

**REPORT OF THE
SECRETARY OF TRANSPORTATION**

**Progress Report on Virginia's
Statewide Multimodal Long-Range
Transportation Plan -- VTrans2025**

**TO THE GOVERNOR AND
THE GENERAL ASSEMBLY OF VIRGINIA**



HOUSE DOCUMENT NO. 96

**COMMONWEALTH OF VIRGINIA
RICHMOND
2005**



COMMONWEALTH of VIRGINIA

Office of the Governor

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November 28, 2005

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MEMORANDUM

TO: The Honorable Mark R. Warner
The Honorable John H. Chichester
The Honorable Martin E. Williams
The Honorable Vincent F. Callahan, Jr.
The Honorable Leo C. Wardrup, Jr.

FROM: Pierce R. Homer *PH*

SUBJECT: Progress Report on Virginia's Statewide Multimodal Long-Range Transportation Plan – VTrans2025

In December 2004 the Commonwealth Transportation Board submitted a final statewide multimodal long-range transportation plan, known as VTrans2025. This Report called attention to the growing gap between transportation resources and needs.

The report also included twenty one recommendations regarding the following topics:

- Funding/Investment
- Land Use and Transportation
- Increased Connectivity
- Priority Setting
- Sustaining the Vision of VTrans2025

In 2005 the General Assembly directed the Secretary of Transportation to report on the status of implementing the recommendations in the VTrans2025 Final Report. A Plan was prepared in April 2005 that identified specific actions to be taken to implement the recommendations and to otherwise further multimodal planning in the Commonwealth. The enclosed Progress Report details the tasks undertaken to date.

Considerable progress has been made toward addressing many of the issues identified in the VTrans2025 Final Report. The voice of local governments in transportation decision making has been increased with the First Cities Initiative and Local Partnership Fund. Greater flexibility in the use of transportation funding for

alternative modes has been provided and an objective framework has been developed to assist the Commonwealth Transportation Board in prioritizing highway projects. A Multimodal Transportation Planning Office has been created to institutionalize this function.

With the support of the General Assembly, this year we made additional one-time investments of \$848 million in our transportation infrastructure, including \$75 million for transit capital improvements. A new Rail Enhancement Fund was also created to provide a dedicated stream of revenue for investment in rail infrastructure.

Management reforms instituted throughout the Transportation Secretariat continue to result in significant performance improvements, particularly the “on-time, on-budget” performance of the Virginia Department of Transportation.

While we have accomplished a great deal, there is still a lot of work to do to realize the VTrans2025 vision of a transportation system that is safe, strategic and seamless. We will continue to build upon past accomplishments and work toward a transportation system that meets the needs of all Virginians.

Copy: Ms. Betsey Daley
Mr. Robert Vaughn

December 2005

Progress Report

*A report to the Governor and
General Assembly on the status
of implementing the policy
recommendations identified in
the VTrans2025 Final Report*



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

Preface

Section 33.1-23.03 of the *Code of Virginia* (hereafter the *Code*) directed Virginia's Commonwealth Transportation Board (CTB) to develop a multimodal long-range transportation plan with a statewide focus. This plan, called VTrans2025, was developed through the Office of the Secretary of Transportation by the four state transportation modal agencies – Department of Aviation, Department of Rail and Public Transportation, Virginia Port Authority, and Department of Transportation – in three phases.

A Policy Committee, made up of the heads of each of the four modal agencies, CTB members, representatives from the Virginia Aviation Board (VAB) and the Virginia Port Authority (VPA) Board of Commissioners, and the Office of the Secretary of Transportation, was appointed by the Secretary of Transportation to oversee development of VTrans2025. A Multimodal Advisory Committee, chaired by the Secretary's Office and composed of planning staff from each of the four modal agencies, was also appointed by the Secretary of Transportation to prepare the VTrans2025 Final Report and other products associated with VTrans2025.

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. In April 2005, an Action Plan was prepared that identified specific actions to be taken to implement the recommendations and otherwise further multimodal planning in the Commonwealth. Both the VTrans2025 Final Report and the Action Plan can be viewed on-line at www.vtrans.org.

The 2005 Virginia General Assembly approved an amendment to the state budget bill, HB 1500, directing 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 the VTrans2025 Final Report. See Appendix A for the budget bill amendment language. This Progress Report was prepared by the VTrans2025 Multimodal Advisory Committee and presented to the CTB for review and submission to the Governor and General Assembly, as required.

Ralph Davis Deputy Secretary of Transportation

VTrans2025 Multimodal Advisory Committee:

Mary Lynn Tischer Chair, Director of Multimodal Office

Rusty Harrington Department of Aviation

Jeff Florin Virginia Port Authority

Bill LaBaugh Department of Rail and Public Transportation

Marsha Fiol Virginia Department of Transportation

Katherine Graham Virginia Department of Transportation

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Dan Lysy Richmond Regional Planning District Commission

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Table of Contents

Introduction	1
Status of Multimodal Office Initiatives	1
Progress Report	1
Performance Report	1
Freight Study and Freight Advisory Committee	2
Intermodal Facility Inventory and Evaluation	2
Identification of Major Statewide multimodal networks	2
Coordination of Multimodal Planning Efforts	3
Public and Stakeholder Outreach	3
Interagency Charter	3
Status of Policy Recommendations	4
Funding and Investment	4
Land Use	7
Connectivity	10
Priority Setting	13
Sustaining the VTrans2025 Vision	15
Appendix A Budget Amendment Language	22
Appendix B Recommended Statewide Multimodal Networks	23

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. Implementation of these policy recommendations is essential to the success of the multimodal plan and realization of the VTrans2025 goal of a *SAFE, STRATEGIC, AND SEAMLESS* transportation system. In March 2005, the Multimodal Office was established to facilitate implementation of the recommendations in the VTrans2025 final report and foster long-range transportation across all modes. In April 2005, the Multimodal Office prepared an Action Plan that identified specific actions to be taken to implement the recommendations and otherwise further multimodal planning in the Commonwealth. Of those actions, eight major initiatives of the Multimodal Office were identified and discussed. This Progress Report details the tasks undertaken to date for each of the eight Multimodal Office initiatives and describes the status of each action item identified in the Action Plan.

Institutionalization of the multimodal planning effort has directly resulted in several accomplishments, as noted in the following pages. In addition to these benefits, increased coordination among the transportation agencies and between the state and regional planning bodies as a result of the VTrans2025 planning effort has raised awareness of multimodal issues at all levels, sensitized planners to opportunities for improvements, and increased collaboration on specific projects. These accomplishments are as important as the specific tasks noted in this document and will yield compounding benefits to the Commonwealth.

Status of Multimodal Office Initiatives

PROGRESS REPORT

Target Completion Date: *Due December 2005*

Status: *Complete*

The 2005 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. An Action Plan was developed in April 2005 to identify action items associated with the VTrans2025 Policy Committee's 21 recommendations. This report documents the status of these action items and the progress made towards implementing the recommendations. This initiative is in response to policy recommendation 19, see Action Item 19.2.

PERFORMANCE REPORT

Target Completion Date: *Mid-2006*

Status: *10 percent complete*

The Performance Report will identify 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. These measures will be used to evaluate the performance of the entire transportation system.

Preliminary performance measures have been drafted. These measures must be reviewed and evaluated for data availability. Upon finalization of the performance measures and verification of data sources and availability, performance of the transportation system will be evaluated and a report produced. This initiative is in response to policy recommendation 16, see Action Item 16.3.

FREIGHT STUDY AND FREIGHT ADVISORY COMMITTEE

Target Completion Date: Mid-2007

Status: 10 percent complete

The Multimodal Office is coordinating a joint effort of the four modal agencies – Department of Transportation (VDOT), Department of Aviation (DOAV), Virginia Port Authority (VPA), and Department of Rail and Public Transportation (DRPT) to produce a statewide multimodal freight study. The study will identify freight-related infrastructure, forecast traffic, identify current and future needs, and provide recommendations for state planning and programming policies. A public and stakeholder involvement plan will be developed as part of the study and will address the best approach to obtaining stakeholder input.

A comprehensive scope of work has been developed. A review of recent freight-related studies is underway to identify components that are applicable to the statewide effort. Options for funding a comprehensive freight plan are being considered. These initiatives are in response to policy recommendations 10 and 18, see Action Items 10.3 and 18.2.

INTERMODAL FACILITY INVENTORY AND EVALUATION

Target Completion Date: Mid-2007

Status: 10 percent complete

As part of the multimodal freight study, the Multimodal Office will oversee a coordinated effort among the transportation 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 CTB.

This initiative will be undertaken as part of the Statewide Multimodal Freight Study. This initiative is in response to policy recommendation 10, see Action Item 10.2.

IDENTIFICATION OF MAJOR STATEWIDE MULTIMODAL NETWORKS

Target Completion Date: Mid-2006

Status: 85 percent complete

Identification of the state's major travel networks and their role within the overall transportation system begins with the development of criteria. State agency representatives have worked closely with regional planners to identify criteria, and then based on that, identify multimodal networks of statewide significance. Reaching consensus on the appropriate role for these networks will facilitate continuity in 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.

Eleven networks were identified in conjunction with regional planning bodies and they continue to be refined. Work continues on increasing awareness and understanding of the concept among planners and developing a framework for planning and prioritizing multimodal projects at the state level. See Appendix B for a list of the Statewide Multimodal Networks. This initiative is in response to policy recommendation 15, see Action Item 15.1.

COORDINATION OF MULTIMODAL PLANNING EFFORTS

Target Completion Date: Ongoing
Status: Ongoing

Efforts to improve coordination of multimodal issues began with development of VTrans2025 and will continue throughout the implementation phase. The Multimodal Office was established to 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. Planners from each transportation agency continue to meet on a regular basis to discuss multimodal planning issues. To encourage a more comprehensive perspective and further coordinate multimodal planning efforts, membership on this committee, now called the Multimodal Advisory Committee, was expanded to include representatives from the Department of Motor Vehicles (DMV), the Hampton Roads Planning District Commission (HRPDC), Richmond Regional Planning District Commission (RRPDC), and Northern Virginia Transportation Commission (NVTC). Initiatives of the Multimodal Office will continue to be closely coordinated with regional planning bodies through the Virginia Association of Planning District Commissions (VAPDC). This initiative is in response to policy recommendations 15 and 16, see Action Items 15.2 and 16.2 on the following pages.

PUBLIC AND STAKEHOLDER OUTREACH

Target Completion Date: Ongoing
Status: Ongoing

Citizens and stakeholders that were involved in VTrans2025 contributed greatly to the development of the final plan's vision and recommendations. Keeping these individuals informed and involved during the implementation phase is essential. Displays and presentations are provided upon request and staff is available through numerous means to answer questions or discuss issues related to multimodal planning. A web page (www.vtrans.org) and quarterly newsletter (available on the website) are used to keep the public and stakeholders aware of VTrans2025 developments. Increased coordination with citizen and stakeholder groups will continue to be an ongoing priority and major initiative of the Multimodal Office. This initiative is in response to policy recommendation 16, see Action Item 16.1.

INTERAGENCY CHARTER

Target Completion Date: Complete
Status: Complete

Interagency coordination was formalized through a charter that included 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 Multimodal Advisory Committee. This charter was finalized in April 2005. This initiative is in response to policy recommendations 17 and 20, see Action Items 17.1 and 20.3.

Status of Policy Recommendations

The previous pages highlight the eight major initiatives of the Multimodal Office. The following pages provide a brief discussion of the policy recommendation of the VTrans2025 Multimodal Long-Range Plan for – funding/investment, land use, connectivity, priority setting, and sustaining the VTrans2025 vision. Specific action items are identified to implement each of the 21 recommendations. As circumstances change, additional items will be added to this list.

FUNDING AND INVESTMENT

Funding Levels

The maintenance, operation, and capital needs of all transportation modes in Virginia will exceed \$200 billion over the 2005-2025 time period, while the best estimate of revenue available is less than half that. 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 21st 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.

Recommendation 1 – *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.*

Action Item 1.1 – *Evaluate options for increasing transportation revenues and make policy recommendations and legislative decisions.*

Accomplishment 1.1 – *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.*

Investing in Transit

Additional transit funding is needed to maintain existing assets and service coverage. Yet, Virginians have indicated they want more choices, more alternatives. Highway congestion has reached or is approaching unacceptable levels in many areas of the Commonwealth and providing increased transit, ridesharing, and demand management will improve the operation of the entire transportation system. While the Code (see Section 33.1-46.1) permits transferring primary, secondary, and urban highway funds to transit projects, the current scarcity of highway funds does not make this a viable choice.

Recommendation 2 – As new revenues become available, state support for public transit should be increased to expand service and provide increased mobility and travel choices.

Action Item 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.

Accomplishment 2.1 – HB 1500 provides \$75 million in one-time funding for transit capital projects.

Recommendation 3 – 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.

Action Item 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.)

Accomplishment 3.1 – The final VTrans2025 report discusses the existing ability of decision-makers to flex highway funds to transit.

Supporting Rail

Freight is expected to double over the next two decades and most freight corridors are already experiencing congestion. This has implications for passenger rail, as well, since passenger and freight traffic 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.

Recommendation 4 – 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.

Action Item 4.1 – Evaluate ways to increase rail revenues and make policy and legislative recommendations.

Accomplishment 4.1 – Governor Warner’s Transportation Partnership Act included a \$23 million per year Rail Enhancement Fund, which was included in HB 2596 and HB 1500.

Action Item 4.2 – Support establishment of a permanent Rail Fund and development of a process for determining rail priorities.

Accomplishment 4.2 – The Rail Enhancement Fund, which is funded through the state rental car tax, is a permanent funding source for passenger and freight rail capital improvement projects. Governor Warner appointed a Rail Advisory Board which has developed policies and procedures for the funding of specific projects. The CTB is expected to approve grants for specific projects by the end of 2005.

Action Item 4.3 – Work with both public and private sector interests to improve the state's rail infrastructure and passenger and freight rail service.

Accomplishment 4.3 – A Statewide Multimodal Freight Study is underway and will identify freight-related infrastructure, forecast traffic, identify current and future needs, and provide recommendations for state planning and programming policies. A Freight Advisory Committee will be named.

DRPT is working with CSX and VRE to implement improvements in the Washington, D.C. to Richmond corridor utilizing \$65 million provided through the Virginia Transportation Act of 2000.

VTrans2025 outreach efforts specifically targeted transportation providers, including the rail industry, and other private sector stakeholders.

Action Item 4.4 – Continue to encourage the federal government to provide greater support for rail improvements in Virginia.

Accomplishment 4.4 – As a result of the efforts of Governor Warner and others, the federal transportation bill that passed in August 2005 contains several earmarks to support rail improvements. \$90 million was earmarked for developing the Heartland Rail Corridor, \$5 million for tunnel clearance work along the corridor, and \$33 million for building intermodal ramps in Virginia, West Virginia, and Ohio. SAFETEA-LU also appropriated \$15 million for the Western Freeway Rail Corridor to relocate the Commonwealth Rail lines to the median strip of Virginia Route 164 and eliminate 14 grade separations in Portsmouth and Chesapeake.

Protecting Revenues

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 78 percent of 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, credibility, and enduring trust is the hallmark of transportation planning and investment decisions throughout the Commonwealth.

Recommendation 5 – 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.

Action Item 5.1 – Evaluate impacts of various mechanisms for protecting transportation revenues.

Accomplishment 5.1 – 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 replace all Transportation Trust Fund revenues borrowed in 2002.

LAND USE

Coordinating Transportation and Land Use Decisions

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.

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. 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.

Recommendation 6 – 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.

Action Item 6.1 – Encourage modal agencies to continue the use of pilot programs to evaluate the land use impacts of transportation alternatives.

Accomplishment 6.1 – The Virginia General Assembly earmarked \$4 million for ground transportation planning and research. With these funds, VDOT awarded 15 grants to planning district commissions for initiatives including evaluating strategies for linking transportation and land use, undertaking access management studies, and enhancing coordination of transportation and land use planning. DRPT also awarded planning grants for projects including preparation of transit development plans, evaluation of the transportation and environmental impacts of rail improvements, and development of a rail network computer model to study existing and future passenger and freight rail operations.

Action Item 6.2 – Encourage modal agencies to use federal and state resources to expand capabilities for modeling impacts of transportation and land use.

Accomplishment 6.2 – See Item 6.1.

Action Item 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.

Accomplishment 6.3 – See Item 6.1. VDOT District Planners provide assistance upon request to localities developing transportation components of their local comprehensive plans.

Action Item 6.4 – Review practices employed by other states to identify new opportunities to integrate transportation and land use planning and make appropriate recommendations.

Accomplishment 6.4 – The VTrans2025 Multimodal Advisory Committee conducted peer reviews with representatives from North Carolina, Washington, and Pennsylvania to review best practices and identify opportunities for improvement.

Action Item 6.5 – Work with federal transportation partners to link transportation planning and environmental processes.

Accomplishment 6.5 – VDOT is participating in a FHWA planning grant study to identify ways to link the environmental and planning processes. A final report is expected by the end of 2005.

Recommendation 7 – Implement access management policies that ensure greater compatibility of land use and transportation priorities.

Action Item 7.1 – Encourage modal agencies to provide incentives for local governments and transportation providers to coordinate transportation and land use planning.

Accomplishment 7.1 – See Item 6.1. The CTB continues to provide funds for access roads to qualifying airports, industrial sites, and rail sites through VDOT's Industrial, Airport, and Rail Access Fund (\$5.5 million annual allocation) and for roads and bicycle facilities to new or expanding non-federal public parks through the Recreational Access Fund (\$1.5 million annual allocation).

Action Item 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).

Accomplishment 7.2 – VDOT is currently rewriting the Land Use Permit Manual, which will now contain a segment on Access Management. A presentation to the CTB is planned for December. VDOT is also preparing a work plan for implementing an Access Management Program in Virginia. A draft is expected in December 2005. A Land Development tracking system, which includes a GIS component is also being developed. A presentation to the VDOT District Administrators' Committee is expected in December 2005.

Airports that permit runway obstructions, thereby impacting the safety and operational integrity of the airport, are penalized in DOAV's project prioritization system and are not considered for funding. DOAV recently published a Guide to Compatible Airport Land Use Planning for Virginia Communities to encourage effective land use planning and control measures around airports.

Local Versus State Responsibilities

Currently, VDOT maintains all county roads (except for Henrico and Arlington) and provides payments to cities and towns with a population 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.

Recommendation 8 – *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.*

Action Item 8.1 – *Evaluate results and effectiveness of the Local Partnership Program.*

Accomplishment 8.1 – *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 CTB has worked with the metropolitan planning organizations in Metro-DC and Hampton Roads to review alternative land use scenarios.*

Action Item 8.2 – *Work with localities to evaluate the impacts of restructuring the system for managing local roads.*

Accomplishment 8.2 – *The Urban Construction Initiative (also known as the First Cities Initiative) was established in 2003 as the result of a modification to the Code and provides municipalities with the opportunity to manage their entire construction program. To date, Hampton, Virginia Beach, Richmond, and Charlottesville have signed agreements to join the initiative and several others have expressed interest. A stakeholder group of VDOT and county representatives has been established to evaluate a similar program for counties to assume responsibility for their secondary road programs. A final report is expected by the end of 2005. VDOT staff also works with counties upon request to evaluate the feasibility of assuming responsibility for maintenance of their roads.*

Recommendation 9 – *The General Assembly should address the conflict that arises from the separation of authority for transportation and land use.*

Action Item 9.1 – *Provide information as needed to support efforts investigating the feasibility of options addressing the conflict.*

Accomplishment 9.1 – *Staff continues to provide information as requested.*

CONNECTIVITY

Connectivity

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 movement 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. 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.

Recommendation 10 – *Projects that connect travel modes will receive increased consideration in modal plans and funding decisions.*

Action Item 10.1 – *Encourage modal agencies to incorporate connectivity into modal project prioritization processes.*

Accomplishment 10.1 – *VDOT's Highway Prioritization System is closely aligned with the VTrans2025 goals and objectives and includes measures related to connectivity.*

Policy Goals for the Rail Enhancement Fund require consistency with VTrans2025 and promote projects that increase the effectiveness of the entire transportation system.

Action Item 10.2 – *Develop an inventory of the state's intermodal facilities, assessing their condition and identifying current and future bottlenecks.*

Accomplishment 10.2 – *An inventory of the state's intermodal facilities will be conducted as part of the Statewide Multimodal Freight Study that is underway.*

Action Item 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.*

Accomplishment 10.3 – *The Multimodal Office is coordinating a joint planning effort of the transportation agencies to develop a Statewide Multimodal Freight Study. The study is expected to be complete by mid-2007.*

Action Item 10.4 – *Establish appropriate statewide policies and procedures for planning, building, operating, maintaining and sustaining the high occupancy vehicle (HOV) systems in the Commonwealth to ensure their maximum and efficient utilization.*

Accomplishment 10.4 – *Value pricing is being implemented in Northern Virginia. The Hampton Roads Planning District Commission recently published a report on toll feasibility and will be evaluating alternatives in greater depth with the state.*

VDOT is currently drafting statewide HOV policies and procedures for planning.

VDOT is participating in a pooled fund study to develop HOV guidelines in the form of a Safety Handbook, Enforcement Handbook, Hours of Operation and Eligibility Requirements, Performance Monitoring, Evaluation and Reporting, and HOV Marketing.

VDOT recently created a position within the new Operations Management Division to coordinate HOV issues and develop consistent statewide policy.

Action Item 10.5 – *Work with localities to encourage development of distribution centers and inland ports with appropriate transportation access.*

Accomplishment 10.5 – *The Statewide Multimodal Freight Study will include an identification of potential sites for development of distribution centers.*

VPA recently completed a report entitled "An Economic Opportunity for Hampton Roads: An Intermodal Park" that identifies the need for an intermodal park with space for 20 to 30 million square feet of additional distribution centers that will be needed when the Maersk and Craney Island Terminals open. The report reviews locations with open land that are close to the terminals with good road and rail access. VPA is currently working with localities to identify appropriate sites for distribution centers.

The Heartland Rail Corridor project includes either an inland port or intermodal ramp in Roanoke, which will likely attract new distribution centers to the area.

Action Item 10.6 – *Encourage development of long-range multimodal transportation plans in non-metropolitan areas.*

Accomplishment 10.6 – *See Item 6.1. VDOT plans to begin development of rural long-range transportation plans in FY 06 using the state ground transportation planning and research funds identified by the General Assembly.*

DRPT conducted Phase 1 training in May 2005 for Virginia and Maryland Commuter Assistance Agencies on how to conduct a long-range plan for Transportation Demand Management at the local level. Phase 2 will be conducted in late fall, 2005. Only two other such studies have been identified nationwide.

Recommendation 11 – *Transit, pedestrian, bike and rail-friendly design features will be incorporated, as appropriate, whenever there is a major reconstruction or new construction.*

Action Item 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.*

Accomplishment 11.1 – *The Secretary of Transportation has asked the Inspector General to conduct a review of the implementation of the CTB's Policy for Integrating Bicycle and Pedestrian Accommodations. A report is due to the Secretary by the end of the year, which will include an analysis of whether the decision process is being followed and a review of a representative sample of construction and maintenance projects to determine the extent to which the policy is being followed.*

Recommendation 12 – 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.

Action Item 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.

Accomplishment 12.1 – 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.

The Commonwealth continues to participate in multi-state planning efforts, including the Southeast High Speed Rail Compact and the Interstate 95 Corridor Coalition.

Recommendation 13 – 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.

Action Item 13.1 – Evaluate the effectiveness of advanced technologies, demand management, and transportation operations and measure performance.

Accomplishment 13.1 – See Item 6.1. VDOT recently expanded the 511 traffic and travel information phone system to include 55 new routes. Travelers can access road condition information on the new routes as well as all the interstates in Virginia.

DRPT conducted an extensive evaluation of the Telework!Va private sector incentive pilot program in Northern Virginia and the program is being revamped to roll out in Northern Virginia, Hampton Roads, and Richmond in 2006. And extensive web-based Telework training program is under development which can be accessed statewide.

VDOT, DRPT, the Maryland Department of Transportation and the District Department of Transportation jointly fund and oversee the regional Commuter Connections Program which is administered through the Washington Metropolitan Council of Governments. Commuter Connections offers commuters a variety of programs to facilitate the use of non-single occupant vehicles including carpools, vanpools, transit, pedestrian, bicycle, and telecommute alternative modes. A comprehensive evaluation of all the program offerings was conducted in 2004. A report, “The State of the Commute,” was published in September, 2005 and is available through the Washington Metropolitan Council of Governments.

Action Item 13.2 – Encourage modal agencies to incorporate transportation demand management and operations into the transportation planning process, as appropriate, and coordinate efforts across modes.

Accomplishment 13.2 – See Item 10.4. The Multimodal Advisory Committee serves as a forum for coordinating multimodal planning efforts across the modes.

PRIORITY SETTING

Setting Priorities

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.

Recommendation 14 – *Establish objective criteria for all modes in order to measure and compare the merits of proposed projects and to make more informed investment decisions.*

Action Item 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).*

Accomplishment 14.1 – *Modal agency prioritization systems are being developed and revised to incorporate the VTrans2025 vision and goals. VDOT has developed a process for prioritizing interstate and primary projects that incorporates the VTrans2025 goals and objectives. VDOT's prioritization system can be viewed on-line at www.virginiadot.org. The result of this new process is being used to recommend projects to decision-makers for the FY07 Six-Year Improvement Program.*

DRPT will use a prioritization system to recommend projects for funding under the new Rail Enhancement Fund in the FY07 Six-Year Improvement Program. The prioritization system reflects the VTrans2025 goals and objectives.

DOAV's project prioritization system also reflects the VTrans2025 goals of safety and preservation.

Action Item 14.2 – *Develop performance measures for intermodal projects.*

Accomplishment 14.2 – *This Action Item will be undertaken upon completion of the Statewide Multimodal Freight Study.*

Action Item 14.3 – *Continue development of multimodal performance measures and identify data sources and availability.*

Accomplishment 14.3 – *The Multimodal Advisory Committee is refining the multimodal performance measures developed during Phase 3 of VTrans2025 and identifying data sources and availability. These performance measures will be the basis of the periodic Performance Report identified in Action Item 16.3 and ultimately inform funding decisions.*

Decision-Making Framework

The Statewide Multimodal Network approach to planning (formerly called Multimodal Investment Networks) involves considering statewide multimodal networks 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.

Recommendation 15 – 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.

Action Item 15.1 – Define a process for MIN identification and assessment.

Accomplishment 15.1 – The MIN concept continues to evolve and has been redefined as Statewide Multimodal Networks. The Multimodal Advisory Committee has worked closely with regional planning bodies to identify eleven corridors and their function within the overall transportation system. See Appendix B for a list of the networks. Current efforts focus on integrating the new approach into existing planning processes.

Action Item 15.2 – Work with regional planning partners to establish a coordination process.

Accomplishment 15.2 – The Multimodal Advisory Committee is working with regional planning bodies to determine how to integrate the Statewide Multimodal Network concept into current regional and agency planning processes. Committee members also meet quarterly with the VAPDC.

Representatives from three regional planning bodies (HRPDC, RRPDC, and NVTC) and the VAPDC were appointed to the Multimodal Advisory Committee to promote greater coordination of regional and state planning efforts.

Action Item 15.3 – Establish a mechanism for giving priority to statewide multimodal corridor components in modal agency prioritization systems.

Accomplishment 15.3 – VDOT’s highway prioritization process includes a measure of whether a highway project is part of a Statewide Multimodal Network. Once the Statewide Multimodal Network concept is finalized, DOAV’s prioritization system will be modified to incorporate consideration of whether an aviation project is part of a Statewide Multimodal Network. Policy Goals for the Rail Enhancement Fund require consistency with VTrans2025 and promote projects that increase the effectiveness of the entire transportation system.

Action Item 15.4 – Work with regional planning partners and modal agencies to evaluate the benefits of prioritizing statewide multimodal corridor components.

Accomplishment 15.4 – Identified Statewide Multimodal Networks will be used to determine priorities at the agency level by allocating “bonus points” to projects on these corridors that are consistent with the corridor’s defined function. A joint meeting of the

VTrans2025 Multimodal Advisory Committee and VAPDC was held in May 2005 to discuss the Statewide Multimodal Network concept.

Action Item 15.5 – *Develop a process for evaluating alternative transportation modes and/or mode substitutability in development of modal long-range plans.*

Accomplishment 15.5 – *The Statewide Multimodal Freight Study will assess potential truck freight diversion rates.*

A subgroup of the Multimodal Advisory Committee has been identified to develop recommendations for the Secretary on the development of a surface transportation plan that identifies multimodal recommendations.

SUSTAINING THE VTRANS2025 VISION

Sustaining the VTrans2025 Vision

Improving multimodal transportation planning in Virginia will require a sustained commitment. Beginning with the establishment by law of the Intermodal Office within the Office of the Secretary of Transportation 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 Multimodal Advisory 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, establishing a Multimodal Office and ensuring that it is appropriately organized, staffed, and funded will ensure establishment of an effective champion at the Secretariat level to promote intermodal planning. 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.

Recommendation 16 – *Continue to provide increased opportunities for public and stakeholder involvement and ensure transparency in transportation decision-making.*

Action Item 16.1 – *Employ techniques to maintain communication and encourage feedback with stakeholders (e.g., web page, newsletter).*

Accomplishment 16.1 – *Multimodal Advisory Committee members have attended numerous conference and association meetings to provide information and encourage feedback.*

The VTrans2025 web site (www.vtrans.org) continues to be a mechanism for encouraging stakeholder involvement.

Two VTrans2025 newsletters have been distributed to provide information and updates on the VTrans2025 effort.

A Freight Advisory Committee will be established as part of the Statewide Multimodal Freight Study.

Action Item 16.2 – Work with regional planning partners to identify opportunities to increase coordination.

Accomplishment 16.2 – Multimodal Advisory Committee members meet quarterly with the VAPDC to obtain input and encourage coordination of efforts. Representatives from three regional planning bodies (HRPDC, RRPDC, and NVTC) and the VAPDC were appointed to the Multimodal Advisory Committee to promote greater coordination of regional and state planning efforts.

Action Item 16.3 – Develop a Performance Report to identify multimodal performance measures and data sources and evaluate the performance of the entire transportation system.

Accomplishment 16.3 – The Multimodal Advisory Committee is developing a Performance Report and completion is expected in mid-2006. The performance measures being developed in response to Action Item 14.3 will be used to measure system performance.

Action Item 16.4 – Encourage regional planning agencies to consider both passenger and freight needs and include representatives from all modes in the planning process.

Accomplishment 16.4 – VDOT has hosted and invited representatives of regional planning bodies to attend numerous freight-related training opportunities, including “Integrating Freight in the Transportation Planning Process.”

VDOT and the Federal Highway Administration (FHWA) are conducting a survey of the state’s regional planning bodies and local governments on freight-related planning/training needs.

Metropolitan planning organizations (MPOs) are providing data to VDOT on major employers to supplement freight data.

Representatives from the Richmond, Tri-Cities, and Hampton Roads Planning District Commissions are actively involved in the Richmond to Hampton Roads Passenger Rail Study and are on the study’s Advisory Committee.

Action Item 16.5 – Conduct a peer review to identify planning practices and outreach methods that may benefit the Commonwealth.

Accomplishment 16.5 – The Multimodal Advisory Committee conducted peer reviews with representatives from North Carolina, Washington, and Pennsylvania to review best practices and identify opportunities for improvement.

In April 2005, the Transportation Research Council conducted a survey of states to obtain information on how states are organized for multimodal transportation planning. Representatives from 41 states were surveyed by questionnaire and/or telephone regarding the usefulness of centralized versus decentralized multimodal planning. While a majority suggested advantages for both approaches, a subset indicated that centralized multimodal planning can be beneficial but only if four constraints are met:

modal staff work collaboratively, the centralized unit has funding or other authority, necessary modal-specific planning is not eliminated, and there is a clear linkage between this unit and the agencies that perform modal-specific planning such that the latter can implement the recommendations of the former.

Recommendation 17 – 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.

Action Item 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.

Accomplishment 17.1 – A charter was signed by the Secretary of Transportation and the transportation agency heads to commit staff and resources to the multimodal planning effort.

Recommendation 18 – 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.

Action Item 18.1 – Reassess the composition and role of the Multimodal Office.

Accomplishment 18.1 – A charter creating a Multimodal Office within VDOT was signed by the Secretary of Transportation and the VDOT Commissioner.

Action Item 18.2 – 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.

Accomplishment 18.2 – A public/stakeholder outreach plan will be developed as part of the Statewide Multimodal Freight Study and will address the appropriate role and involvement of a Freight Advisory Committee.

Recommendation 19 – Develop an administrative action plan to implement VTrans2025 objectives and recommendations.

Action Item 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.

Accomplishment 19.1 – An Action Plan that identified specific tasks for each of the VTrans2025 policy recommendations was finalized in April 2005 and is available at www.vtrans.org. This document reports the status of each task.

Action Item 19.2 – 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.

Accomplishment 19.2 – This Progress Report was developed to address HB 1500 Item 469 and fulfills this action item.

Recommendation 20 – Continue the VTrans2025 Technical Support Committee to provide staff coordination.

Action Item 20.1 – Evaluate composition of the VTrans2025 Technical Support Committee and make recommendations to ensure appropriate representation.

Accomplishment 20.1 – In July 2005, the Technical Support Committee was renamed the Multimodal Advisory Committee and additional members were appointed by the Secretary from DMV, HRPDC, RRPDC, and NVTC. Representatives from the VAPDC and transportation modal agencies were also appointed to the committee by the Secretary.

Action Item 20.2 – Institutionalize and elevate the status of the Technical Support Committee by making membership a Secretarial appointment.

Accomplishment 20.2 – Members of the Multimodal Advisory Committee were appointed by the Secretary of Transportation in July 2005.

Action Item 20.3 – 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.

Accomplishment 20.3 – The Multimodal Advisory Committee continues to meet on a monthly basis to discuss multimodal issues, oversee development of numerous multimodal planning initiatives, and coordinate multimodal planning efforts.

Recommendation 21 – 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.

Action Item 21.1 – Provide staff and support to any Commission established pursuant to this recommendation.

Accomplishment 21.1 – The Senate Finance Committee appointed the Statewide Analysis and Recommendation Task Force (START) to assess transportation needs and propose a funding solution. In a presentation to the START Task Force, the Joint Legislative and Audit Review Committee (JLARC) reviewed the VTrans2025 needs assessment and found that it is based on an acceptable methodology and the results are reasonable. The House also has a study underway to identify policy initiatives to advance Virginia transportation and to develop legislative initiatives for the 2006 legislative session. Specific topics of study include

implementing the 2005 transportation package, empowering localities with more authority and options, infusing existing or capacity-enhancing transportation projects with the capital necessary to advance construction, improving connectivity among different modes of transport, and finding solutions for long-term, sustainable transportation funding. VDOT is providing assistance as requested.

Appendices

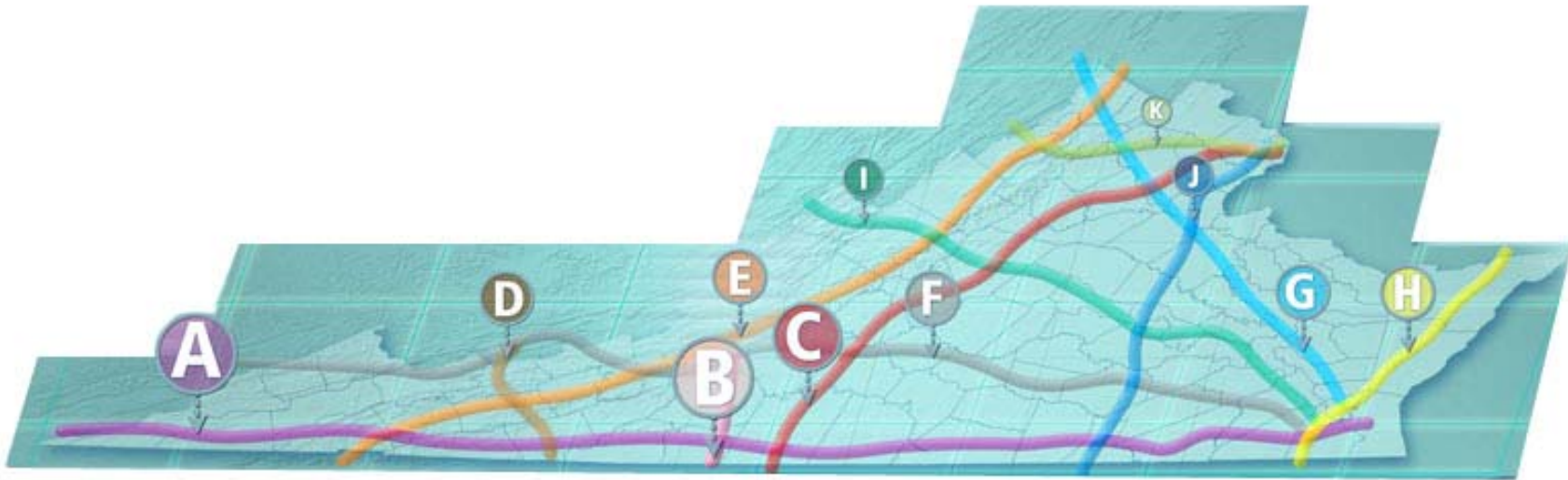
Appendix A Budget Amendment Language

Authority: Title 2.2, Chapter 2, Article 10, § 2.2-201, and Titles 33, 46, and 58, Code of Virginia.

Item 469

- D. The Secretary of Transportation shall 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 the multimodal long-range transportation plan, known as VTrans2025.

Appendix B Recommended Statewide Multimodal Networks



- A. Southwest to Hampton Roads
- B. Roanoke to North Carolina
- C. Danville to Northern Virginia
- D. North Carolina to West Virginia
- E. Bristol to Winchester
- F. Kentucky to Hampton Roads
- G. Winchester to Hampton Roads
- H. North Carolina to Maryland via the Eastern Shore
- I. West Virginia to Hampton Roads
- J. Emporia/South Hill to Northern Virginia
- K. West Virginia to Washington DC

CORRIDOR A: Southwest to Hampton Roads

Route 58
Chesapeake Airport
Hampton Roads Airport
Port of Virginia
Norfolk Southern

This multimodal network traverses the entire southern border of the state, crossing over 40 jurisdictions and 31 percent of the state's population. Route 58 is Virginia's longest roadway stretching from the Atlantic Ocean to the southwest tip of Virginia and represents 10 percent of all traffic on the state's primary routes. The network provides access to economic opportunities in this largely rural portion of the state and is an important corridor for freight movement, handling 11 percent of the state's heavy truck traffic on primary routes. It provides access to the Port of Virginia's marine terminals in Hampton Roads and interchanges with north-south Interstates 95, 85, and 81. The network also provides access to numerous general aviation airports providing travel and shipping alternatives to businesses and residents across the southern tier of the state. Norfolk Southern operates freight rail service across the southern portion of the state linking Southwest Virginia to the Virginia Port Authority's marine terminals in Hampton Roads.

CORRIDOR B: Roanoke to North Carolina

Interstate 73
Route 220
Roanoke Airport
New Airport in Franklin
Norfolk Southern

This network serves as an outlet from Southwest Virginia to the northern regions of Washington DC, Baltimore, and beyond by connecting to Interstates 81 and 85 as well as commercial air carrier service at the Roanoke Airport. The network provides a connection to Routes 460 and 58, which provide access across the entire southern tier of the state. It serves passenger trips traveling through the Commonwealth and provides an alternative for freight movement. The new Interstate 73 will mostly parallel existing Route 220, which currently handles around 20 percent trucks in many places.

CORRIDOR C: Danville to Northern Virginia

Route 29	Charlottesville Airport
Lynchburg Airport	Norfolk Southern
Manassas Airport	Amtrak Crescent Route
Warrenton Airport	

This network stretches from the North Carolina border near Danville to Warrenton and is part of the larger high priority corridor identified by Congress that stretches from Greensboro, North Carolina to the District of Columbia. It crosses 21 jurisdictions with 31 percent of the state's population. This corridor serves multiple transportation functions, including interregional and interstate mobility as well as local community access. Route 29 is the only north-south four-lane divided non-interstate highway in central Virginia and it connects centers of commerce in southern and central regions of the state to those in Northern Virginia. This corridor carries 10

percent of all truck traffic on primary routes in the state. Access to commercial air carrier service in this corridor is available in Charlottesville and Lynchburg, as well as Greensboro, North Carolina. Norfolk Southern's rail lines parallel Route 29 and provide freight rail service. Amtrak passenger rail service also operates along Norfolk Southern rail lines in this corridor.

CORRIDOR D: North Carolina to West Virginia

Interstate 77
Route 52
Route 100 from Route 460 to Interstate 81

This network provides an important link for residents and businesses in Southwest Virginia. It provides interstate service via Interstate 77 with connections to Interstate 81, Route 58, Route 460, and the future Coalfields Expressway. Two major inter-regional routes 100 and 52 parallel the interstate in Virginia. Called the "Great Lakes to Florida Route," the corridor, in conjunction with Interstates 79, 26, and 95, provides a north-south interstate highway corridor from Florida to Ohio and Pennsylvania. For Virginia, Interstate 77 in conjunction with Interstate 81 provides interstate highway service from Bristol to Charleston, West Virginia and north, and from Roanoke to Charlotte, North Carolina and south. The interstate carries as much as 26 percent heavy trucks along some Virginia segments and is an important corridor for freight movement.

CORRIDOR E: Bristol to Winchester

Interstate 81	Blue Ridge Parkway
Route 11	Norfolk Southern
Roanoke Airport	Winchester and Western
Shenandoah Valley Airport	Interstate Bicycle Route 76
Virginia Inland Port	

This corridor follows the Appalachian Mountains, passing through twenty-five Virginia counties with a total of about 13 percent of the state's population. The network provides an interstate link from Virginia and other mid-southern states to northeastern economic centers. Interstate 81 contributes nearly 20 percent of all vehicle miles traveled on Virginia's interstates. It is a major national and international truck freight route, representing nearly 40 percent of the heavy truck traffic on interstates in Virginia. The network includes connections to interstates 64, 66, and 77 as well as commercial air carrier service at the Roanoke and Shenandoah Valley Airports. Also included in the network, the Virginia Inland Port in Front Royal at the intersection of Interstates 81 and 66 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. Class I railroad Norfolk Southern operates a rail line that parallels Interstate 81 throughout Virginia, providing connections to 20 ports along the Atlantic and Gulf Coasts and connecting with all the major North American rail carriers.

CORRIDOR F: Kentucky to Hampton Roads

Route 460
Coalfields Expressway
Richmond Airport
Roanoke Airport
Lynchburg Airport
Chesterfield Airport
Hanover Airport
Newport News Airport

Norfolk Airport
Hampton Roads Airport
Chesapeake Airport
James River Navigational Channels
Port of Virginia
Heartland Rail Corridor
Norfolk Southern

This network traverses 28 Virginia jurisdictions home to 20 percent of the state's population. It is a major corridor for passenger and goods movement from Southwest Virginia to the "Urban Crescent." The network provides a connection via Route 460 to Interstates 77, 81, 295, 664, and 264 as well as commercial air carrier service in Roanoke, Lynchburg, Richmond, and Norfolk. These four airports account for 17 percent of the state's commercial enplanements. Route 460 is a major thoroughfare for freight movement, representing 12 percent of the state's heavy truck vehicle miles traveled on primary roads. The Heartland Rail Freight Corridor, which stretches from Norfolk to Chicago, is also within this multimodal corridor. This important initiative to clear height restrictions for double-stacked containers would shave over 200 miles and one and a half days off the current route for freight from the East Coast to Chicago. Norfolk Southern provides rail service along this corridor and provides a connection to the Virginia Port Authority's marine terminals in Hampton Roads. The new Coalfields Expressway will not only provide a modern, safe, and efficient highway through the Coalfields region of southwestern Virginia, but the new road is expected to bring an increase in commerce and tourism to the entire multi-state Appalachian region. Designated as part of the national highway system, the new road will link Interstates 64 and 77 in West Virginia with Route 23 in Virginia, which links to interstates in Kentucky and Tennessee.

CORRIDOR G: Winchester to Hampton Roads

Route 17
Warrenton Fauquier Airport
Stafford Airport
Newport News Airport
Rappahannock River Navigational Channels

This is an important network for the north-south movement of freight. Route 17 carries more than 10 percent trucks along many segments and 6 percent of the truck traffic on primary roads in Virginia. Connecting Virginia's Middle Peninsula to Hampton Roads in the south and Winchester in the north, the network crosses 17 Virginia cities and counties home to 17 percent of the state's population. It provides connections to Interstates 64, 95, 66, and 81 and to commercial air service at Newport News Airport.

CORRIDOR H: North Carolina to Maryland via the Eastern Shore

Route 13	Norfolk Southern
Route 168	CSX Transportation
Chesapeake Airport	Eastern Shore Railroad
Hampton Roads Airport	and Barge
Chesapeake Bay	Chesapeake and
Navigational	Albemarle Railroad
Channels/Inland Waterway	

Route 13 is the principal north-south corridor linking the Eastern Shore of Virginia with the mainland of Virginia to the south and to the northeast through the State of Maryland. The corridor provides access for 16 percent of the state's population and has a high level of through traffic. For many on Virginia's Eastern Shore, Route 13 is considered the "main street" and economic lifeline. Route 168 is an important link for tourists traveling from Virginia into North Carolina and the Outer Banks. The Eastern Shore and Chesapeake and Albemarle Railroads provide freight rail service to Virginia's Eastern Shore and into Maryland and provide connections to Norfolk Southern and CSX in Hampton Roads. The Eastern Shore Railroad can handle tri-level enclosed auto racks, high-roof 60-foot boxcars, and over-dimension shipments, providing an alternative to other clearance restricted lines.

CORRIDOR I: West Virginia to Hampton Roads

Interstate 64 and HOV	Elizabeth River Navigational
Interstate 664 and HOV	Channels
Interstate 564 and HOV	James River Navigational
Interstate 264 and HOV	Channels
Route 250	York River Navigational
Route 460 (Richmond/Petersburg to	Channels
Hampton Roads)	CSX Transportation
Richmond Airport	Amtrak Cardinal and
Charlottesville Airport	Regional Routes
Newport News Airport	Buckingham Branch Line
Norfolk Airport	Capital to Capital Multi-Use
Port of Virginia	Trail
Port of Richmond	Interstate Bicycle Route 76

This network is part of a larger east-west corridor for passenger and goods movement that connects St. Louis to Hampton Roads. It passes through 32 Virginia jurisdictions home to 34 percent of the state's population. The corridor connects several tourist destinations, including the state capital in Richmond, the colonial capital in Williamsburg, historic Jamestown, and the oceanfront in Virginia Beach. The network also serves the US Naval Base in Norfolk, the US Navy Amphibious Base and Oceana Naval Air Station in Virginia Beach, Langley Air Force Base in Hampton, Fort Eustis in Newport News, and Camp Peary and the US Naval Weapons Station in James City County. Several navigational channels in this network provide access to the Port of Virginia and other destinations. The network's commercial airports include the Richmond, Charlottesville, Newport News, and Norfolk Airports and are responsible for 16 percent of all commercial boardings in the state. The Virginia Port Authority's marine terminals are included in this network as well as the freight rail service provided by CSX, which parallels Interstate 64 in the corridor from Richmond to Hampton. Amtrak passenger rail service also operates along these same rail lines. Buckingham Branch Line provides rail service along the Interstate 64

corridor from Richmond west. Amtrak passenger rail service also operates along these lines west to Charleston and continues north through Culpeper to Washington DC along Norfolk Southern tracks. Amtrak also provides passenger rail service from Richmond east to Newport News. Interstate 64 contributes 27 percent of all interstate traffic in Virginia and 17 percent of all heavy truck traffic on interstates.

CORRIDOR J: Emporia/South Hill to Northern Virginia

Interstate 95 and HOV	Virginia Railway Express
Interstate 85	Metro Rail and Bus
Interstate 295	CSX Transportation
Interstate 495	Amtrak Carolinian & Auto Train
Route 1	Virginia Railway Express Manassas and
Route 301	Fredericksburg Lines
Chesterfield Airport	Norfolk Southern
Richmond Airport	Interstate Bicycle Route 1
Hanover Airport	Potomac River Navigational Channels
Stafford Airport	Port of Alexandria
Manassas Airport	Port of Richmond
Reagan National Airport	

This corridor stretches from North Carolina to Washington DC and is part of a major north-south artery for the movement of people and goods throughout the eastern US. It crosses 27 Virginia jurisdictions and 41 percent of the state's population. Interstate 95, called the "Main Street of the East Coast" runs from Florida to the Canadian border. It contributes 39 percent of all interstate traffic in Virginia. This network links major tourist attractions, including historic Fredericksburg, the nation's capital, and the East Coast's largest shopping mall. It is of strategic military importance due to its proximity to the Pentagon and several military bases, including Fort A.P. Hill, Quantico, and Fort Belvoir. Access to commercial air service is available at Richmond and Reagan National Airports, which are responsible for 45 percent of the state's commercial boardings, and the Stafford and Manassas Airports operate as reliever airports for the busy nearby Dulles Airport. The character of this corridor changes significantly from north to south, providing through-movement as well as mobility within the Richmond to Northern Virginia portion of the "Urban Crescent" in the north and serving primarily through-movement of passenger and goods throughout the Eastern Seaboard from Richmond south. Class I Railroad CSX Transportation operates rail lines that parallel the Interstate 95 corridor. Amtrak passenger rail service operates along these tracks as well as Norfolk Southern tracks out to Manassas. Virginia Railway Express provides commuter rail service into Washington DC from Fredericksburg on CSX lines and from Manassas on Norfolk Southern lines. Interstate 95 is important for freight movement up and down the East Coast, carrying a third of the heavy truck interstate traffic in Virginia.

CORRIDOR K: West Virginia to Washington DC

Interstate 66 and HOV
Warrenton Airport
Manassas Airport
Leesburg Airport
Reagan National Airport
Dulles Airport
Virginia Inland Port
Dulles Toll Road

Metro Rail and Bus
Norfolk Southern
Amtrak Crescent Route (Washington
DC to Manassas)
Virginia Railway Express Manassas
Line
Washington and Old Dominion
(W&OD) Multi-Use Trail

This network links Washington DC with the Virginia Inland Port and Interstate 81 in Front Royal, providing mobility for 24 percent of the state's population. The corridor serves commuter interests from the Capitol to Northern Virginia and trucks are prohibited east of the Capital Beltway (Interstate 495). Other locations carry as much as 22 percent trucks. Metro rail runs through the median of much of the interstate and High Occupancy Vehicle lanes encourage carpools and transit use throughout the corridor. Norfolk Southern provides freight rail service paralleling Interstate 66 and a connection to the Virginia Inland Port in Front Royal. Passenger rail service operated by Amtrak and commuter rail service operated by the Virginia Railway Express also share these tracks. Commercial air service is available at Dulles and Reagan National Airports, which are responsible for 82 percent of commercial enplanements in Virginia.



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