agreed that the CoSS should be presented alphabetically.

Mr. Schwartz requested that Route 17 in the Northern Neck Corridor stop at I-66.

Mr. James Bowie requested that the CoSS should include strategies to expand intermodal facilities. He also suggested that the key functions of the Western and Southside Corridors should be connections to each other.

A motion was made to approve the changes, seconded and unanimously approved.

Priorities

Mr. Dana Dickens reminded the committee that the letter from Mr. Bob Chase recommended against identifying specific projects in the Make Strategic Investment in Infrastructure for the Future category. Mr. Schwartz suggested that it would be avoiding the issue not to recommend projects. Mr. Bowie recommended that the projects be listed as examples. Mr. Koelemay further suggested adding metro/commuter rail to the High Speed Rail Between Washington DC and Hampton Roads priority. He also recommended adding a fourth priority in this category dealing with technology – “Smart Transportation System Technology Leadership” to include safety, capacity and interoperability.

Mr. Dickens suggested an element should be added that addressed the importance of making the public aware of technological advances. Mr. Schwartz suggested that the text should note that technology will create capacity in the transportation system.

Mr. White commented that he was not comfortable with identifying the costs of any of the priorities. Mr. Davis reminded the committee that Secretary Homer had requested including unfunded costs, but that a range of costs would be adequate. Mr. White suggested that the sources of the costs must be documented. Mr. Schwartz stated that if costs were to be included for some Priorities they should be included for all. Mr. White read the statewide plan legislation to see if it required that costs be included in the plan: it does not. Mr. White suggested that the CTB produce a separate document providing the best estimates of the project costs. Mr. Bowie stated that part of the statewide plan exercise was to send a message to the General Assembly and the administration that funds are needed. Mr. Schwartz agreed that if costs are included, they should be assigned to all Priorities, along with the underlying assumptions: cost source; scope of project included in cost; and a caveat that costs are for planning purposes. Mr. Koelemay asked that information be provided on the value the project brings to the Commonwealth.

A motion was made to include the changes, seconded and unanimously approved.

5. Discussion of Draft Chapters of the VTrans2035 Report

Mr. Dickens asked that mention be made of the importance of the Port to the military.

Mr. Schwartz requested that Mr. Nick Donohue's paper be included in the report. Mr. Davis noted that Mr. Donohue's comments will be included in Chapter 5.

Mr. Koelemay asked that language on Page 3, Chapter 5 stating that the mega-projects were too big to complete through regular channels include that these projects deliver extraordinary statewide benefits but are too big to complete through year to year allocations of existing revenue sources. Mr. White added that it should also be noted that if these projects are not addressed there is substantial risk that Virginia's economy as a whole could be adversely affected. Mr. Bowie stated that the language should be stronger and add that new resources *must* be sought rather than *should* be sought.

Mr. Koelemay requested that PPTAs should be added as the last Priority under Economic Competitiveness.

Mr. White said he would talk with Dr. James Davis about changes made at today's meeting in his absence to ensure there is a unanimous vote. (Slide 4)

A motion was made to include the changes to Chapters 3 and 5, seconded and unanimously approved.

6. Discussion of Draft Presentation to the CTB

Changes:

Slide 4, 1st bullet – change one day meeting to two day meeting

Slide 7, Issue 2, 1st bullet – the Corridors should be *one* consideration in funding decisions.

Slide 8, 2nd bullet – *CTB should use the existing criteria to identify emerging corridors, to designate new corridors and delete existing corridors.*

Slide 9, 3rd sub bullet and Slide 10, 1st sub bullet – *A high priority should be a small number of strategic game changing mega-projects.*

Slide 11, #1 – add that these projects are examples

1st bullet – High speed rail *and metro/commuter* rail between Washington DC, Richmond and Hampton Roads

Add Smart Transportation System Leadership as fourth bullet

#3 – add PPTAs as last bullet