Northern Virginia Transportation Authority
*The Authority for Transportation in Northern Virginia*

# FY 2015-16 PROJECT DESCRIPTION FORM (9F)

## Basic Project Information

Submitting Agency: Arlington County

Project Title: Glebe Road Corridor Intelligent Transportation Systems (9F)

Project Type *(check one)*:
Roadway (X)  Transit (  )

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): Route 120, NVTA Corridor 9

1. Project Description: The Intelligent Transportation System (ITS) and Adaptive Traffic Control System program are adaptive responsive traffic control system(s) that help monitor real time traffic conditions, including volume, speeds, delays and queues. The system automatically optimizes the traffic signal timings depending upon the real time traffic situations. The system also helps monitor and adjust the operation of traffic signals during emergency situations and facilitates the smooth operation of evacuation routes. The system reduces the delay timings and facilitates safe crossing of pedestrians at the intersections. Overall it helps reduce greenhouse gas emissions and improve safety on the County roadways including pedestrian and bicycle traffic.

   The system includes hardware and software for real time traffic data collection, Forward Looking Infra Red (FLIR) traffic detection, 3D pedestrian and bike detection for safe crossings, interactive audible ADA accessible pedestrian crossings, CCTVs for traffic monitoring and operation, backup power supply information systems, queue detections, dynamic message signs for real time travel information and amber alerts, emergency and transit vehicle operations. The application of ITS and adaptive responsive traffic signal systems become is due to newly installed County Fiber (backbone) based communication system.

2. Requested NVTA Funds: $2 million

3. Phase(s) of Project Covered by Requested NVTA Funds: Design and construction

4. Total Cost to Complete Project: $2 million

5. Project Milestone -Study Phase: Start of Study - Complete

6. Project Milestone -Preliminary Engineering (30% Design): Start of PE July 2016

7. Project Milestones -Final Design: Start of Final Design - January 2017

8. **Project Milestones -Right-of-Way:** ROW acquisitions completed - N/A

9. **Project Milestone – Construction:** Start of Construction - June 2017

10. **Project Milestone – Mass Transit Vehicle Acquisition:** Start of Construction N/A

11. **Is Project in Transaction 2040:**
    Yes (X) No ( )

12. **Project in 2010 CLRP:** N/A

13. **Project Leverages other Funding:** (please state amount)
    - Local (X)
    - State ( )
    - Federal ( )
    - Other:

# Stated Benefits

- What Regional benefit(s) does this project offer?
  - Reduction in travel time – Minimum 13% reductions in travel time is expected
  - Saving in fuel consumption – Average annual fuel savings per signal 8,395 gallons
  - Average annual savings per signal at $30K
  - Corresponding savings in pollutant emissions
  - Improved transit operation will result in decreased traffic volume on Glebe Road
  - Reduced congestion resulting in safety benefits
  - Improved pedestrian / bike safety and operation
  - Improved reliability of the system
  - Improved emergency operation of the system
  - Facilitate emergency evacuations
  - Greatly facilitate the operation of traffic on connected corridors; Route 123, 29, 50, 244 and Route 1
  - Incident management – improved response time

- How does the project reduce congestion?
  The system will be fully adaptive and responsive to real time traffic situations. The system will reduce the wastage of green band and will assign green times based on actual demand patterns in the field. In order to reduce congestion the adaptive system will be capable of automatically implementing following traffic signal timing strategies:
  - Yield time
  - Dynamic max
  - Coord adaptive split
  - Virtual split

- How does project increase capacity? (Mass Transit Projects only )
  N/A

- How does project improve auto and pedestrian safety?
  - Safety is improved by reduction in congestion and travel times, by improving the level of service
  - By providing transit priority and queue jumps at selected locations
  - By providing advance travel information to the pedestrian through VMS
  - By providing emergency preemption system, thus improving incident managements and response time
  - By providing automatic pedestrian and bike detection systems throughout corridor
  - ADA accessibility and pedestrian safety is also improved by providing audible interactive countdown type of pedestrian crossing systems
  - Improving reliability of the system
  - CCTVs help identify incident for a better response

- List internet links below to any additional information in support of this project:

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# FY 2015-16 PROJECT DESCRIPTION FORM (9G)

## Basic Project Information

Submitting Agency: Arlington County

Project Title: Columbia Pike Multimodal Street Improvements (9G)

Project Type *(check one)*:
Roadway (X)  Transit (  )

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): Route 244, NVTA Corridor (Other)

1. Project Description: The realignment includes shifting the roadway south of its existing location, eliminating the s-curves, and enhancing pedestrian facilities to improve safety and increase capacity. The multimodal improvements will increase the efficiency of person movements and safety along Columbia Pike, which currently carries the most bus transit trips in the Commonwealth. This phase of the project is for design and construction of Columbia Pike between South Orme Street, through South Joyce Street, and to the easternmost interchange with Washington Boulevard. The proposed realignment will increase person throughput and provide better access to and evacuation capacity from the Pentagon and vicinity.

   The other major capacity improvement pertains to a modification to the easternmost interchange of Columbia Pike with Washington Boulevard. This portion of the project is currently undergoing an Interchange Modification Study, which will result in a preferred design.

2. Requested NVTA Funds: $10 million

3. Phase(s) of Project Covered by Requested NVTA Funds: Design and Construction

4. Total Cost to Complete Project: $10 million to complete the phase described above. The total cost of all phases of the Columbia Pike Multimodal project is $82.5 million

5. Project Milestone -Study Phase: Complete

6. Project Milestone -Preliminary Engineering (30% Design):Start of PE September 2014

7. Project Milestones -Final Design: Start of Final Design September 2015

8. Project Milestones -Right-of-Way: ROW acquisitions completed January 2016

9. Project Milestone – Construction: Start of Construction April 2016

10. Project Milestone – Mass Transit Vehicle Acquisition:
    Start of Construction (month/year)

11. Is Project in Transaction 2040:
    Yes (  )  No (X)

12. Project in 2010 CLRP: CLRP ID# 2315, Columbia Pike Multi-Modal Corridor Improvements

13. Project Leverages other Funding: (please state amount)
    - Local (X)
    - State (  )
    - Federal (  )
    - Other:

# Stated Benefits

- What Regional benefit(s) does this project offer?
  This the Columbia Pike corridor serves as a vital link between Skyline in Fairfax County to the Pentagon and Pentagon City/Crystal City development centers in Arlington County. The multimodal improvements will provide more high-quality mobility for all users, transforming the main thoroughfare into a complete street that balances and improves all modes of travel and will support future high-quality, high-frequency transit service. As of 2011, over 1 million square feet of mixed-use development has been completed along Columbia Pike in four projects, with another 400,000 square feet approved. Columbia Pike's form-based code provides the potential for an additional nine to ten million square feet of development. The street improvements constructed through the Columbia Pike Multimodal Project are necessary to accommodate existing and proposed growth in the corridor.

  The full reconstruction of the Columbia Pike corridor will benefit travel by all modes between the Fairfax County line and Pentagon City. Columbia Pike carries between 20,000 and 30,000 vehicles and 16,000 transit passengers per day. To provide regional and state perspective, all PRTC OmniRide bus routes combined serve 13,400 riders per day and all Richmond metropolitan area bus routes have a combined ridership of 35,200 per day. By 2040, it is projected that the demand for transit on Columbia Pike will be over 50,000 boardings per day, most of whom will access transit service as pedestrians. Existing pedestrian access between properties lining Columbia Pike and transit stops is poor, which is holding back growth in transit ridership and leading to additional automobile traffic congestion, as residents who would ride transit are forced to shift to car. This reconstruction will improve traffic and transit operations and support increasing the transit carrying capacity to almost 30,000 per weekday, improving pedestrian connections, supporting future enhanced bus transit service, and taking cars off the road.

  This phase of the project, from South Orme Street to South Joyce Street, will also improve access to and speed evacuation from the Pentagon and Arlington National Cemetery in the case of an emergency.

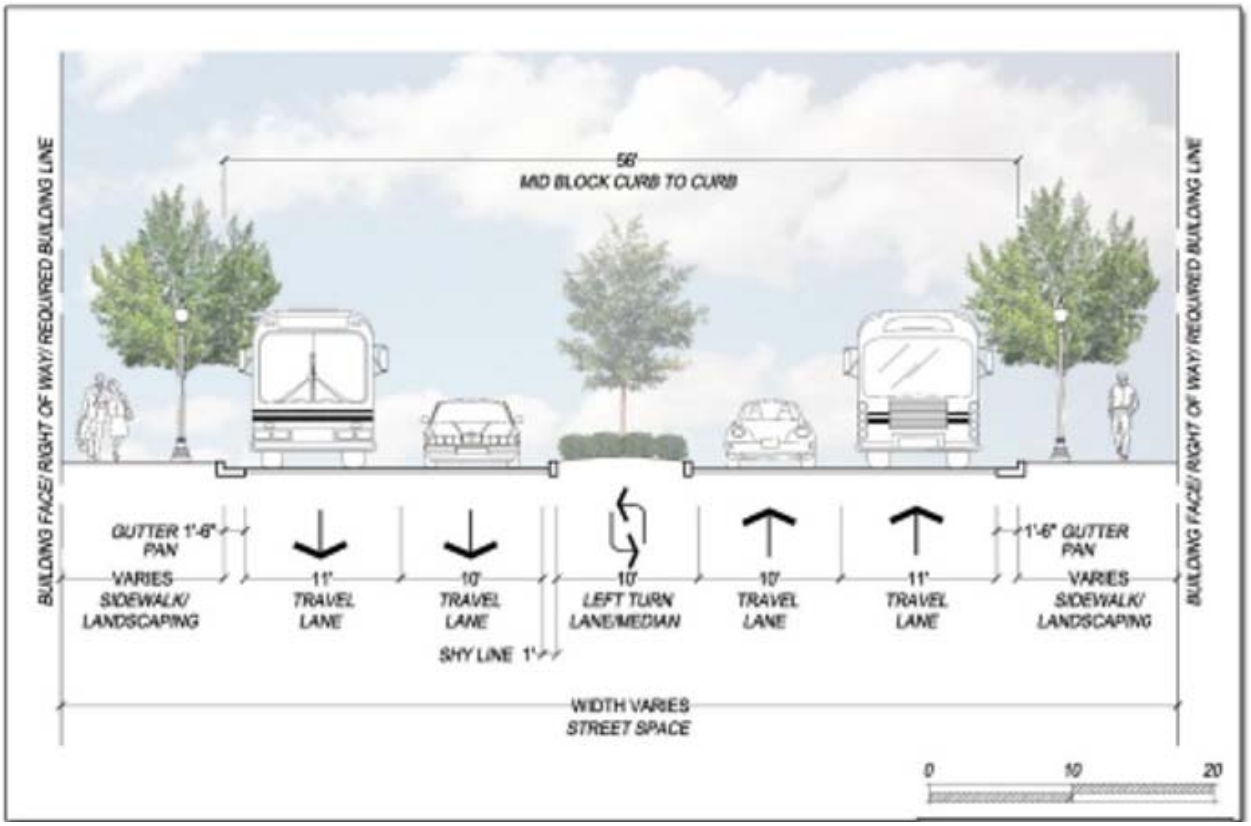
- How does the project reduce congestion?
  Columbia Pike is a critical connection in the I-395 corridor. Due to high congestion on I-395, the person throughput capacity on Columbia Pike provides a viable alternative for vehicles and transit riders accessing the Pentagon vicinity. The realignment of the segment included in this phase and the addition of left-turn lanes and better pedestrian and bicycle accommodations corridor-wide will provide a more streamlined corridor, improving travel for all users and allowing Columbia Pike to serve as a more effective release valve for traffic on I-395.

- How does project increase capacity? (Mass Transit Projects only )

- How does project improve auto and pedestrian safety?

  The project will construct improved and wider pedestrian facilities to increase access and safety. The elimination of two ramps at the easternmost interchange with Washington Boulevard will reduce the number of conflict points and weaving movements, improving safety for all modes.

- List internet links below to any additional information in support of this project:

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# FY 2015-16 PROJECT DESCRIPTION FORM (9H)

## Basic Project Information

Submitting Agency: Fairfax County

Project Title: Braddock Road HOV Widening 9H

Project Type *(check one)*:
Roadway ( X )  Transit (  )

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): Route 620 / Other Major Improvements (Outside Corridor)

1. Project Description: Widen Braddock Road from 6 general purpose (GP) lanes to 6 GP lanes with 1-HOV/HOT/Transit lane in each direction from Burke Lake Road to I-495. Funding is for preliminary design (PE) and environmental study (ES).

2. Requested NVTA Funds: $10,000,000 for PE/Design and ES.

3. Phase(s) of Project Covered by Requested NVTA Funds: Design and Environmental Study

4. Total Cost to Complete Project: $63,000,000.00

5. Project Milestone -Study Phase: Start of Study - November 2014

6. Project Milestone -Preliminary Engineering (30% Design): Start of PE - TBD

7. Project Milestones -Final Design: Start of Final Design - TBD

8. Project Milestones -Right-of-Way: ROW acquisitions completed -TBD

9. Project Milestone – Construction: Start of Construction - TBD

10. Project Milestone – Mass Transit Vehicle Acquisition: Start of Construction - N/A

11. Is Project in Transaction 2040:
    Yes ( X )  No (  )

12. Project in 2010 CLRP: No

13. Project Leverages other Funding: (please state amount)
    - Local ( X)
    - State (  )
    - Federal (  )
    - Other:

# Stated Benefits

- What Regional benefit(s) does this project offer?
  This project will provide additional HOV/HOT/Transit priority lanes on a congested corridor that provides a direct connection to the I-495 Capital Beltway (Corridor 7 - I-495 Beltway). The Beltway offers vehicular and transit connections to the entire Washington DC metropolitan region.

- How does the project reduce congestion?
  By providing HOV/Transit lanes, the project will reduce the number of single-occupant vehicles on regional roadways in addition to providing additional lane capacity.

- How does project increase capacity? (Mass Transit Projects only ) N/A

- How does project improve auto and pedestrian safety?
  The project will reduce congestion and promote carpooling and transit use. The project will include multimodal facilities for non-motorized travel. All of these options will increase vehicular and pedestrian safety by reducing the incidence of vehicular conflicts.

- List internet links below to any additional information in support of this project:
  This project is included in the Fairfax County Comprehensive Transportation Plan:
  http://www.fairfaxcounty.gov/dpz/comprehensiveplan/

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# FY 2015-16 PROJECT DESCRIPTION FORM (9I)

## Basic Project Information

Submitting Agency: City of Alexandria

Project Title: Real-Time Adaptive Control and Data Management (9I)

Project Type *(check one)*:
Roadway (X ) Transit ( )

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): Route 236

1. Project Description: The Real-Time Adaptive Control and Data Management project will integrate adaptive traffic signal control with cellular tracking data to provide real-time traffic management and data warehousing, or Transportation Data Integration. Data management resources will provide comprehensive input for transportation planning efforts. The completed project will provide daily management of the transportation system and during special events and emergencies. Project will be in NVTA Corridors 7 and 8.

2. Requested NVTA Funds: $500,000 for FY15-FY16 NVTA 70% funds are being requested for the Real-Time Adaptive Control and Data Management study.

3. Phase(s) of Project Covered by Requested NVTA Funds: This covers the project study phase only.

4. Total Cost to Complete Project: $16,500,000

5. Project Milestone -Study Phase: Start study in December 2015

6. Project Milestone -Preliminary Engineering (30% Design): N/A

7. Project Milestones -Final Design: N/A

8. Project Milestones -Right-of-Way: No Right-of-way is required for this project

9. Project Milestone – Construction: N/A

10. Project Milestone – Mass Transit Vehicle Acquisition: N/A

11. Is Project in Transaction 2040:
    Yes ( X ) No ( )

12. Project in 2010 CLRP: N/A

13. Project Leverages other Funding: (please state amount)
    - Local ( )
    - State ( )
    - Federal ( )
    - Other:

# Stated Benefits

- What Regional benefit(s) does this project offer?
  This project benefits the region by reducing traffic congestion and delays as well as providing transportation planning data to better prioritize and design future projects.

- How does the project reduce congestion?
  This project reduces congestion by continuously optimizing traffic signal operation in real-time to ensure that the transportation network functions at peak performance. This project also provides a valuable planning tool for future congestion mitigation projects.

- How does project increase capacity? (Mass Transit Projects only )

- How does project improve auto and pedestrian safety?
  Not available at this time, will review results from the study

- List internet links below to any additional information in support of this project:
  None at this time

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# FY 2015-16 PROJECT DESCRIPTION FORM (9J)

## Basic Project Information

Submitting Agency: City of Alexandria

Project Title: West End Transitway (9J)

Project Type *(check one)*:
Roadway (  )  Transit ( X )

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): 9 - Other

1. Project Description: The West End Transitway (WET) will provide frequent, reliable transit service connecting major activities in the City of Alexandria to the region. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).

   The WET will support ongoing and additional redevelopment activity along the corridor and will improve the built environment to serve all users (pedestrians, bicyclists, transit riders, and drivers). This project will be the second Transitway constructed in Alexandria. Long term plans include a third Transitway along the Duke Street corridor that will connect with the WET and provide high capacity east-west transit service within the City.

   Project is within NVTA Corridor 8 and will run along S Van Dorn Street and N Beauregard Street within the City of Alexandria (which run parallel to I-395) prior to entering Arlington County and connecting to the Shirlington Transit Center and the Pentagon.

2. Requested NVTA Funds: $2.4M Total

3. Phase(s) of Project Covered by Requested NVTA Funds: Design and Construction

4. Total Cost to Complete Project: Approximately $129M

5. Project Milestone -Study Phase: Start of Study: January 2014

6. Project Milestone -Preliminary Engineering (30% Design): Start of PE: June 2016

7. Project Milestones -Final Design: Start of Final Design: June 2017

8. Project Milestones -Right-of-Way: ROW acquisitions completed: June 2018

9. Project Milestone – Construction: September 2018

10. Project Milestone – Mass Transit Vehicle Acquisition: September 2019

11. Is Project in Transaction 2040:
    Yes ( X ) No ( )

12. Project in 2010 CLRP: CLRP 2930

13. Project Leverages other Funding: (please state amount)
    - Local ( )
    - State ( )
    - Federal ( X ) up to 50%
    - Other: Private Capital Contributions - $27.2M

# Stated Benefits

- What Regional benefit(s) does this project offer? Frequent, reliable transit service between two Metro stations (Van Dorn and Pentagon); connections to major, regional employment centers (Pentagon and Mark Center), connects major transit and activity centers (Van Dorn Metro, Landmark Mall, Mark Center Transit Center, Southern Towers, Shirlington Transit Center, and Pentagon Transit Center), potential for service extensions into Fairfax County and Arlington.

- How does the project reduce congestion? Dedicated lanes on key segments of the corridor remove buses from general purpose lanes and improve vehicular operations. Provides an alternative travel mode in the I-395 corridor by providing frequent and high-capacity transit service which can attract discretionary travelers.

- How does project increase capacity? (Mass Transit Projects only ) High frequency service will increase the total amount of transit service available across the corridor, provide a one seat ride along the entire corridor, and supplement existing local service.

- How does project improve auto and pedestrian safety? Pedestrian safety will be improved by redesigning the entire corridor into a more urban style and will include improved crosswalks, pedestrian countdown signals, wider sidewalks / multi-use paths (where possible), and remove suburban-style slip lanes (where possible). Auto safety will be improved by improving overall operations for all users along the corridor, removing buses from general purposes along the most congested portions of the corridor, and by improving traffic signal operations.

- List internet links below to any additional information in support of this project:

    - City of Alexandria FY15 CIP: http://alexandriava.gov/uploadedFiles/budget/info/budget2015/11B%20-%20Transportation%20-%20High%20Capacity%20Transit%20Corridors%20-%20Approved.pdf

    - West End Transitway Project Website: http://alexandriava.gov/WestEndTransitway

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# FY 2015-16 PROJECT DESCRIPTION FORM (9K)

## Basic Project Information

Submitting Agency: Fairfax County

Project Title: Connector Bus Service Expansion – Capital Purchase 22 Buses (9K)

Project Type *(check one)*:
Roadway ( ) Transit (X)

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): Multiple Corridors, including Corridors 5, 6, 7, and 8

1. Project Description: The County is planning to start two (2) new bus routes and improve service on nine (9) additional routes. New and improved service as part of this project would operate within the I-66 Corridor and locations in southern Fairfax County, including service between the Vienna Metrorail Station and Centerville, and in the Huntington and Springfield areas. The $11 million requested would cover the purchase of the 19 buses needed for peak service, plus 3 additional buses for use as spares to cover down time for bus servicing and repairs,

2. Requested NVTA Funds: $6,000,000

3. Phase(s) of Project Covered by Requested NVTA Funds: All phases of procurement for capital bus purchases.

4. Total Cost to Complete Project: $11,000,000

5. Project Milestone -Study Phase: Start of Study - This purchase would support those service enhancements mentioned in the project description above, and recommended in the County Transit Development Plan.

6. Project Milestone -Preliminary Engineering (30% Design): Start of PE - N/A

7. Project Milestones -Final Design: Start of Final Design - N/A

8. Project Milestones -Right-of-Way: ROW acquisitions completed - N/A

9. Project Milestone – Construction: Start of Construction - N/A

10. Project Milestone – Mass Transit Vehicle Acquisition: Start of Construction - Procurement and delivery anticipated in FY 2016.

11. Is Project in Transaction 2040:
    Yes (X)  No (  )

12. Project in 2010 CLRP: N/A

13. Project Leverages other Funding: (please state amount)
    - Local ( )
    - State ( )
    - Federal ( )
    - Other:

# Stated Benefits

- What Regional benefit(s) does this project offer?
  Expands the Connector bus fleet; implements new routes serving two (2) major employment centers (Tysons, Fort Belvoir), provides connections to and from neighboring jurisdictions; increases capacity of Fairfax Connector bus system; contributes to congestion mitigation.

- How does the project reduce congestion?
  By expanding transit system capacity, reduces single-occupant vehicle travel on regional roadways.

- How does project increase capacity? (Mass Transit Projects only )
  Increases number of buses in the Fairfax Connector system, which allows the addition of new bus routes on regional corridors, and increased service levels on existing regional routes.

- How does project improve auto and pedestrian safety?
  By expanding the transit system capacity, reduces single-occupant vehicle travel on regional roadways, which increases both vehicular and pedestrian safety.

- List internet links below to any additional information in support of this project:
  Included in the Fairfax County Transit Development Plan,
  http://www.fairfaxcounty.gov/fcdot/tdp.htm.


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# FY 2015-16 PROJECT DESCRIPTION FORM (9L)

## Basic Project Information

Submitting Agency: City of Fairfax

Project Title: CUE 35-foot transit buses (larger size) 9L

Project Type *(check one)*:
Roadway (  )  Transit ( X )

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): 9- OTHER Citywide

1. Project Description: This project will replace six of the City's CUE transit buses with larger buses that can hold additional passengers. The existing CUE buses are 30 feet long and can hold 29 seated passengers and 45 standing passengers. The new buses will be 35 feet long and will hold 31 seated passengers and 51 standing. The purchase of these six new buses will provide the City with additional capacity for 12 seated passengers and 36 standing passengers. The City's recently completed CUE/Mason Transit Study projects an increase in CUE ridership based on population and housing forecasts. There are approximately 880,000 passenger trips on the CUE bus system each year. The City partners with George Mason University to provide efficient and low-cost transit service between the City of Fairfax, George Mason University and the Vienna Metrorail station.

2. Requested NVTA Funds: $3,000,000

3. Phase(s) of Project Covered by Requested NVTA Funds: Vehicle Acquisition

4. Total Cost to Complete Project: $3,000,000

5. Project Milestone -Study Phase: Start of Study – N/A

6. Project Milestone -Preliminary Engineering (30% Design): Start of PE (month/year)

7. Project Milestones -Final Design: Start of Final Design (month / year)

8. Project Milestones -Right-of-Way: ROW acquisitions completed (month/year)

9. Project Milestone – Construction: Start of Construction (month/year)

10. Project Milestone – Mass Transit Vehicle Acquisition: Start of Construction (month/year) August 2015 delivery

11. Is Project in Transaction 2040:
    Yes (  )  No ( X )

12. Project in 2010 CLRP: Yes

13. Project Leverages other Funding: (please state amount)
    - Local (  )
    - State (  )
    - Federal (..)
    - Other:

# Stated Benefits

- What Regional benefit(s) does this project offer?

  The City of Fairfax CUE bus system was developed to relieve traffic congestion in the area and provide transit services with the City and between George Mason University and the Vienna Metrorail station. Ridership on the CUE system averaged approximately 880,000 trips per year over the past five years. Ridership on the CUE is forecasted to grow in future years.

  By increasing the capacity of the buses by 12 seated and 36 standing passengers, CUE will be able to carry additional passengers and remove single occupancy vehicles from the roadway.

- How does the project reduce congestion?

  By increasing the capacity of the City's fleet of buses by replacing existing buses with larger buses, CUE will be able to carry additional passengers and remove single occupancy vehicles from the roadway.

- How does project increase capacity? (Mass Transit Projects only )

  This project proposes to replace six of the City's 12 buses with larger buses that can hold additional passengers. The City will replace six 30 foot buses that seat 29 passengers (45 standing) with 35 foot buses that can seat 31 passengers (51 standing). By increasing the capacity of the buses, CUE will be able to carry 12 additional seated and 36 standing passengers.

- How does project improve auto and pedestrian safety?

  Adding capacity to the City's buses will remove single occupancy vehicles from the City's roadways thereby reducing congestion on the roadways and improving safety for both drivers and pedestrians.

- List internet links below to any additional information in support of this project:

  Transit details for the City of Fairfax are included in the base transit network for the CLRP. For instance, the details for Fairfax City CUE are shown in the network development documentation associated with the 2010 CLRP on page 52 (Mode 6) http://www.mwcog.org/uploads/committee-documents/bl5YW1tf20100723121113.pdf


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# FY 2015-16 PROJECT DESCRIPTION FORM (9M)

## Basic Project Information

Submitting Agency: Fairfax County

Project Title: West Ox Bus Garage Phase II 9M

Project Type *(check one)*:
Roadway ( ) Transit (X)

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): Multiple Corridors

1. Project Description: This project expands capacity of the West Ox bus facility and allows for additional, increased Fairfax Connector bus service. This funding would allow the project to proceed with construction of nine (9) maintenance bays, and expansion of facilities for bus drivers and security.

2. Requested NVTA Funds: $20,000,000

3. Phase(s) of Project Covered by Requested NVTA Funds: Construction

4. Total Cost to Complete Project: $20,000,000

5. Project Milestone -Study Phase: Start of Study - November 2012

6. Project Milestone -Preliminary Engineering (30% Design): Start of PE - December 2013

7. Project Milestones -Final Design: Start of Final Design - June 2015

8. Project Milestones -Right-of-Way: ROW acquisitions completed - No land acquisition necessary

9. Project Milestone – Construction: Start of Construction - August 2015

10. Project Milestone – Mass Transit Vehicle Acquisition: Start of Construction - FY 2016

11. Is Project in Transaction 2040:
    Yes (X), Supports Connector Bus Service Expansion, which is in TransAction 2040 No ( )

12. Project in 2010 CLRP: No

13. Project Leverages other Funding: (please state amount)
    - Local (X) See note below
    - State ( )
    - Federal ( )
    - Other: Project design is fully funded at approximately $3.5 million using commercial and industrial tax revenues. NVTA regional revenues would be used to fund all construction costs.

# Stated Benefits

- What Regional benefit(s) does this project offer?
  By expanding capacity of the West Ox bus facility, additional maintenance capabilities for support of the increased transit service will be provided. The Fairfax Connector bus service not only provides transit options across Fairfax County, but also provides connections to other transit facilities in the region, including rail and air.

- How does the project reduce congestion?
  By expanding maintenance capacity for the facility, this project improves the mass transit system and encourages its use. The increase in mass transit ridership would result in a reduction of vehicular traffic and hence reduction in traffic congestion.

- How does project increase capacity? (Mass Transit Projects only )
  By expanding the maintenance facility, Fairfax Connector will be able to support increased bus service and expanded route coverage.

- How does project improve auto and pedestrian safety?
  By expanding transit system capacity, vehicular traffic will be reduced. As a result, vehicular and pedestrian safety will be improved.

- List internet links below to any additional information in support of this project:
  Included in the Fairfax County Transit Development Plan: Transit Development Plan - Fairfax County, Virginia
  Transaction 2040 and the CLRP include bus service expansion, which will require additional capacity expansion at the West Ox Bus Garage.


Virginia Dept of Transportation
Fairfax County PSTOC
Fairfax County Pkwy
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# FY 2015-16 PROJECT DESCRIPTION FORM (9N)

## Basic Project Information

Submitting Agency: Washington Metropolitan Area Transit Authority (Metro)

Project Title: Bus Infrastructure Improvements for FY15 and FY16 (9N)

Project Type *(check one)*:
Roadway (  )  Transit (X)

VA State Route Number (if applicable) and NVTA Corridor Number (1-8): 9 - Multiple

Candidate investment corridors in northern Virginia include:

- PCN Corridors:
  - Richmond Highway Line (REX)
  - Columbia Pike Lines (16A,B,D,J & 16G,H & MetroExtra 16X,Y)
  - Leesburg Pike Lines (28A & MetroExtra 28X)
  - Duke Street/Little River Turnpike Line (29K,N)
- Other non-PCN high ridership corridors:
  - Wilson Blvd Line (1A,B,E,F,Z)
  - Washington Blvd.-Dunn Loring Line (2A)
  - Hunting Towers-Pentagon/Ballston Lines (10A,B,E)
  - Lincolnia-North Fairlington Line (7A,E,F,Y)
  - McLean-Crystal City Line (23A,C)

These multi-jurisdictional corridors represent the most heavily traveled, non-rail transit corridors in northern Virginia and are served by Metrobus as well local and suburban bus service.

1. Project Description: This project will allow for the implementation of infrastructure improvements to enhance bus service throughout northern Virginia, especially at Metro-owned stops and stations. These investments will work to complete many of the infrastructure elements included in Metro's Priority Corridor Network (PCN) in Virginia and address deficiencies identified through Metro's bus service evaluation process. The proposed corridors encompass northern Virginia's most heavily traveled bus routes, for which bus stop and bus running-way improvements and investments will yield great benefits.

   Desired infrastructure improvements per year include:
   - Bus stop and accessibility improvements;
   - Passenger information systems; and
   - ITS improvements including transit signal priority.

2. Requested NVTA Funds: FY15: $5 million; FY16: $5 million

3. Phase(s) of Project Covered by Requested NVTA Funds: Complete the acquisition and installation of supporting bus infrastructure projects for each year.

4. Total Cost to Complete Project: $66,400,000. Completing the Metrobus Priority Corridor Network (PCN) is expected to cost $600 million across all elements of the plan and all jurisdictions, including Maryland and the District of Columbia.

5. Project Milestone -Study Phase: N/A

6. Project Milestone -Preliminary Engineering (30% Design): N/A

7. Project Milestones -Final Design: N/A

8. Project Milestones -Right-of-Way: N/A

9. Project Milestone – Construction: FY 2017

10. Project Milestone – Mass Transit Vehicle Acquisition: N/A

11. Is Project in Transaction 2040:
    Yes ( X ) No ( )

12. Project in 2010 CLRP: N/A

13. Project Leverages other Funding: (please state amount)
    - Local ( )
    - State ( )
    - Federal ( )
    - Other:

    None

# Stated Benefits

- What Regional benefit(s) does this project offer?

  Metro's PCN network covers 750,000 households with 1.8 million residents and 1.6 million jobs. It has 246 line miles of service and capacity to serve an additional 10 million riders per year. Investment in PCN corridors as well as other high ridership corridors will provide benefits to the most riders in the shortest timeframe. It will provide an improved bus experience for new and existing riders by improving frequency, reliability, and quality of bus service. Faster, more comfortable and more convenient service combined with integrated communication and fare payment systems will help build transit markets within these corridors and support local development goals.

  Infrastructure investments will also support bus service provided by local jurisdictions and help to lay the groundwork for future high-capacity transit visions of local jurisdictions including the West End Transitway and Duke Street bus rapid transit (BRT).

- How does the project reduce congestion?

  Overall, full implementation of the PCN is estimated to reduce traffic congestion in the four designated Virginia corridors by about one percent. (See page 16 of PCN Evaluation final report, for which a link is specified below.) Additional benefits include reduced auto emissions that result from reduced Vehicle Miles Traveled (VMT) and lower auto-infrastructure costs in terms of fewer autos and parking spaces.

  Improved access to stops, better information, service reliability, and travel speeds in any of the proposed corridors will help attract more riders to transit so that fewer commuters will travel by auto, especially during peak periods. This will result in lower traffic volumes (or reduced rate of traffic growth) and less traffic congestion.

- How does project increase capacity? (Mass Transit Projects only )

  Increasing the travel speed of buses and improving their overall flow on a route will result in greater throughput of buses. Additionally, improving access to stops and ensuring that riders are able to physically connect safely and directly with bus service will provide greater incentive for "choice" riders to use the bus system and improve the overall experience of bus riders.

- How does project improve auto and pedestrian safety?

  Increased transit mode share because of the improved speeds will reduce auto travel and VMT. As a general rule, reduced VMT results in fewer crashes so as to provide improved safety. Providing needed physical connections from buses to adjacent sidewalks and intersections will improve safety

How does project improve auto and pedestrian safety? (Cont.)

for pedestrians using mobility devices such as wheelchairs, as well as for the general public by making it easier to get on and off buses at improved stops.

- List internet links below to any additional information in support of this project:

Metro's strategic plan can be found at:
http://www.wmata.com/momentum/index.cfm

Metro's website for bus corridors studies can be found at:
http://www.metrobus-studies.com/

The evaluation of Metro's Priority Corridor Network, by VHB for TPB and Metro, can be found at:
http://www.wmata.com/pdfs/planning/PCN_Eval_final_report.pdf