

Chapter 6: Moving Toward 2035

The VSTP will be used as a guiding document that identifies multimodal solutions. As Virginia seeks to address specific transportation problems, the recommendations identified in the following chapter offer a range of solutions for consideration. Many alternative solutions are recommended in this plan, such as employing ITS and TDM strategies to improve the efficiency of existing infrastructure. Likewise, creating a link between transportation and land use can also help increase the mobility of Virginia residents. For example, development patterns can directly influence future transportation needs as follows:

DENSITY: increased development density increases the need for transit and promotes mixed use development;

MIXED-USE: multiple land use types in the same area can reduce vehicle trips by containing a trip's origin and destination in the same site, and by promoting walking and/or biking; and

DESIGN: development design that accommodates walking, biking and transit also serves to reduce vehicle trips.

These concepts comprise the elements of both smart growth and transit-oriented design. Broader elements of site and community design, such as greenways and street networking can also contribute to reduced vehicle travel, reduced congestion on main roads, and improve the mobility and quality of life for Virginia's residents.

The planning and construction of new highways, implementation and expansion of public transportation systems, and other transportation improvements affect existing land uses and plans for future development. The type and pattern of development influence travel patterns, and influence demand for transportation facilities. In Virginia, land use is the prerogative of local governments, while transportation planning and funding decisions are generally made at the state level.

Improving the coordination between transportation and land use planning is essential for ensuring mobility throughout the Commonwealth. VDOT and DRPT are both committed to working closely with local governments and stakeholders to improve the coordination between transportation and land use in Virginia.

Strategies for the Future

Identification of performance measures will provide decision-makers with an assessment of potential impacts of transportation improvements. There is a growing consensus that new sources of transportation revenue must be identified to sustain transportation performance over the long term. Performance-based scenario analysis supports this point by examining the long-term impact of funding the transportation system through 2035 at various levels. Part of the VTrans2035 analysis included the use of models and data for all modes to estimate the long-term impacts on Virginia's transportation system performance if there is no change in the current funding situation. Not surprisingly, deterioration in performance is expected. Major findings are:

- Overall performance is expected to decline. A significant degradation in system condition is expected along with significant changes in mobility and economic vitality as transit services are cut and both highway and roadway needs go unmet.
- Virginia would need to commit at least \$1.3 to \$1.4 billion per year to maintain current conditions.

As the VSTP is updated over the next 5 years, an even greater integration of multimodal planning is expected; in keeping with Virginia’s policy guidance Virginians envision a multimodal transportation system that is safe, strategic, and seamless. VTrans2035 identified strategies that have been adopted by the CTB to address future transportation needs. Strategies relevant to the VSTP include:

- **Invest More in Transportation.** The General Assembly must substantially raise investment in transportation to keep Virginia moving.
- **Establish Strategic Infrastructure Investment Fund.** This fund would allow for the implementation of game-changing megaprojects such as high speed rail. The projects initially would be funded through current sources, and new resources should be sought to continue and accelerate implementation.
- **Establish Transit Enhancement Fund.** This fund would be used for major transit construction improvements to expand transit capacity and leverage local and federal dollars. Local governments would be required to make commitments to provide supportive development patterns along corridors where transit expansion occurs.
- **Minimize Congestion.** Implement pricing and demand management strategies, among other improvements.
- **Consider Regional Transportation and Land Use Performance Measures in Allocation of Primary Formula and Discretionary Funds.** This funding guidance would encourage transportation and land use coordination.
- **Consider Corridors of Statewide Significance (CoSS) in Funding Decisions.** The CoSS needs should be part of the considerations when making transportation funding decisions.
- **Continue to Fund the Multimodal Planning Fund.** This fund has been used for training, planning assistance, studies, development of the statewide transportation plan, and preparation of the Transportation Performance Reports. At a minimum these efforts should continue.

What are Corridors of Statewide Significance?
 The Corridors of Statewide Significance (COSS) represent multimodal connections to the Commonwealth’s activity centers. This system consists of corridors to help people and goods move between Virginia’s regions and to areas outside Virginia. The corridors are transportation facilities that must be protected to ensure appropriate levels of mobility to allow for long-distance travel. Legislation enacted in 2009 requires the corridors to be designated by the Commonwealth Transportation Board and for local governments to note the corridors on transportation maps and in comprehensive plans.

There are 11 existing COSS throughout Virginia. The purpose of which is to provide a multimodal statewide perspective to guide localities in their land use and transportation plans. Virginia must take steps now to ensure the appropriate balance of development, transportation capacity, and natural resources. The COSS are a first step in ensuring that these corridors are invested in and protected for the future.

- **Establish Integrated Transportation/Land Use Grant Program.** This grant program would be used to:
 - **Establish Sustainable Development Patterns.** Funds would be used for transportation improvements to local governments with land use plans that encourage compact developments.
 - **Provide Funding Support for Regional Land Use Scenario Plans.** Providing technical assistance or financial support to local jurisdictions to develop regional land use scenario plans that determine development patterns that are in harmony with transportation planning decisions.
 - **Assist with Implementation of Transfer of Development Rights Programs and Designation of Urban Development Areas.** Grants to local jurisdictions would help put in place local plans to concentrate growth which would reduce per capita vehicle miles traveled and reduce congestion.