



ARLINGTON COUNTY, VIRGINIA

**County Board Agenda Item
Meeting of October 20, 2012**

DATE: October 1, 2012

SUBJECT: Resolution endorsing the Northern Virginia Transportation Authority's TransAction 2040 transportation plan.

C. M. RECOMMENDATION:

Adopt the attached resolution endorsing the Northern Virginia Transportation Authority's TransAction 2040 transportation plan (Attachment 1).

ISSUES: This is a request for County Board adoption of a resolution endorsing The Northern Virginia Transportation Authority's (NVTA) long-range regional transportation plan, titled TransAction 2040, which is an update of the TransAction 2030 plan, endorsed by the Arlington County Board in 2006. No issues have been identified.

SUMMARY: The Northern Virginia Transportation Authority (NVTA) has prepared a regional long-range transportation plan, titled TransAction 2040. The plan was prepared for NVTA by staff representatives from each of NVTA's member organizations, including Arlington County. It is an update of the TransAction 2030 plan, which was approved by NVTA and endorsed by the Arlington County Board in 2006.

The TransAction 2040 plan is a fiscally unconstrained transportation vision for the Northern Virginia region. It consolidates transportation recommendations from each member jurisdiction's comprehensive plan, the regionally adopted Constrained Long Range Plan (CLRP), and certain additional regional projects (described in further detail below). The plan also includes an updated evaluation and prioritization process, and cost-benefit analysis.

Many of the projects described in TransAction 2040 are not currently funded. The goal of the plan is to illustrate what would be built if additional funding were to be made available.

All NVTA member jurisdictions have been asked to endorse the plan, and are in the process of considering endorsements, including Arlington County, Fairfax County, Prince William County,

County Manager:

County Attorney:

Staff: Dan Malouff, DES

25.

Loudoun County, and the Cities of Alexandria, Fairfax, Manassas, and Manassas Park. The NVTA will consider adopting the TransAction 2040 plan at its meeting on November 8, 2012.

BACKGROUND: The official federally-recognized long range transportation plan for the Washington metropolitan region is the CLRP, which has been in place for decades, is updated on a continuous basis, and is maintained by the Transportation Planning Board (TPB), which includes Northern Virginia, the District of Columbia, and suburban Maryland. The CLRP is fiscally constrained, meaning that it may only contain projects for which funding plans have been identified.

In July 2002, the Virginia General Assembly created the Northern Virginia Transportation Authority (NVTA). NVTA was charged with developing a regional transportation plan to be updated every five years. The first such plan, entitled TransAction 2020, was prepared in 2002 as an unconstrained vision plan for Northern Virginia. By removing the funding constraint, the TransAction plan was able to encompass a larger variety of proposed projects, reflecting a potential future that could happen given additional funding opportunities. In 2006, TransAction 2020 was updated to become TransAction 2030, and now it is being updated once more to become TransAction 2040.

DISCUSSION: The TransAction 2040 plan consolidates, evaluates, and prioritizes a comprehensive set of multimodal transportation projects within Northern Virginia.

Initial submission and sorting:

Projects are sorted by mode and geography for prioritization purposes, so that projects of different modes and in different geographic areas do not compete against each other.

Projects were submitted by each jurisdiction, as well as the Washington Metropolitan Area Transit Authority (WMATA), Virginia Railway Express (VRE), the Potomac and Rappahannock Transportation Commission (PRTC), and the Virginia Department of Transportation (VDOT).

The CLRP was accepted as the baseline scenario for TransAction 2040, meaning that TransAction assumes all projects currently listed in the CLRP will be advanced and built as scheduled. The CLRP already includes several projects located in Arlington, including the Columbia Pike and Route 1 Corridor streetcars, the Crystal City Potomac Yard Transitway, Intelligent Transportation Systems, and the I-66 Spot Improvements.

For TransAction 2040, member jurisdictions and agencies were asked to submit projects that were not already listed in the CLRP. These new projects were first grouped geographically, using a corridor-based geography that ignores jurisdictional boundaries in favor of a focus on regional travel patterns. The plan identifies nine corridors, of which three include portions in Arlington (those three are shown in **bold**):

1. Dulles / VA Route 7
2. Tri-County Parkway
3. VA Route 28
4. Prince William Parkway

5. Fairfax County Parkway
6. **I-66 / US-50 / US-29**
7. Beltway
8. **I-95 / I-395 / US Route 1**
9. **Other (including Columbia Pike)**

Following geographic sorting, projects within each corridor were separated by mode. Mode groups within each corridor include:

- Highway
- Transit
- Bike/ped
- Other

Overall, combining the CLRP baseline and TransAction 2040 submissions, the plan includes nearly \$86 billion in proposed projects, including capital and projected operating expenses. Excluding the CLRP, TransAction 2040 includes approximately 100 highway projects, 50 transit projects, and 40 bike/ped projects. A complete list of projects located within Arlington is provided as *Attachment 2*).

Evaluation and prioritization:

TransAction 2040 establishes seven goals. Those goals are as follows:

- Provide an integrated, multimodal transportation system;
- Provide responsive transportation service to customers;
- Respect historical and environmental factors;
- Maximize community connectivity by addressing transportation and land use together;
- Incorporate the benefits of technology;
- Identify funding and legislative initiatives needed to implement the Plan; and
- Enhance Northern Virginia relationships among jurisdictions, agencies, the public and the business community

Based on those criteria, the projects were then prioritized within corridor and mode. The prioritization lists are not binding since the plan is unfunded, and since each jurisdiction and agency has its own funding priorities. Prioritization is simply meant to illustrate which projects best advance the stated goals of the plan, according to NVTA's measurement criteria.

Impacts:

The impacts of the submitted projects were measured using standard computer modeling techniques. Impacts include:

- The share of Northern Virginia work trips made by modes other than Single Occupant Vehicle (SOV) increases with TransAction 2040, due to increased transit service in most corridors.
 - For workers in the Rosslyn-Ballston corridor, HOV+transit mode share increases from 59% in 2007 to 68% under TransAction 2040.

- For workers in the Route 1 Corridor (including Alexandria), HOV+transit mode share increases from 54% in 2007 to 63% under TransAction 2040.
- Regional highway congestion and Vehicle Miles Traveled (VMT) both increase from 2007 to the 2040 baseline, but decrease from the 2040 baseline due to TransAction 2040 projects. However, despite decreasing with TransAction 2040 projects, neither is as low in 2040 as it was in 2007.
- Person Miles Traveled (PMT) increases from 2007 to the 2040 baseline, and further increases from the 2040 baseline to the TransAction 2040 build scenario. Rising PMT combined with lowered VMT in the TransAction 2040 build scenario indicates greater use of non-motorized travel options.
- Transit capacity, including Metrorail core capacity, degrades by 2040 in the baseline, but is improved significantly in the TransAction 2040 build scenario.

Overall, the TransAction 2040 plan advances Arlington's goal of improving non-SOV transportation within the County.

Public process:

To solicit public input during plan development, NVTA established a Citizens Technical Advisory Committee and a Planning Coordination Advisory Committee, and hosted a public open house in April, 2012.

The Arlington County Transportation Commission heard this item at their October 4, 2012 meeting. A motion to recommend that the County Board adopt the resolution to endorse the TransAction 2040 transportation plan was approved unanimously.

FISCAL IMPACT: Although implementation of all the projects in the plan would require major financial investments at the federal, state, and local level, adoption of the endorsement resolution will not result in any change in the County's present financial requirements or obligations.

ATTACHMENT 1

**Resolution Endorsing the Northern Virginia Transportation Authority's
TransAction 2040 Long Range Transportation Plan**

WHEREAS, the 2002 Virginia General Assembly passed the Northern Virginia Transportation Authority (NVTA) Act and created the NVTA; and

WHEREAS, the Virginia General Assembly granted the NVTA the power and function of preparing a long range transportation plan for Northern Virginia; and

WHEREAS, Arlington is a member of the NVTA; and

WHEREAS, Arlington has assisted the NVTA in preparing a draft update of the Northern Virginia region long range transportation plan (TransAction 2040), and NVTA has asked member jurisdictions to endorse the plan; and

WHEREAS, the TransAction 2040 plan adheres to the vision of the Northern Virginia 2020 Transportation Plan that was endorsed by Arlington in 1999, that states:

“In the 21st Century, Northern Virginia will develop and sustain a multimodal transportation system that supports our economy and quality of life. It will be fiscally sustainable, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network.”

WHEREAS, the TransAction 2040 plan is a comprehensive study that identifies multimodal transportation solutions that provide safe, efficient, and economical choices for travel and transport of goods, and which also support expansion of the local economy; and,

WHEREAS, without further investments than are currently funded, the transportation system of Northern Virginia will seriously degrade; and

WHEREAS, Arlington agrees that the long range transportation plan that is outlined in the TransAction 2040 plan will improve multimodal mobility; and,

WHEREAS, Arlington agrees that, in general, future funding opportunities should reflect the priorities established in the TransAction 2040 plan.

NOW, THEREFORE, BE IT RESOLVED that the County Board of Arlington, Virginia does hereby endorse the TransAction 2040 plan, and that this resolution should be forwarded to the NVTA to be appended to the TransAction 2040 plan; and

BE IT FURTHER RESOLVED that in general the TransAction 2040 plan provides a balance of future investment in highway and transit projects, and retaining this balance should be a goal as the TransAction 2040 plan is implemented; and

BE IT FURTHER RESOLVED that endorsement of the overall TransAction 2040 plan by the Arlington County Board does not constitute endorsement of every individual project within the plan, and that Arlington reiterates its opposition to the I-66 Spot Improvement projects proposed by VDOT and contained within the CLRP; and

BE IT FURTHER RESOLVED that the Arlington County Board recommends the TransAction 2040 plan be considered by the General Assembly of the Commonwealth of the Virginia to be indicative of the tremendous need for additional transportation funding in Northern Virginia, and that the General Assembly consider ways in which additional transportation revenue can be generated.

ATTACHMENT 2 – TransAction 2040 projects in Arlington

Projects are listed by geographic area, and then separated by mode within each area.

I-66 Corridor:

Highway:

- Construct multimodal improvements at Clarendon Circle
- Reconstruct U.S. 29 between N Quincy St and N Kenmore St
- Reconstruct median barrier on U.S. 50 from N Jackson St to Fillmore St
- Widen U.S. 29 to 6 lanes between VA 309 to Kenmore St

Transit :

- Implement Express Priority Bus service along I-66 from Gainesville to Washington, D.C.
- Implement Priority Bus service along U.S. 29 between Fair Oaks and Washington, D.C.
- Implement Priority Bus service along U.S. 50 between Fair Oaks and Washington, D.C.
- Implement bus-only shoulder lanes along U.S. 50 during the peak periods
- Construct multimodal improvements to the East Falls Church Metrorail station including new bus bays, pedestrian walkways, and a new western mezzanine
- Construct second entrance to Ballston-MU Metrorail Station
- Improve vertical access to Court House Metrorail Station

Trails:

- Introduce and expand bikesharing services in the Arlington portion of the corridor
- Reconstruct Rosslyn Circle with "Complete Streets" improvements
- Expand and enhance Arlington's network of on-and-off-street bicycle/pedestrian facilities to facilitate expanded use of bicycles in the corridor
- Complete trail along U.S. 29 between Dixie Hill Rd and Vietch St
- Construct a trail along U.S. 50 from Nutley St to Arlington Rd

I-395 Corridor:

Highway:

- Extend peak period HOV restrictions from the Pentagon to the Potomac River
- Construct intersection improvements at Crystal Dr and U.S. 1
- Realign and reconstruct Clark and Bell Streets through Crystal City
- Construct an improved grid network of streets in Crystal City

Transit :

- Construct the Crystal City-Potomac Yards Transitway along U.S. 1
- Widen the Long Bridge to include additional rail capacity for commuter rail and provide a Light Rail connection
- Conversion of the Crystal City - Potomac Yard dedicated busway to a streetcar system.
- Implement Crystal City Circulator bus service
- Enhance bus docking capacity and passenger facilities at the Crystal City Metro station

- Construct a second entrance to the Crystal City Metro station (near Crystal Drive and 18th St. S)
- Reconstruct the VRE Crystal City Metro station to provide bi-directional access for trains and improved passenger and local transit connections

Trails:

- Introduce and expand bikesharing services in the Arlington portion of the corridor
- Construct trail along Metrorail from Cameron St to Crystal City
- Expand and enhance Arlington's network of on-and-off-street bicycle/pedestrian facilities to facilitate expanded use of bicycles in the corridor
- Construct and enhance a network of pedestrian and bicycle facilities in Crystal City in support of mixed-use redevelopment

Other /Corridors / Countywide:

Highway:

- *None*

Transit :

- Add Priority Bus service along VA 123 from Burke through Tysons Corner to Glebe Rd
- Expand Metrorail fleet to enable operation of 100% 8-car trains
- Relocate Metrorail Blue Line in a new tunnel into Georgetown including 9 new stations
- Construct an interline connection between Courthouse Metrorail and Arlington Cemetery Metrorail
- Expand Metrobus fleet to enable increased frequencies and improved service

Trails:

- Introduce and expand bikesharing services throughout Arlington
- Expand and enhance Arlington's network of on-and-off-street bicycle and pedestrian facilities

Other Improvements:

- Implement major enhancements to Arlington County Commuter Services including new commuter stores and next generation IT services
- Improve and expand the commuter assistance and other programs provided by Arlington County Commuter Services
- Implement Transportation System Management and communication upgrade throughout Arlington County
- Enhance Traffic System and Technology to a Smart Traffic Signal system in Arlington County