Transit and TransAction 2030

What is Needed to Achieve Success

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Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
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Summary of Presentation

- Transit Projects included in TransAction 2030
- Staff Proposals for TransAction 2040
- What is Needed to Implement the Transit Plans included in the TransAction Documents
NVTA’s TransAction 2030 Plan
Northern Virginia Transportation Authority’s TransAction 2030

- Updated Northern Virginia 2020 Transportation Plan adopted by the Transportation Coordinating Council in December 1999.
- Did not significantly change project list from No. Va. 2020 Transportation Plan.
- Prioritized Projects; Evaluated Transit Level of Service.
- Projects included in region’s Constrained Long Range Plan (CLRP) were top priority.
- Endorsed by all nine members local governments
- Next update scheduled for adoption in FY 2012. This update will reevaluate the project list.
Northern Virginia Transportation Authority’s TransAction 2030

- TransAction 2030 included a number of significant transit projects, some of which were in the CLRP (*noted*)
- They include:
  - Priority Bus Corridors
    - Fairfax County Parkway (Corridor-wide)
    - Route 1 (Corridor-wide)
    - Route 50 (Loudoun to Arlington) (*CLRP & TA 2030*)
    - Route 236 (Alexandria to Fairfax City)
    - Prince William Parkway (Manassas to Woodbridge)
Northern Virginia Transportation Authority’s TransAction 2030

Express Bus Corridors
- I-66
- I-95 (CLRPR)
- I-495 (Beltway) (CLRPR & TA 2030)

Metrorail Expansions
- Station Improvements (West Falls Church, Rosslyn, Courthouse, Huntington, King St., Eisenhower Ave.) (CLRPR)
- New Station (Potomac Yards) (CLRPR)
- I-66 (Vienna to Centreville)
- I-95 (Franconia-Springfield to Potomac Mills)
- I-495 (Dunn Loring to Bethesda)
Northern Virginia Transportation Authority’s TransAction 2030

**Light Rail**
- Route 7 (Tysons Corner to Bailey’s Crossroads)
- Route 28 (Manassas to Dulles Airport)
- Columbia Pike (Pentagon to Bailey’s Crossroads)

**Unspecified Transitway**
- Crystal City to Potomac Yards
Northern Virginia Transportation Authority’s TransAction 2030

VRE Extensions
- Manassas to Fauquier County
- Manassas to Haymarket

Parking
- Franconia-Springfield Pkwy Corridor (CLRP)
- Reston (CLRP)
- VRE Manassas Line
- VRE Fredericksburg Line
NVTA Staff Proposals for TransAction 2040
NVTA Staff Proposals for TransAction 2040

• NVTA’s statutory authority requires the Authority to update its long range transportation plan every five years.
• In the past, the process has taken approximately two years.
• The next update will need to be completed during FY 2012.
• The Jurisdiction and Agency Coordination Committee has started to discuss the scope of work for the study.
• The JACC will have an initial discussion with NVTA on November 12, 2009.
NVTA Staff Proposals for TransAction 2040

• Updating TransAction 2030
  – The projects included in TransAction 2030 will be reviewed and revised to reflect planning study work and construction that has been done since 2006.
  – Completed projects will be deleted.
  – Cost estimates for all projects will be recalculated from scratch (rather than inflating old estimates).
  – Highway and transit levels of service will be revised.
  – Inconsistencies between the projects in TransAction 2030 and current construction projects and other planning documents will be addressed.
NVTA Staff Proposals for TransAction 2040

• New Analysis proposed for TransAction 2040:

  – Planning horizon extended from 2030 to 2040 to match TPB modeling.
  – Project list to be opened to new projects.
  – Cost-benefit calculations will be considered as part of the prioritization process, possibly using a methodology developed for USDOT’s TIGER discretionary grant program.
  – Individual highway & transit projects will be tested to determine their impact on vehicle miles traveled & delay across the entire Northern Virginia network. Information will also be used in prioritization.
NVTA Staff Proposals for TransAction 2040

• Other Proposed Changes for TransAction 2040
  – Use of new TPB travel demand model, based to major 2007 data collection effort.
  – Participation from NVTA’s Planning Coordination Advisory Committee (elected officials not members of NVTA) and Technical Advisory Committee (individuals with transportation expertise).
  – Analyze recommended network(s) using TPB land use scenarios.
  – Incorporate HOT lanes projects on the Beltway and I-95/395.
  – Consider possibility of additional HOT lanes projects.
NVTA Staff Proposals for TransAction 2040

• Proposed Schedule for TransAction 2040 (Subject to Change)

  – November 2009: Briefing to NVTA
  – January 2010: NVTA Adopts Scope of Work
  – February 2010: RFP Issued
  – Late Spring 2010: Consultant Contract Awarded
  – Fall 2011: Recommendations presented to NVTA and Local Governments
  – December 2011: Transmission of interim study information to General Assembly
  – Winter 2012: Local Government Consideration & Endorsement
  – Spring 2012: NVTA Adoption
What is Needed to Implement the Transit Plans included in the TransAction Documents
What is Needed to Implement the Transit Plans (Short Term)

• “BRT Light” projects, such as the Richmond Highway Express (REX) & Pike Ride can be implemented for modest amounts of (yet to be identified) funding.

• WMATA is working on BRT Light types of improvements in its Priority Corridor Network study.

• Funding is being identified to make BRT Light improvements on Leesburg Pike corridor from Alexandria to Tysons Corner. The regional USDOT TIGER application included this project.

• Other incremental transit projects, such as the I-66 Access Ramp to the Vienna Metrorail Station and park-and-ride expansions, can be generally be implemented as funding becomes available. Several incremental transit projects are proceeding throughout No. Va.
What is Needed to Implement the Transit Plans (Longer Term)

• Final List of Transit Projects and Priorities Developed by TransAction 2040 and approved by Local Governments and NVTA.

• Conceptual study of each transit project, either in priority order or as part of a regional effort to look at all of the transit corridors.

• Assuming Federal funds will be used to implement the projects, formal alternatives analysis & environmental work will likely be required for each project to verify the recommended transit mode.

• Federal Transit Administration Record of Decision regarding preferred alternative for each project.
What is Needed to Implement the Transit Plans (Longer Term)

- **FUNDING!** Currently, there is not enough funding to implement the transit and highway projects that have been designed to this point.
- Assuming capital and operating funding can be identified for one or more transit projects, design work for stations, priority treatments or guideways, etc., would need to be undertaken.
- If implementation is more elaborate than simply increasing speeds on existing bus service, buses or rail cars would likely need to be procured.
- Construction of capital features of the project would have to be completed.
- Marketing aspects of the service would need to be developed (branding, amenities, etc.)
Summary

• NVTA’s TransAction 2030 Long Range Transportation Plan includes a significant number transit projects.
• NVTA is beginning the process for developing TransAction 2040 which will update these transit projects and possibility include additional transit projects.
• Planning work for specific transit projects could be undertaken, if funds can be identified.
• Upon the completion of the planning and environmental processes, funding will be needed to implement significant transit projects.
Questions?