

# Local Transportation Needs

House Appropriations Committee

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Secretary of Transportation

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# Statewide Transportation Needs

- Maintaining existing systems
  - Aging highway, transit and rail systems
  - Growing highway network
- Supporting economic growth
  - BRAC / Ft. Belvoir/Fort Lee
  - Port of Virginia/APM Terminal
  - I-81 Corridor
  - Dulles Corridor
  - Route 58

# Growing Maintenance Needs

- State system of highways seventy-four years old
- Eisenhower Interstate Highway System fifty years old
- Metrorail, Virginia Railway Express, Hampton Roads Transit, Greater Richmond Transit all have aging fleets and facilities
- Approximately 500 new lane miles added annually to VDOT inventory

# New Subdivision Streets

- New subdivision streets constructed by developers and accepted into the state system for account for approximately 86% of annual addition to secondary system and 70% of all additional mileage
  - \$1.54 million annual increase in maintenance costs, subject to future inflation
  - VDOT collects approximately \$525,000 annually in one-time maintenance fees for new subdivision streets
  - Some portion of new subdivision mileage provides only minimal benefit to overall highway network

# Addressing Local Transportation Needs

- Asset management
- Local performance measures (highway maintenance)
- Transit capital resources
- Local highway devolution
- Value capture, including tax districts
- Traffic impact analysis
- Regional performance measures (land use and transportation)
- VDOT business plan
- Subdivision street standards

# Addressing Local Transportation Needs

- VDOT asset management system initiated in 2002 (including secondary roads)
- Local highway performance measures initiated in 2003 (primarily urban streets)
- Several transit capital initiatives
  - 2000 VTA
  - 2002 referenda
  - 2005 regular session
  - 2006 Governor Kaine transportation program

# Addressing Local Transportation Needs

- Urban construction devolution
  - 2003 legislation for cities and towns to assume urban construction responsibilities
  - Six cities and towns, representing 27% of total urban construction program, participate
  - 2005 “local partnership fund”
  - 2006 revenue sharing legislation
- City of Suffolk maintenance devolution
- County devolution involves individual construction projects and longer-term studies
- Federal funding an issue

# Addressing Local Transportation Needs

- Voluntary value-capture mechanisms
  - Proffers
  - Transportation improvement districts (Rt. 28, Prince William Parkway, Dulles Rail)
  - Transportation service districts
  - Community development authorities
- Legislative value-capture mechanisms
  - Impact fees
  - Transportation service districts
  - Limited access compensation

# Addressing Local Transportation Needs

- VDOT implementing Governor Kaine's 2006 traffic impact initiative
  - technical and policy advisory committees
  - peer review and public comment
  - ongoing pilot projects
- Regulations will establish transparency and uniformity of assumptions for decision makers and general public

# Addressing Local Transportation Needs

- Loudoun County pilot traffic impact analysis
  - Review of regional impacts significant land-use decision
  - Development of internal procedures and best practices for full implementation
  - At Loudoun County's request, VDOT is modeling revised projections based on updated assumptions – previous model run did not capture all proposed residential units

# Addressing Local Transportation Needs

- Office of Intermodalism implementing Governor Kaine's initiative for regional transportation and land use performance measures :

*The Office shall work directly with affected Metropolitan Planning Organizations to develop and implement quantifiable and achievable goals relating to congestion reduction and safety, transit and HOV usage, job/housing ratios, job and housing access to transit and pedestrian facilities, air quality, and/or per-capita vehicle miles traveled.*

# Addressing Local Transportation Needs

- VDOT business plan
  - Continued VDOT staff reductions
  - Increased outsourcing and privatization
  - Increased devolution to localities and regional authorities
- VDOT subdivision street standards
  - Connectivity
  - Maintenance costs

# Addressing Local Transportation Needs

- Maintenance growth reduces highway and transit resources to respond to economic growth
- Additional local responsibility requires additional local resources
  - Urban
  - Secondary
  - Transit
- Greater flexibility needed in local value capture mechanisms
- Metropolitan areas require regional solutions as well