



# **VTrans2035 Priorities**

## **First Draft**

**To:**

**VTrans2035 Forum**

**October 16, 2009**

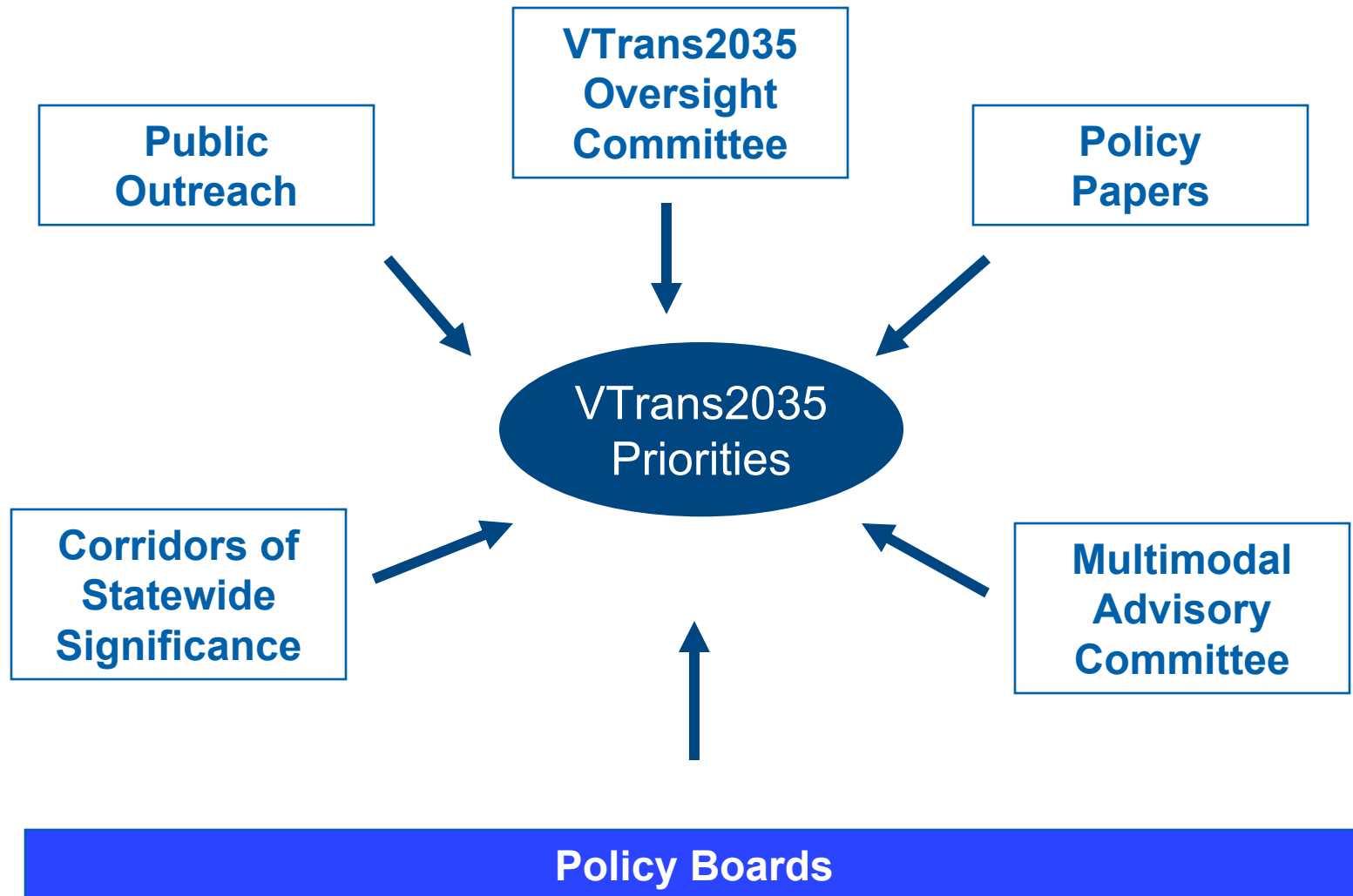
**By:**

**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

### 1. Address Safety and Maintenance Needs

- Provide Safe Operations and Services
- Repair Deficient Pavements
- Rehabilitate Structurally Deficient Bridges
- Ensure State of Good Repair in Transit

### 2. Maintain Economic Competitiveness

- Complete Unfinished PPTA Projects
- Expand the Port and Related Intermodal Facilities and Services
- Support Dulles International Airport and Growth of the Dulles Corridor
- Plan for and Invest in High Speed and Intercity Rail
- Improve Freight Mobility
- Improve Rural Connectivity
- Plan for Future Corridor Needs

### 3. Manage Metropolitan Congestion

- Integrate Regional Land Uses and Transportation Capacity
- Implement Pricing, Advanced Technology, and Demand Management
- Increase Transit Usage and Supporting Land Uses

### Provide Safe Operations and Services

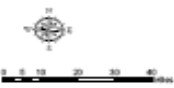
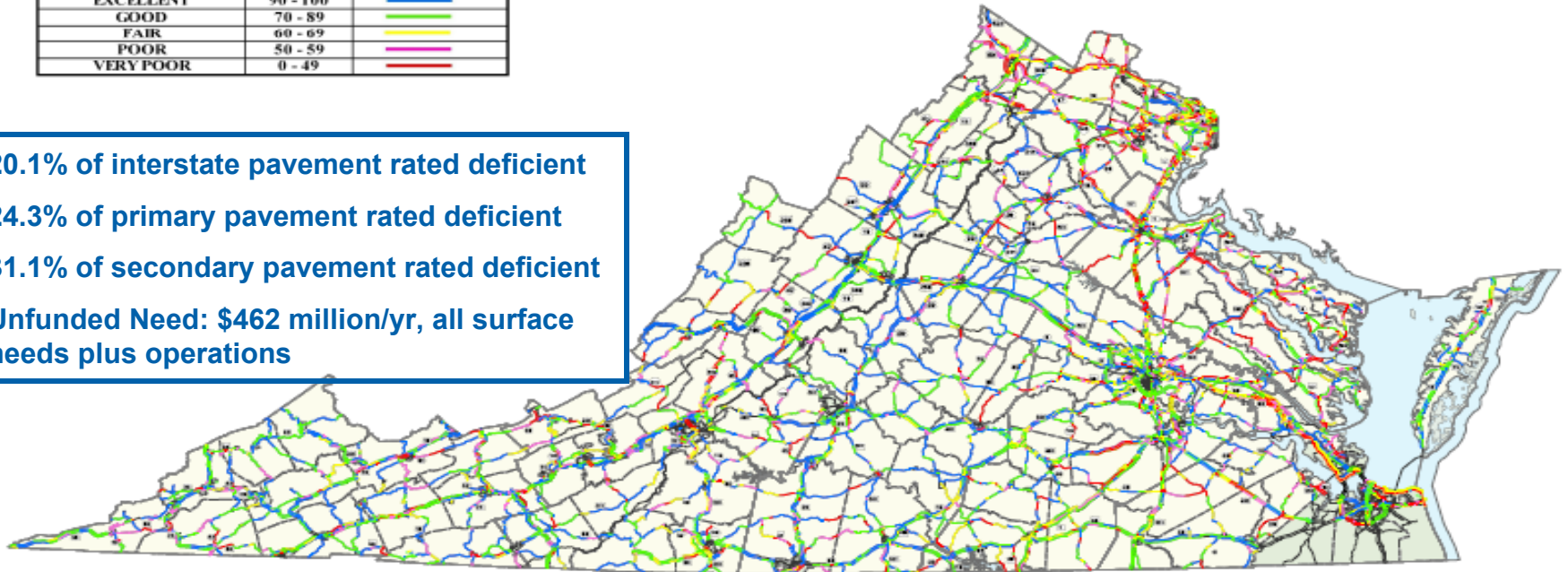
- Reducing transportation related fatalities and crashes is a key goal of transportation agencies
- Traffic incidents and poor signal timing account for 25% and 5% of traffic congestion, respectively
- Virginia must be prepared for emergencies
- Climate change is a priority for the future and adaptation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

### 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



— 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

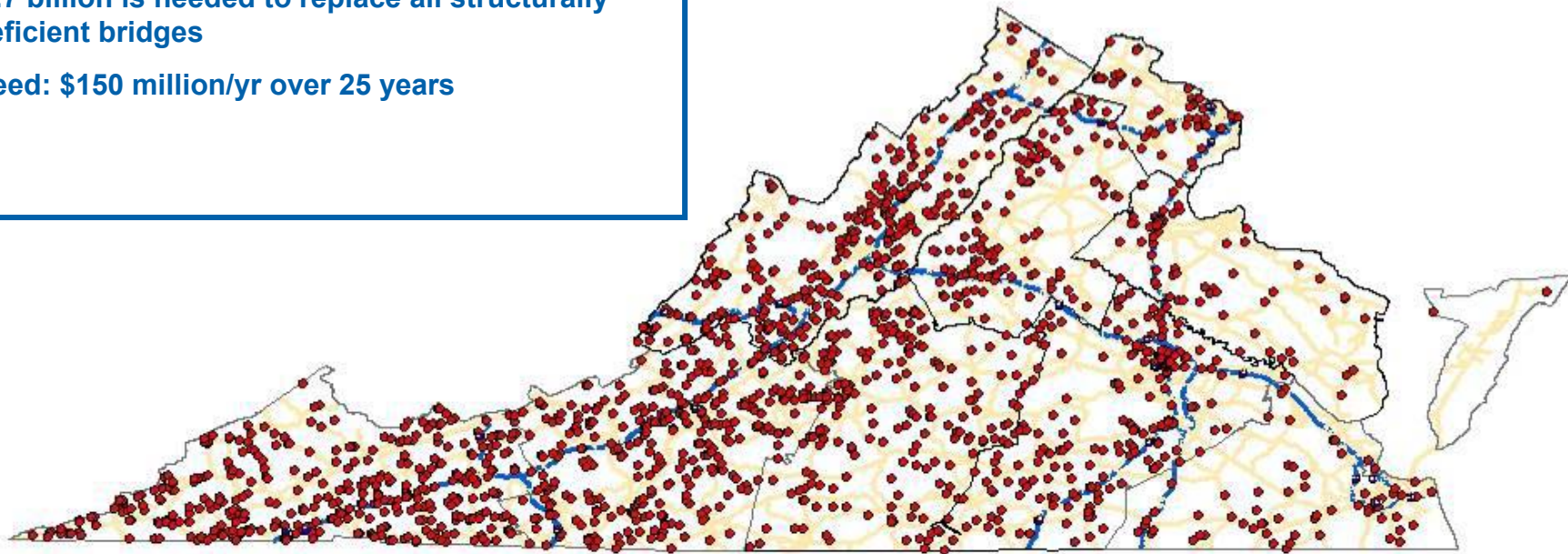
### Rehabilitate Structurally Deficient Bridges

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: \$150 million/yr over 25 years



### 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

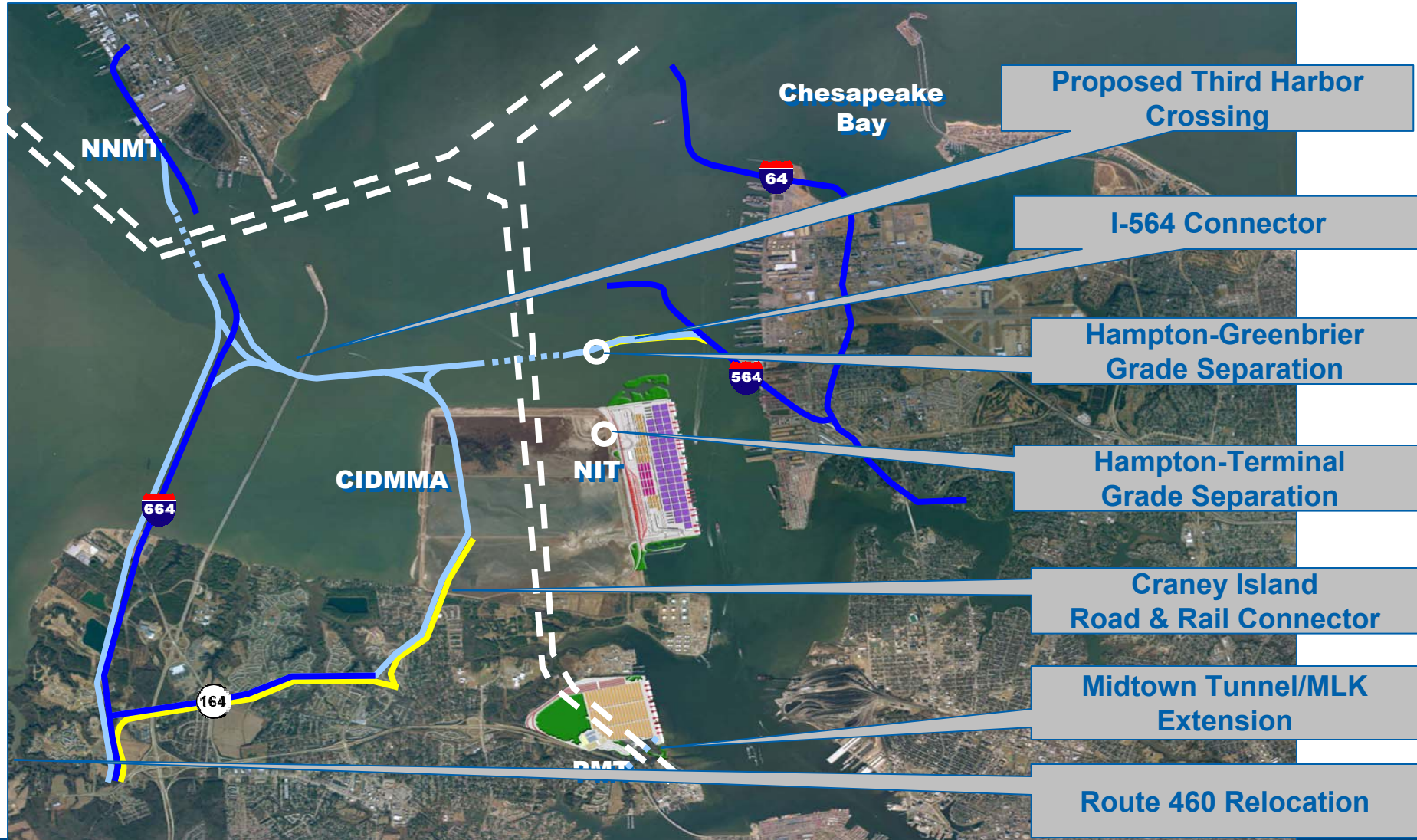
### Complete Unfinished PPTA projects

- **Interstate 95/395 Hot Lanes**
- **Coalfields Expressway**
- **Downtown/Midtown Tunnel & MLK Extension**
- **Route 460**
- **Route 58**

# VTrans2035 Priorities

## Maintain Economic Competitiveness

### Expand the Port of Virginia and Related Intermodal Facilities and Services



### 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

### 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



### Plan for and invest in high speed and intercity rail

- Richmond to DC
- Richmond to Hampton Roads
- Lynchburg to DC
- Operations Fund

### 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

### 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

### 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

### 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

### 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

# Discussion