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**HOUSE JOINT RESOLUTION NO. 603**

Offered January 12, 2011

Prefiled January 11, 2011

*Establishing a joint subcommittee to study the creation of a U.S. Route 1 Corridor. Report.*

Patrons—Surovell and Ebbin

Referred to Committee on Rules

WHEREAS, United States Route 1 is also known as the Richmond Highway, Jefferson Davis Highway, Cambridge Street, Washington Highway, Brook Road, Chamberlayne Avenue, Richmond-Petersburg Highway, and Boynton Plank Road; and

WHEREAS, U.S. Route 1 is one of the oldest roads in the Commonwealth, one of the longest highways in the United States of America, and stretches from Fort Kent, Maine, to Key West, Florida, and was one of the first paved highways in the Commonwealth; and

WHEREAS, U.S. Route 1's predecessor was the Atlantic Highway which was designed in 1911 as the Quebec-Miami Highway, renamed the Atlantic Highway in 1915, and officially designated as U.S. Route 1 in 1926; and

WHEREAS, U.S. Route 1 traverses 17 cities and counties in the Commonwealth: the cities of Alexandria, Colonial Heights, Fredericksburg, Petersburg, and Richmond, and the counties of Arlington, Brunswick, Caroline, Chesterfield, Dinwiddie, Fairfax, Hanover, Henrico, Mecklenburg, Prince William, Spotsylvania, and Stafford; and

WHEREAS, early investment in U.S. Route 1 created some of the earliest business development and commercial corridors in the Commonwealth; and

WHEREAS, due to the construction of I-95 and I-85, large sections of U.S. Route 1 have not received substantial investment in the last 50 years, are in need of economic development, and are blighted; and

WHEREAS, the U.S. Route 1 corridor also contains some of the largest concentrations of economically disadvantaged communities in the jurisdictions along its route; and

WHEREAS, portions of U.S. Route 1 surrounding major jurisdictions are severely congested, inhibiting economic development, growth and jobs; and

WHEREAS, portions of U.S. Route 1 would substantially benefit by further investment in mass transit facilities such as heavy and light rail and dedicated bus lanes in addition to the highway itself; and WHEREAS, portions of U.S. Route 1 have some of the highest percentages of pedestrians killed per mile and are the deadliest roads for pedestrians in the Commonwealth; and WHEREAS, U.S. Route 1 is a travel alternative to Interstate 95, which is severely congested, and removing local traffic from Interstate 95 would improve transportation flow in the Commonwealth; and WHEREAS, U.S. Route 1 is a primary route of access to major tourist attractions in the Commonwealth including Arlington Cemetery, Old Town Alexandria, Mount Vernon, Woodlawn, Pohick Church, Gunston Hall, Ferry Farm, Scotchtown, Guinea Station, Historic Fredericksburg, Fredericksburg & Spotsylvania National Battlefield, the National Museum of the Marine Corps, the United States Army Museum, Kings Dominion, Meadow Farm, Petersburg National Battlefield, Merchant's Hope Church, Yellow Tavern, the Falling Creek Iron Works, Drewry's Bluff, Hollywood Cemetery, and the Capitol of Virginia; and

WHEREAS, U.S. Route 1's historic character was recognized by the Commonwealth in 2010 when the General Assembly and Governor McDonnell designated all of U.S. Route 1 to be known as "Historic Route 1" (HB 530, 2010); and

WHEREAS, investments in roads and transit in the Commonwealth have proved to generate substantial jobs, increase tourism, promote economic development, increase property values, and improve the tax base; and

WHEREAS, the Commonwealth has previously established special transportation districts and authorities to collect dedicated funds and focus investments along priority corridors in the Commonwealth, such as U.S. Route 58 from Norfolk to Abingdon; and WHEREAS, highly congested portions of U.S. Route 1 are expected to receive significant traffic impacts due to actions taken by the federal government's Defense Base Closure and Realignment Commission in 2010; and

WHEREAS, U.S. Route 1 is a national security priority in that it is a primary access route to numerous national defense facilities such as Fort Myer, the Pentagon, Fort Belvoir, Quantico Marine Base, and Fort Lee; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That a joint subcommittee be established to study the creation of a U.S. Route 1 Corridor. The joint subcommittee shall have a total

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59 membership of 10 members as follows: six members of the House of Delegates to be appointed by the  
60 Speaker of the House of Delegates in accordance with the principles of proportional representation  
61 contained in the Rules of the House of Delegates and four members of the Senate to be appointed by  
62 the Senate Committee on Rules. The joint subcommittee shall elect a chairman and vice-chairman from  
63 among its membership.

64 In conducting its study, the joint subcommittee shall study the desirability and feasibility of creating  
65 a special transportation district for the U.S. Route 1 Corridor to fund multimodal transportation  
66 improvements in the corridor including road, rail, transit, pedestrian, and bicycle improvements, to be  
67 funded by state highway and/or nonhighway revenues, in order to improve transportation infrastructure.

68 Administrative staff support shall be provided by the Office of the Clerk of the House of Delegates.  
69 Legal, research, policy analysis, and other services as requested by the joint subcommittee shall be  
70 provided by the Division of Legislative Services. All agencies of the Commonwealth shall provide  
71 assistance to the joint subcommittee for this study, upon request.

72 The joint subcommittee shall be limited to four meetings for the 2011 interim, and the direct costs of  
73 this study shall not exceed \$18,800 without approval as set out in this resolution. Approval for  
74 unbudgeted nonmember-related expenses shall require the written authorization of the chairman of the  
75 joint subcommittee and the respective Clerk. If a companion joint resolution of the other chamber is  
76 agreed to, written authorization of both Clerks shall be required.

77 No recommendation of the joint subcommittee shall be adopted if a majority of the House members  
78 or a majority of the Senate members appointed to the joint subcommittee (i) vote against the  
79 recommendation and (ii) vote for the recommendation to fail notwithstanding the majority vote of the  
80 joint subcommittee.

81 The joint subcommittee shall complete its meetings by November 30, 2011, and the chairman shall  
82 submit to the Division of Legislative Automated Systems an executive summary of its findings and  
83 recommendations no later than the first day of the 2012 Regular Session of the General Assembly. The  
84 executive summary shall state whether the joint subcommittee intends to submit to the General  
85 Assembly and the Governor a report of its findings and recommendations for publication as a House or  
86 Senate document. The executive summary and the report shall be submitted as provided in the  
87 procedures of the Division of Legislative Automated Systems for the processing of legislative documents  
88 and reports and shall be posted on the General Assembly's website.

89 Implementation of this resolution is subject to subsequent approval and certification by the Joint  
90 Rules Committee. The Committee may approve or disapprove expenditures for this study, extend or  
91 delay the period for the conduct of the study, or authorize additional meetings during the 2011 interim.