

April 2005

# Action Plan

*A plan that identifies actions that will be taken to implement the VTrans2025 recommendations and further multimodal planning in the Commonwealth.*



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**Virginians envision a multimodal transportation system that is safe, strategic and seamless, where**

- Travel for people and goods is safe and uninterrupted
- Transportation improvements protect the environment and the quality of life in Virginia's communities while enhancing economic opportunity
- Transportation improvements respect and reflect the varied needs of Virginia's diverse communities and regions
- Investments in transportation are adequate to meet current and future needs
- Transportation decisions are guided by sustained, informed involvement of Virginia's community leaders and citizens
- Full accountability and enduring trust is the hallmark of transportation planning and investment decisions throughout the Commonwealth

## Introduction

The VTrans2025 final report identified 21 policy recommendations in the areas of funding and investment, land use, connectivity, priority setting, and sustaining the VTrans2025 vision. This report is aimed at identifying actions that will be taken to implement the recommendations and otherwise further multimodal planning in the Commonwealth. First, action items that represent major initiatives of the Multimodal Office are identified and discussed. Next, actions that implement the 21 policy recommendations are identified. Implementation of these will ensure the success of the plan and realization of the VTrans2025 goal of a safe, strategic, and seamless transportation system.

## Multimodal Office Initiatives

### Progress Report

**Timeframe: Underway, complete by December 2005**

The Virginia General Assembly approved an amendment to the state budget bill that directs the Secretary of Transportation to report to the Governor and the Chairmen of the Senate Finance and Transportation Committees and the House Appropriation and Transportation Committees by December 1, 2005 on the status of implementing the recommendations in VTrans2025. The following section of this Action Plan identifies numerous action items associated with the VTrans2025 Policy Committee's 21 recommendations, and identifies both a Responsible Party and Action Agent for each. A Progress Report will be developed to report the status of these action items.

### Performance Report

**Timeframe: Initiate in mid-term, complete within 2 years**

VTrans2025 is the blueprint for shaping Virginia's transportation future and outlines a vision for transportation in the Commonwealth. In order to ensure accountability and continued progress towards achieving the VTrans2025 vision, the performance of the entire transportation system must be monitored. Performance-based transportation planning will require development of multimodal performance measures and evaluation of the transportation system against these measures. The Performance Report will identify these multimodal performance measures, which will be tied to the VTrans2025 goals of safety and security; preservation and management; mobility, accessibility, and connectivity; economic vitality; quality of life and environmental stewardship; and fiscal responsibility. The performance of the entire transportation system will be evaluated relative to these measures and a Performance Report will be published on a periodic basis. Development of the first Performance Report will begin after finalization of performance measures and identification of data sources and availability.

### Freight Study and Freight Advisory Committee

**Timeframe: Underway, complete within 3-4 years**

Virginia's location on the Eastern Seaboard makes it an ideal base from which to serve consumer and industrial markets of the densely populated Northern and Eastern urban centers, the Midwest, and the expanding markets of the Southeast. Virginia is strategically located along the Interstate 95, Interstate 64, and Interstate 81 corridors and is served by an extensive rail network. The Port of Virginia is one of the largest and most successful on the East Coast. For Virginia to remain competitive in attracting new business interests and to continue to grow economically, its transportation network must facilitate the rapid and efficient movement of raw materials and finished products. The movement of goods is also an important federal priority.

## Multimodal Office Initiatives

where reauthorization proposals indicate increased emphasis on freight planning and freight data.

There has never been a coordinated review and assessment of the Commonwealth's freight infrastructure and needs. A statewide freight study is needed to identify freight-related infrastructure, to forecast traffic to identify future needs, and to provide recommendations for state planning and programming policies. Further, integrating current data sources into a geographical information system would facilitate data analysis and presentation. Detailed corridor, intermodal, and facility-based studies are also needed to help identify freight-related transportation needs.

The Multimodal Office will facilitate coordination of the joint planning effort of the four modal agencies – Department of Transportation, Department of Aviation, Virginia Port Authority, and Department of Rail and Public Transportation. Initial products of the study include a review of commodity flows and integration of existing data into a geographic information system. Subsequent products will include the identification of freight-related transportation needs and recommendations for policy and organizational changes to facilitate freight planning in Virginia. The results from the study will assist decision-makers in determining allocations of the Rail Enhancement and Transportation Trust Funds. This study will be initiated within a year and completed over several years in multiple phases.

A multimodal freight advisory committee comprised of private and public sector stakeholders will be established to provide input and feedback on the statewide freight study and make recommendations to the Secretary of Transportation on transportation issues and concerns related to the movement of freight in the Commonwealth.

### Intermodal Facility Inventory and Evaluation

*Timeframe: Initiate in mid-term, complete within 2 years*

Ideally, transportation networks should function as webs – interconnected and seamless. Transportation modes are interrelated and problems in one spill over into another mode. A single inadequate connection in the transportation system can reduce the efficiency of the overall system. Most freight is transferred to trucks for final delivery, making the planning of connections between highways and other modes critical to eliminating intermodal bottlenecks. Addressing passenger movement from an intermodal perspective will help ensure convenient access to all modes. Numerous intermodal facilities in Virginia provide critical connections for people and goods. The Virginia Inland Port extends the reach of the Virginia Port Authority's marine terminals 220 miles inland to the Shenandoah Valley and serves as an intermodal collection point for cargo from West Virginia, Ohio, Pennsylvania, Northern Virginia, and elsewhere. Main Street Station in Richmond is a multimodal transportation center that will provide access to passenger rail, commercial bus, public transit airport shuttles, and taxi services all at one centralized location in the heart of downtown.

There has never been a comprehensive inventory and assessment of the state's intermodal facilities. The Multimodal Office will oversee a coordinated effort among the four modal agencies to develop an inventory of intermodal facilities that are of statewide interest. It will identify critical access points, including current and potential future bottlenecks, and assess the condition and functionality of these facilities in order to make recommendations to the Commonwealth Transportation Board.

# Multimodal Office Initiatives

## Identification of Major Statewide Multimodal Corridors

*Timeframe: Underway, complete within 1 year*

Everyday, more than 200 million vehicle miles of travel occur on Virginia's roads. On a typical workday, more than 2 million passenger miles are traveled aboard vans, buses or rail transit vehicles operated by Virginia's public transportation systems. Many millions more are going to and from work in private carpools and vanpools. In 2002, more than 19 million people boarded aircraft at Virginia's nine commercial airports. More than 12 million tons of general cargo were handled by the Virginia Port Authority's marine terminals and more than 176 million tons of freight were hauled over Virginia's railroads.

Significant demands are placed on the Commonwealth's transportation system, and it is important to understand the nature of these demands and how they relate to the vision for the transportation system. Identification of the state's major travel corridors and their role within the overall transportation system is the first step in ensuring they can be adequately maintained.

The state's significant multimodal travel corridors, and appropriate objectives for each of them, will be identified in coordination with regional planning bodies. These strategic corridors cross many regions of Virginia and jurisdictional lines. Reaching consensus on the appropriate role and long-range objectives for these corridors will facilitate continuity for planning among the various modal agencies and planning jurisdictions, lead to a more effective use of resources, and result in a more efficient transportation system. Improvements on statewide multimodal corridors will be given increased consideration in modal prioritization systems. Upon completion, the statewide multimodal corridors will be presented to the modal boards for endorsement as a framework for planning and prioritizing multimodal projects at the state level. Work on this initiative began during the development of VTrans2025 and is still underway. The process will continue to evolve and develop.

## Coordination of Multimodal Planning Efforts

*Timeframe: Ongoing*

Transportation planning in Virginia is largely a bottom-up process. At the local level, transportation planning is carried out by counties, cities, and towns as well as transportation owners and operators. At the regional level, transportation planning is conducted by the state's Planning District Commissions and Metropolitan Planning Organizations with their federal, state, and local transportation agency partners. Finally, at the state level, the Virginia Department of Transportation, Department of Rail and Public Transportation, Department of Aviation, and Port Authority conduct transportation planning with their federal, regional, and local transportation agency partners. The public and other stakeholders are also active participants in all levels of the transportation planning process.

Progress to coordinate planning across all modes and levels was made in 2002 when the General Assembly approved and the Governor signed legislation to create an Intermodal Office. Further progress was made this spring when the Secretary of Transportation and VDOT Commissioner signed a charter to create a Multimodal Office within VDOT to satisfy the statutory requirement and institutionalize multimodal planning. The Multimodal Office will provide a forum for multimodal transportation decision-making and a context for multimodal planning where the needs of each region and the interests of the state are addressed. Efforts to improve coordination on multimodal issues began with development of VTrans2025 and will continue throughout the implementation phase.

# Multimodal Office Initiatives

## Public and Stakeholder Outreach

*Timeframe: Ongoing*

Thousands of Virginians participated in the numerous outreach efforts associated with the development of VTrans2025. The plan is the result of their input and it will be important to keep these individuals and the public informed and involved as work is underway to implement the multimodal long-range plan.

Throughout this report, numerous items are identified to maintain communication and encourage feedback, including a periodic newsletter and the VTrans2025 web page ([www.vtrans.org](http://www.vtrans.org)). Efforts will be undertaken to ensure that the transportation decision-making process is transparent and responsive to the public and other stakeholders. Increased coordination with citizen and stakeholder groups will be an ongoing priority and the major initiatives of the Multimodal Office described in this Action Plan will have appropriate outreach components.

## Interagency Charter

*Timeframe: Underway*

While the development of VTrans2025 enhanced relationships among Virginia's four modal agencies, there is no formal mechanism to continue the joint statewide multimodal planning effort. The Policy Committee recognized this fact and recommended that the four modal agency directors take responsibility for continuing the statewide multimodal planning effort and dedicate staff and resources to accomplish it.

Interagency coordination will be formalized through a charter that will include commitments from each agency to provide staff and resources to the multimodal planning effort; integrate the VTrans2025 vision, goals, strategies, and recommendations into each department's strategic plans and long-range transportation plans; and appoint staff to a technical support committee.



## Actions to Implement VTrans2025 Policy Recommendations

The previous pages highlighted major initiatives of the Multimodal Office. The following table provides a brief discussion of the policy recommendation categories – funding/investment, land use, connectivity, priority setting, and sustaining the VTrans2025 vision. Specific action items are identified to implement each of the Policy Committee’s 21 recommendations. The major initiatives of the Multimodal Office are denoted in italics in the table. This list of action items will continue to evolve and will be reviewed and revised as circumstances change, more information becomes available, or key decision points are reached.

ISSUES	POLICY COMMITTEE RECOMMENDATIONS* (VTrans2025 Final Report)	ACTION ITEMS**
<b>FUNDING/INVESTMENT</b>		
<p><b>Funding Levels</b> The maintenance, operation, and capital needs of all transportation modes in Virginia will approach \$203 billion over the 2005-2025 time period, while the best estimate of revenue available will total \$95 billion. Whether and how to close this gap is a fundamental public policy choice that will determine if effective transportation results can be achieved in the 21<sup>st</sup> century. Either the expectations of Virginians must be lowered or funding increased. Doing nothing will only continue the ongoing trend of disinvestment in the entire system.</p>	<p><b>Recommendation 1</b> <i>Substantially raise state investment in transportation in order to maintain the existing system in good, safe condition and expand capacity to meet growing needs. Continuing to under-invest in transportation will result in worsening congestion, increased travel unreliability, and diminished economic prosperity. User fees and taxes must be increased, new sources of funding, such as indexing fuel taxes to inflation, and greater use of tolling and General Funds must be considered in order to address investment needs and increase system capacity.</i></p> <p><b>Action Agent</b> Secretary of Transportation</p>	<p>1.1 Evaluate options for increasing transportation revenues and make policy recommendations and legislative decisions. (Governor Mark Warner proposed the Transportation Partnership Act of 2005. The General Assembly subsequently approved HB 1500, providing \$848 million in one-time funding increases for transportation.)</p>
<p><b>Investing in Transit</b> Additional transit funding is needed to maintain existing assets and service coverage. Yet, Virginians have indicated they want more choices, more alternatives. Highway congestion is reaching uncomfortable levels in many places in the Commonwealth and providing increased transit, ridesharing, and</p>	<p><b>Recommendation 2</b> <i>As new revenues become available, state support for public transit should be increased to expand service and provide increased mobility and travel choices.</i></p> <p><b>Action Agent</b> Secretary of Transportation</p>	<p>2.1 Identify ways to improve coordination among the state, metropolitan planning organizations, and localities regarding transit and reduce the year-to-year uncertainty transit operators face with their budgets. (HB 1500 provides \$75 million for transit capital projects.)</p>

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## Actions to Implement VTrans2025 Policy Recommendations

ISSUES	POLICY COMMITTEE RECOMMENDATIONS* (VTrans2025 Final Report)	ACTION ITEMS**
<p>demand management will improve the operation of the entire transportation system.</p> <p>While the Code permits transferring primary, secondary, and urban highway funds to transit projects, the current scarcity of highway funds does not make this a viable choice.</p>	<p><b>Recommendation 3</b> <i>The state should not bias the local choice of transit versus roadways by the way in which it funds the modes. Leveling the playing field between the modes should occur by increasing the state’s funding of transit. Additionally, increased use of the existing flexibility for transferring highway funds to transit should be encouraged.</i></p> <p><b>Action Agent</b> Multimodal Office</p>	<p>3.1 Educate decision-makers about opportunities to flex highway funds to transit. (Current policy allows primary, secondary, and urban funds to be flexed for transit. At least one locality takes advantage of this flexibility.)</p>
<p><b>Supporting Rail</b> Currently, there is no state funding program for rail equivalent to the existing Highway Capital Improvement Fund, Mass Transit Fund, Airport Fund, and Port Fund. Freight is expected to double over the next two decades and most freight corridors are already experiencing heavy traffic. This has implications for passenger rail, as well, since they share the same rights of way. Acting alone, neither the private nor public sectors have sufficient capital to make the necessary rail improvements. This recommendation promotes developing partnerships with the private sector and using state funds to leverage private sector investment. Further, the federal government must become a partner in guaranteeing the vitality of freight and passenger rail.</p>	<p><b>Recommendation 4</b> <i>Identify options for a sustainable source of state funding with which to support freight rail capital improvements and capital and operating costs of passenger rail. Additionally, work with the railroad companies to ensure that upgrades are made to track and other equipment that benefit both passenger and freight rail; strongly advocate that the federal government take responsibility for making the necessary investments in rail in Virginia, and the major corridors of which it is a part; and, give consideration to creating a Rail Authority or the greater use of the Rail Preservation and Development Fund.</i></p> <p><b>Action Agent</b> Secretary of Transportation</p>	<p>4.1 Evaluate ways to increase rail revenues and make policy and legislative recommendations. (Governor Warner’s Transportation Partnership Act included a \$23 million per year Rail Enhancement Fund, which was included in HB 2596 and HB 1500.)</p> <p>4.2 Support establishment of a permanent Rail Fund and development of a process for determining rail priorities. (The Rail Enhancement Fund is a permanent funding source that is comprised of moneys collected from the tax on rental of motor vehicles.)</p> <p>4.3 Work with both public and private sector interests to improve the state’s rail infrastructure and passenger and freight rail service.</p> <p>4.4 Continue to encourage the federal government to provide greater support for rail improvements in Virginia.</p>

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<p><b>Protecting Revenues</b> In the past, transportation revenues have been diverted to the General Fund to support non-transportation functions during times of fiscal crisis. The VTrans2025 telephone survey found that Virginians are willing to pay more for transportation facilities and services if they are certain the funds will be used for transportation improvements. Protection of transportation revenues will be necessary to ensure that full accountability and enduring trust is the hallmark of transportation planning and investment decisions throughout the Commonwealth.</p>	<p><b>Recommendation 5</b> <i>An appropriate mechanism, including the consideration of a constitutional amendment, should be found to require all funds in the Transportation Trust Fund and Highway Maintenance and Operating Fund to be expended on transportation projects and services and to prevent their being appropriated for non-transportation purposes.</i></p> <p><b>Action Agent</b> Secretary of Transportation</p>	<p>5.1 Evaluate impacts of various mechanisms for protecting transportation revenues. (Numerous legislative initiatives to establish a constitutional amendment to protect transportation revenues were introduced but failed to pass the 2005 General Assembly. Governor Warner's Transportation Partnership Act effectively required the General Fund to put back all Transportation Trust Fund revenues borrowed in 2002.)</p>

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## Actions to Implement VTrans2025 Policy Recommendations

ISSUES	POLICY COMMITTEE RECOMMENDATIONS* (VTrans2025 Final Report)	ACTION ITEMS**
<b>LAND USE</b>		
<p><b>Coordinating Transportation and Land Use Decisions</b> In Virginia, the state is responsible for transportation and local governments are responsible for land use and zoning. Frequently there are inadequate incentives for municipalities to cooperate with one another and the state on transportation and land use issues. There is a need to take voluntary but cumulative steps toward improving transportation and land use planning in the state.</p> <p>Access management techniques provide a way to manage access to transportation facilities, typically highways. These techniques can help increase public safety, extend the life of major facilities, reduce congestion, support alternative transportation modes, and improve the appearance and quality of the built environment while ensuring appropriate access to adjacent businesses and other land uses. Managing access to transportation facilities and services is one way to preserve the operational integrity of the transportation system while ensuring its compatibility with adjacent land uses.</p>	<p><b>Recommendation 6</b> <i>Strengthen local and regional planning and enhance the role of the state as a reliable and active partner in those planning efforts. Expand state capabilities and the use of pilot programs to identify and model impacts of different types of development on transportation and vice versa.</i></p> <p><b>Action Agent</b> VDOT, DRPT, DOAV, VPA</p>	<p>6.1 Encourage modal agencies to continue the use of pilot programs to evaluate the land use impacts of transportation alternatives.</p> <p>6.2 Encourage modal agencies to use federal and state resources to expand capabilities for modeling impacts of transportation and land use.</p> <p>6.3 Encourage a dialogue between and among modal agencies, local and regional planners, and others to assist with development of multimodal transportation components in local comprehensive plans.</p> <p>6.4 Review practices employed by other states to identify new opportunities to integrate transportation and land use planning and make appropriate recommendations.</p> <p>6.5 Work with federal transportation partners to link transportation planning and environmental processes.</p>
	<p><b>Recommendation 7</b> <i>Implement access management policies that ensure greater compatibility of land use and transportation priorities.</i></p> <p><b>Action Agent</b> Multimodal Office</p>	<p>7.1 Encourage modal agencies to provide incentives for local governments and transportation providers to coordinate transportation and land use planning.</p> <p>7.2 Encourage modal agencies to employ measures that preserve the operational integrity of existing infrastructure while ensuring appropriate access to adjacent land uses (e.g., access management techniques).</p>

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## Actions to Implement VTrans2025 Policy Recommendations

ISSUES	POLICY COMMITTEE RECOMMENDATIONS* (VTrans2025 Final Report)	ACTION ITEMS**
<p><b>Local Versus State Responsibilities</b> Currently, VDOT maintains all county roads (except for Henrico and Arlington) and provides payments to cities and towns over 3,500 for maintenance of their local roads. The Local Partnership Program allows cities to take responsibility for the construction program as well. Consideration should be given to more closely aligning transportation and land use planning by concentrating greater decision-making authority in the same level of government, with the state playing a coordinating role. A uniform method of managing local roads in cities, towns, and counties should be considered. The separation of responsibilities contributes to decisions that result in incompatible transportation infrastructure and land development patterns. No transportation plan can completely resolve the fundamental problem posed by the separation of responsibilities for transportation and land use.</p>	<p><b>Recommendation 8</b> <i>To better align land use and transportation decision-making, seriously consider restructuring the system for managing local roads in order to give more authority to local governments and make the system uniform for cities, towns, and counties. Any new administrative burdens that this might place on rural jurisdictions must be carefully weighed.</i></p> <p><b>Action Agent</b> Secretary of Transportation</p>	<p>8.1 Evaluate results and effectiveness of the Local Partnership Program (HB 1500 increases the local revenue sharing program by \$35 million and establishes a \$40 million Local Partnership Fund to encourage local governments to manage their own secondary and urban transportation construction projects. Additionally, the Commonwealth Transportation Board has worked with the metropolitan planning organizations in Metro-DC and Hampton Roads to review alternative land use scenarios.)</p> <p>8.2 Work with localities to evaluate the impacts of restructuring the system for managing local roads.</p>
	<p><b>Recommendation 9</b> <i>The General Assembly should address the conflict that arises from the separation of authority for transportation and land use.</i></p> <p><b>Action Agent</b> Secretary of Transportation</p>	<p>9.1 Provide information as needed to support efforts investigating the feasibility of options addressing the conflict.</p>

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## Actions to Implement VTrans2025 Policy Recommendations

ISSUES	POLICY COMMITTEE RECOMMENDATIONS* (VTrans2025 Final Report)	ACTION ITEMS**
<b>CONNECTIVITY</b>		
<p><b>Connectivity</b> Virginia is strategically located within a day’s drive of one-half of the nation’s population and is an integral part of the global economy. Every day brings significant movements of people, freight, services, and information to and from Virginia, connecting the Commonwealth with the rest of the nation. These connections boost the Commonwealth’s economy and quality of life and provide people and goods with greater access to destinations within and outside of their communities.</p> <p>Ensuring a balanced, coordinated, and well-designed transportation system that allows both people and goods to move safely and efficiently is vital to boosting the economy and quality of life.</p>	<p><b>Recommendation 10</b> <i>Projects that connect travel modes will receive increased consideration in modal plans and funding decisions.</i></p> <p><b>Action Agent</b> Multimodal Office</p>	<p>10.1 Encourage modal agencies to incorporate connectivity into modal project prioritization processes.</p> <p><i>10.2 Develop an inventory of the state’s intermodal facilities, assessing their condition and identifying current and future bottlenecks.</i></p> <p><i>10.3 Conduct a statewide freight study to identify freight-related infrastructure, forecast traffic to identify future needs, and provide recommendations for state planning and programming policies.</i></p> <p>10.4 Establish appropriate statewide policies and procedures for planning, building, operating, maintaining and sustaining the high occupancy vehicle systems in the Commonwealth to ensure their maximum and efficient utilization.</p> <p>10.5 Work with localities to encourage development of distribution centers and inland ports with appropriate transportation access.</p> <p>10.6 Encourage development of long-range multimodal transportation plans in non-metropolitan areas.</p>

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## Actions to Implement VTrans2025 Policy Recommendations

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	<p><b>Recommendation 11</b> <i>Transit, pedestrian, bike and rail-friendly design features will be incorporated, as appropriate, whenever there is a major reconstruction or new construction.</i></p> <p><b>Action Agent</b> Multimodal Office</p>	<p>11.1 Evaluate the effectiveness of the Bicycle and Pedestrian Policy and create a parallel policy for the Commonwealth Transportation Board to incorporate, as appropriate, transit and rail-friendly features. (The Secretary of Transportation and VDOT have initiated this evaluation.)</p>
	<p><b>Recommendation 12</b> <i>Virginia must take a leadership role in working with other states to ensure connectivity of interstate corridors, such as the Heartland Corridor and Interstate 81.</i></p> <p><b>Action Agent</b> Multimodal Office, Agency Directors</p>	<p>12.1 Identify existing multi-state coalitions and where others are needed. Take an active role in these coalitions to promote connectivity of Virginia’s transportation system to other states. (SB 778 and HJR 709 passed by the 2005 General Assembly provide for the establishment of the Interstate 81 Corridor Multi-State Transportation Planning Initiative.)</p>
	<p><b>Recommendation 13</b> <i>Significantly increase investment in advanced technologies and demand management strategies that maximize the efficiency of the existing transportation system and improve travel by managing the system better.</i></p> <p><b>Action Agent</b> Multimodal Office</p>	<p>13.1 Evaluate the effectiveness of advanced technologies, demand management, and transportation operations and measure performance.</p> <p>13.2 Encourage modal agencies to incorporate transportation demand management and operations into the transportation planning process, as appropriate, and coordinate efforts across modes.</p>

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## Actions to Implement VTrans2025 Policy Recommendations

ISSUES	POLICY COMMITTEE RECOMMENDATIONS* (VTrans2025 Final Report)	ACTION ITEMS**
<b>PRIORITY SETTING</b>		
<p><b>Setting Priorities</b> Use of objective criteria for establishing priorities increases accountability and relates transportation investments to system performance. It also makes the process more transparent and more easily communicated to the public. Use of objective criteria to establish priorities informs decision-makers and facilitates spending funds on projects that will achieve the greatest system benefit.</p>	<p><b>Recommendation 14</b> <i>Establish objective criteria for all modes in order to measure and compare the merits of proposed projects and to make more informed investment decisions.</i></p> <p><b>Action Agent</b> Multimodal Office (14.1); VDOT, DRPT, DOAV, VPA (14.2 and 14.3)</p>	<p>14.1 Work with modal agencies to develop and implement prioritization systems that reflect the VTrans2025 vision and goals (e.g., highways, highway funds flexed to transit, rail, and aviation).</p> <p>14.2 Develop performance measures for intermodal projects.</p> <p>14.3 Continue development of multimodal performance measures and identify data sources and availability.</p>
<p><b>Decision-Making Framework</b> The MIN (now called statewide multimodal corridor) approach to planning involves considering statewide multimodal corridors both as a concept – improving multimodal linkages, and as a process – describing how the state identifies multimodal solutions and works with its planning partners to craft and implement multimodal solutions. While this new approach promises to provide a useful framework for multimodal transportation planning, further development is necessary. The state must continue to work with its local, regional, and agency planning partners to refine and test both the concept and the process.</p>	<p><b>Recommendation 15</b> <i>Continue development of the Multimodal Investment Network (MIN) approach as a framework for planning and prioritizing multimodal projects at the state level, giving particular attention to how this new approach to planning can assist in allocating scarce transportation dollars.</i></p> <p><b>Action Agent</b> VTrans2025 Technical Support Committee</p>	<p>15.1 <i>Define a process for MIN identification and assessment.</i> (The MIN concept continues to evolve and has been redefined as statewide multimodal corridors.)</p> <p>15.2 <i>Work with regional planning partners to establish a coordination process.</i></p> <p>15.3 Establish a mechanism for giving priority to statewide multimodal corridor components in modal agency prioritization systems.</p> <p>15.4 Work with regional planning partners and modal agencies to evaluate the benefits of prioritizing statewide multimodal corridor components.</p> <p>15.5 Develop a process for evaluating alternative transportation modes and/or mode substitutability in development of modal long-range plans.</p>

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## Actions to Implement VTrans2025 Policy Recommendations

ISSUES	POLICY COMMITTEE RECOMMENDATIONS* (VTrans2025 Final Report)	ACTION ITEMS**
<b>SUSTAINING THE VTRANS2025 VISION</b>		
<p><b>Sustaining the VTrans2025 Vision</b> Improving multimodal transportation planning in Virginia will require a sustained commitment. Beginning with the establishment by law of the Intermodal Office and the assignment of the responsibility for intermodal planning to a Deputy Secretary, Virginia continues to promote multimodal transportation planning in the state. Continuing the VTrans2025 Technical Support Committee will facilitate multimodal coordination and communication among the transportation modes. Developing an action plan to implement the specific recommendations identified in VTrans2025 will ensure that the progress made during its development is not lost. Further, reviewing the Multimodal Office to ensure that it is appropriately organized, staffed, and funded will ensure establishment of an effective champion at the Secretariat level to promote intermodal planning.</p> <p>It is also important to be accountable to the many Virginians who shared with us their vision of Virginia’s future transportation system. Keeping the dialogue open with the public and other stakeholders will ensure that the plan continues to reflect the varied needs of Virginia’s diverse communities and regions.</p>	<p><b>Recommendation 16</b> <i>Continue to provide increased opportunities for public and stakeholder involvement and ensure transparency in transportation decision-making.</i></p> <p><b>Action Agent</b> VTrans2025 Technical Support Committee</p> <hr style="border-top: 1px dashed #008080;"/> <p><b>Recommendation 17</b> <i>Each of the directors of the Department of Rail and Public Transportation, the Department of Aviation, and the Virginia Port Authority, and the Commissioner of the Department of Transportation must take responsibility for continuing the statewide multimodal planning effort and dedicate staff and resources to accomplish it.</i></p> <p><b>Action Agent</b> VTrans2025 Technical Support Committee</p>	<p><i>16.1 Employ techniques to maintain communication and encourage feedback with stakeholders (e.g., web page, newsletter).</i></p> <p><i>16.2 Work with regional planning partners to identify opportunities to increase coordination.</i></p> <p><i>16.3 Develop a Performance Report to identify multimodal performance measures and data sources and evaluate the performance of the entire transportation system.</i></p> <p>16.4 Encourage regional planning agencies to consider both passenger and freight needs and include representatives from all modes in the planning process.</p> <p>16.5 Conduct a peer review to identify planning practices and outreach methods that may benefit the Commonwealth.</p> <hr style="border-top: 1px dashed #008080;"/> <p><i>17.1 Develop a charter for execution by the Secretary of Transportation, the Department of Transportation, the Port Authority, the Department of Rail and Public Transportation, and the Department of Aviation, that will establish multimodal planning across the agencies. (A charter has been developed for consideration by the Secretary and agency heads.)</i></p>

\*Policy Committee Recommendations were developed as part of the VTrans2025 final report; see House Document 44.

\*\*Action items shown in italics are major initiatives of the Multimodal Office.

## Actions to Implement VTrans2025 Policy Recommendations

ISSUES	POLICY COMMITTEE RECOMMENDATIONS* (VTrans2025 Final Report)	ACTION ITEMS**
	<p><b>Recommendation 18</b> <i>Review organizational alignment, staffing, and funding levels for the Multimodal Office and make recommendations to enhance the effectiveness and further institutionalize intermodal and freight planning in the Commonwealth.</i></p> <p><b>Action Agent</b> Multimodal Office</p>	<p>18.1 Reassess the composition and role of the Multimodal Office. (A charter creating a Multimodal Office within VDOT has been signed by the Secretary of Transportation and the VDOT Commissioner.)</p> <p>18.2 <i>Establish a Freight Advisory Committee to facilitate coordination between private and public interests on freight issues and to provide a forum for discussion of freight improvement initiatives.</i></p>
	<p><b>Recommendation 19</b> <i>Develop an administrative action plan to implement VTrans2025 objectives and recommendations.</i></p> <p><b>Action Agent</b> VTrans2025 Technical Support Committee</p>	<p>19.1 Develop an Action Plan with specific action items to be undertaken to implement the recommendations identified in the VTrans2025 Final Report and further institutionalize multimodal planning in Virginia. (This Action Plan fulfills this Action Item.)</p> <p>19.2 <i>Develop a periodic Progress Report to the Virginia General Assembly and Governor (the first one by December 2005) that reports the status of the action items identified in the Action Plan.</i> (This item is required by HB 1500 Item 469.)</p>

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## Actions to Implement VTrans2025 Policy Recommendations

ISSUES	POLICY COMMITTEE RECOMMENDATIONS* (VTrans2025 Final Report)	ACTION ITEMS**
	<p><b>Recommendation 20</b> <i>Continue the VTrans2025 Technical Support Committee to provide staff coordination.</i></p> <p><b>Action Agent</b> Multimodal Office</p>	<p>20.1 Evaluate composition of the VTrans2025 Technical Support Committee and make recommendations to ensure appropriate representation.</p> <p>20.2 Institutionalize and elevate the status of the Technical Support Committee by making membership a Secretarial appointment.</p> <p>20.3 <i>Use the VTrans2025 Technical Support Committee as a forum to discuss multimodal issues, develop updates to the statewide multimodal plan, and make policy recommendations to promote multimodal planning.</i></p>
	<p><b>Recommendation 21</b> <i>Establish a Commission to make specific recommendations on how to meet the Commonwealth's long-term transportation funding needs and address other legislative issues identified in the VTrans2025 final report.</i></p> <p><b>Action Agent</b> Secretary of Transportation</p>	<p>21.1 Provide staff and support to any Commission established pursuant to this recommendation. (Several legislative initiatives to create a transportation study commission were proposed by General Assembly members but failed to pass. The Senate, and possibly the House, will be conducting transportation studies this summer.)</p>

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\*\*Action items shown in italics are major initiatives of the Multimodal Office.

## Summary of Action Items by Action Agent

ACTION AGENT	ACTION ITEMS ASSIGNED
Secretary of Transportation	1.1, 2.1, 4.1-4.4, 5.1, 8.1-8.2, 9.1, 21.1
Multimodal Office	3.1, 7.1-7.2, 10.1-10.6, 11.1, 12.1, 13.1-13.2, 14.1, 18.1-18.2, 20.1-20.3
VDOT Commissioner	6.1-6.5, 12.1, 14.2-14.3
DRPT Director	6.1-6.5, 12.1, 14.2-14.3
DOAV Director	6.1-6.5, 12.1, 14.2-14.3
VPA Executive Director	6.1-6.5, 12.1, 14.2-14.3
VTrans2025 Technical Support Committee	15.1-15.5, 16.1-16.5, 17.1, 19.1-19.2

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