



Regional Transportation Update

City Council Legislative Meeting
November 12, 2013

Overview

- Series of updates to Council on regional transit issues
 - Focus on ongoing regional studies, including:
 - TPB's Regional Transportation Priorities Plan
 - VRE's System Plan
 - Future updates will cover:
 - WMATA's strategic plan
 - City's transportation funding strategy (Nov 26 work session)



Regional Transportation Priorities Plan

Draft, October 2013

Transportation Planning Board

Transportation Planning Board

- National Capital Region Transportation Planning Board (TPB)
 - Federally designated Metropolitan Planning Organization (MPO) for the region
 - Responsible for ongoing, comprehensive regional transportation planning
 - Members include reps from MD, VA, DC, local governments, and WMATA
- Regional Transportation Priorities Plan (RTPP)
 - October 2013 draft highlighted strategies and programs that should be prioritized for funding
 - Emphasizes strategies that offer greatest potential for addressing **regional challenges**; and
 - Can garner **public support**

Draft TPB Plan (Oct 2013)

Public Input:

- Online survey solicited input on both regional challenges and potential strategies
- Biggest regional challenges:
 - Transit overcrowding;
 - Metro repair needs;
 - Roadway congestion; and
 - Ongoing roadway maintenance
- Priorities:
 - Strategies that address Metro and roadway repair needs
 - Strategies that address transit crowding and roadway congestion
 - Strategies that address special focus areas

Draft TPB Plan (Oct 2013)

Near-Term Strategies:

- Make it easier and safer to get to transit stops
- Make transit stops/stations more comfortable
- Targeted roadway improvements that provide congestion relief
- Make electric vehicles more convenient and encourage use
- Make better use of limited capacity by encouraging commuters to shift travel modes
- Make walking and bicycling more viable by making it safer, easier, and more convenient

Draft TPB Plan (Oct 2013)

Ongoing Strategies:

- Keep the regional and local bus and rail systems safe and in good working order
- Ensure that road/bridge maintenance are prioritized for highway funding
- Apply priority bus treatments on key routes to make bus faster, more reliable, and more convenient
- Smooth traffic flow and minimize delays on the existing road network
- Improve access to transportation for people with disabilities
- Apply non-engineering solutions to make the transportation system safer

Draft TPB Plan (Oct 2013)

Long-Term Strategies:

- Build express toll lanes on most interstate highways and some major arterial highways
- Operate a network of bus rapid transit on express toll lanes, with connections primarily to Activity Centers and/or major rail stations
- Concentrate more development in Activity Centers to achieve land-use and transportation efficiencies
- Increase capacity of the existing rail and bus network to meet rising demand
- Expand pedestrian and bicycle infrastructure, especially in Activity Centers, to enhance local circulation and encourage more bicycling and walking

Draft TPB Plan (Oct 2013)

Implementation:

- Next 4-year update to TPB's Constrained Long Range Plan (CLRP) is due at the end of 2014
- Opportunity to incorporate priority strategies into CLRP
- Region should look for ways to seamlessly integrate ongoing regional plans
 - WMATA's *Momentum* is consistent with the priorities identified in RTPP
 - Specific project elements should be identified and prioritized for inclusion in CLRP

City Comments

- RTPP should have a clear tie to the approved *Region Forward*
- More emphasis needed on commuter rail, other transit modes (streetcar, LRT, BRT), walkability, and connectivity of activity centers
- Transit affordability needs to be addressed
- Major projects underway within jurisdictions are left out
 - Route 1 Transitway, Potomac Yard Metrorail Station
- BRT on toll lanes has not been adequately analyzed or vetted
 - No regional plans to expand toll lanes
 - No studies of cost/benefits/challenges

Next Steps

- Updated draft by Nov 11
- May be voted on by TPB as early as Dec 18
 - Dependent on reaction to latest draft



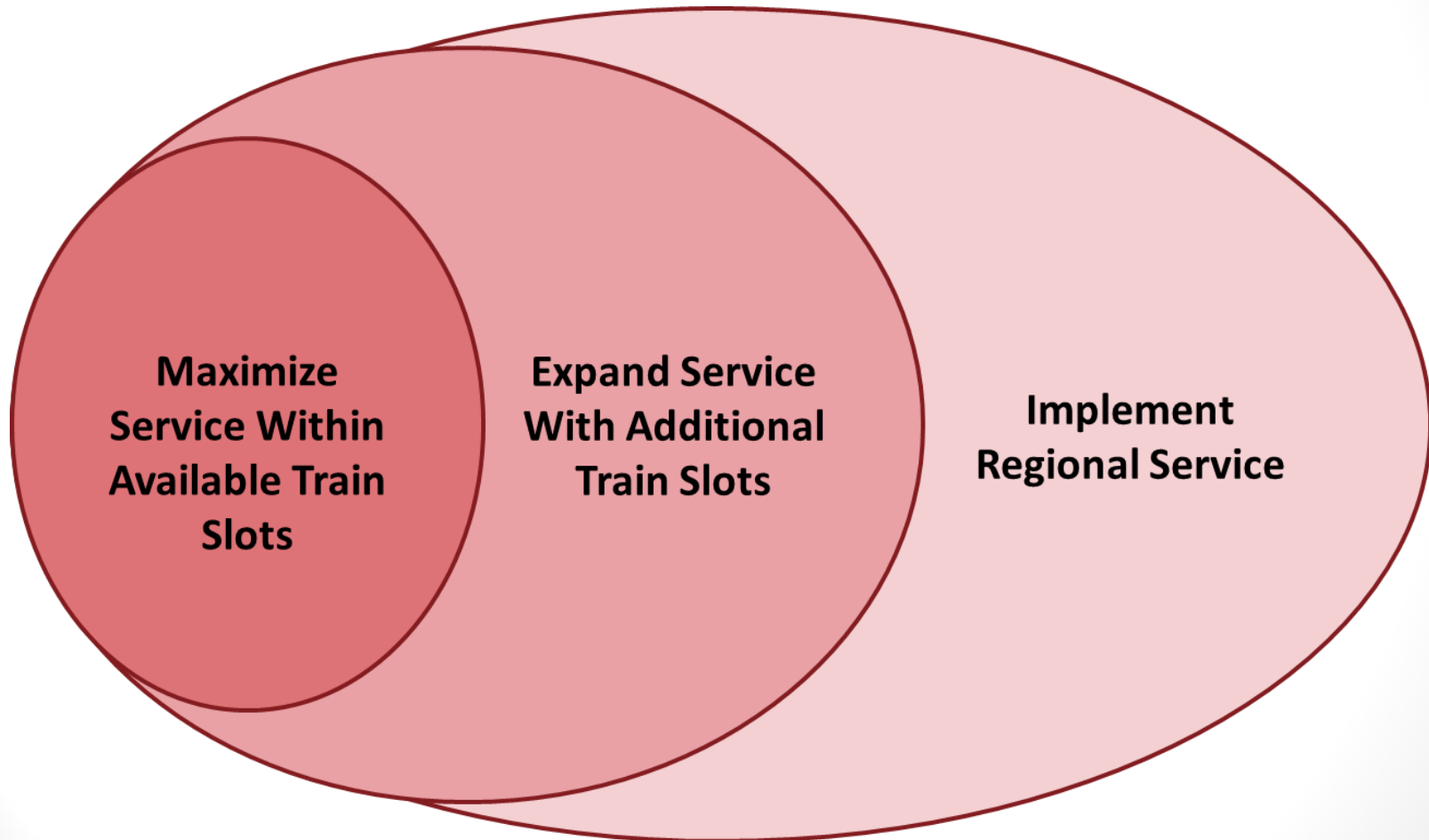
VRE System Plan

Virginia Railway Express

VRE System Plan

- Defines regional travel needs
- Provides framework for VRE investments through 2040
- Evaluates potential scenarios
 - Ridership and capacity needs
 - System investment requirements, including long-lead-time programs and phased implementation
- Recommends plan as foundation for expanding the system
- Enables future decision-making
 - Implementation of programs and projects
 - Partnerships with other stakeholders
 - VRE's role in the regional transportation framework

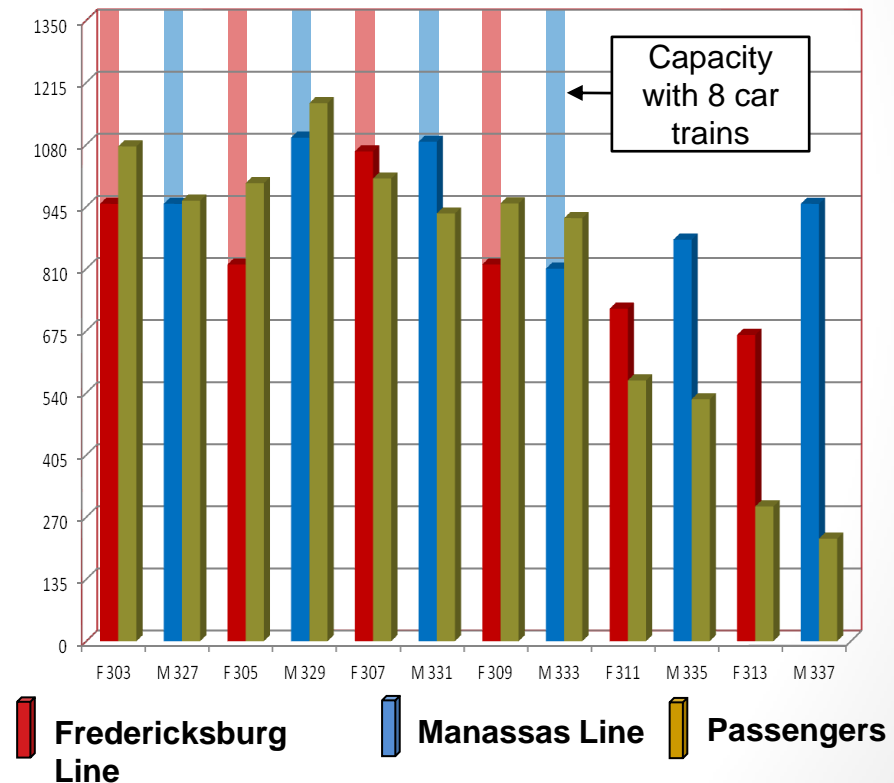
Potential Service Initiatives



Maximize Existing Service

- Add trains within available slots
 - 2 round trips available
- Lengthen trains to 8 cars
- **3S Approach: Seats-Stations-Storage**
 - Additional coaches
 - Potomac Shores station
 - Longer platforms
 - Station parking
 - Train storage
- Plan satisfies short-term growth

Mid-Week PM Peak Passenger Loads and Seating Capacity by Train, 2013



Expand Service

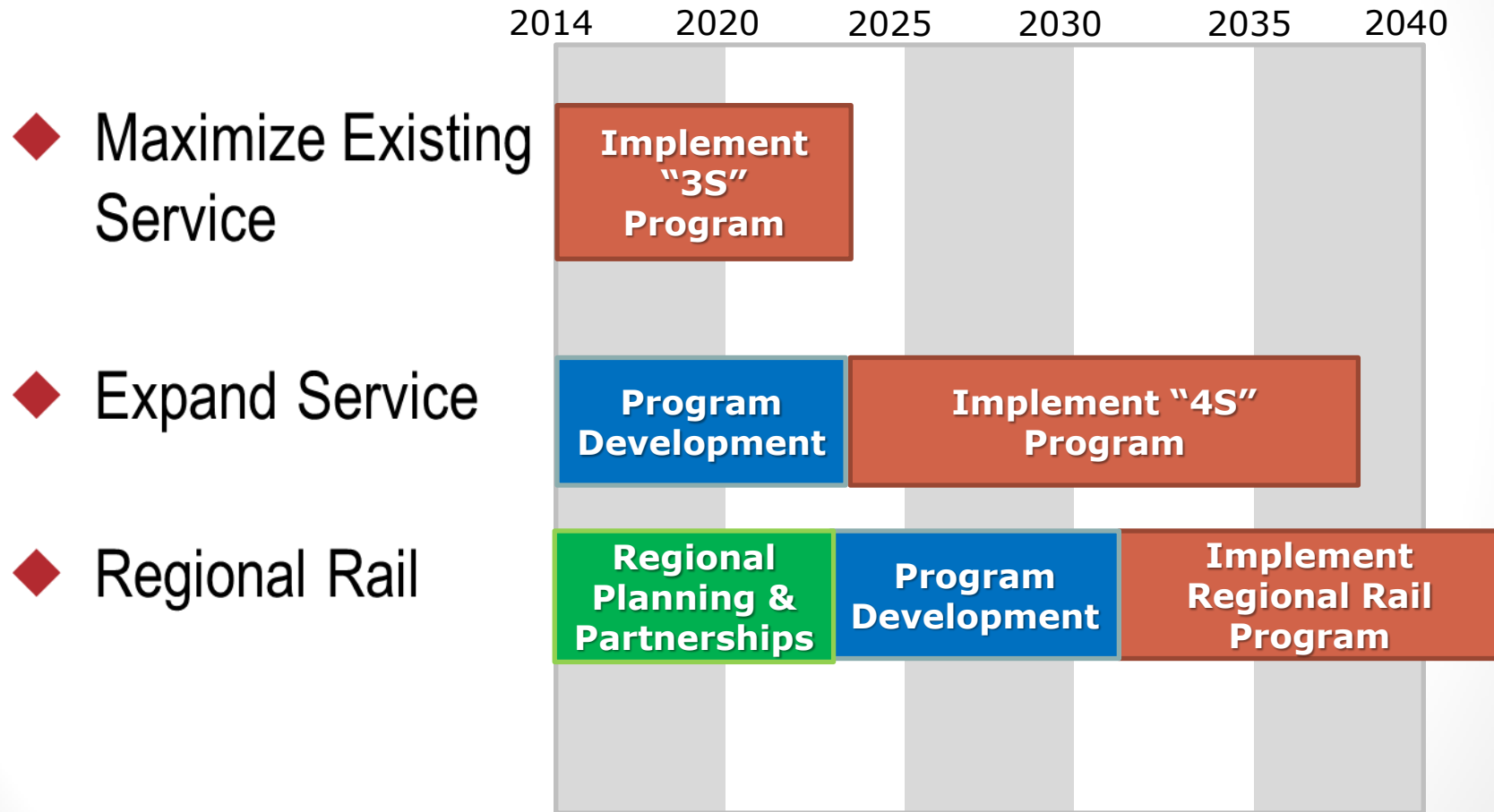
- Add train slots and trains
 - Service traditional commute-to-work market
 - Target new markets
- ***4S Approach: Seats-Stations-Storage-Slots***
 - Coaches, locomotives
 - Longer platforms, 2nd platforms, station parking
 - Train storage
 - Railroad capacity
- Long-term growth linked to expanded railroad capacity
 - Long Bridge/CSX 3rd main line track
 - Norfolk-Southern improvements

Regional Service

- VRE/MARC run-through service
- Expand to other markets
- Coordination with Amtrak Virginia, future HSR, freight service
- Basis for fully-integrated regional rail network
- Requires regional commitment



Preliminary Recommendations & Timeline





Questions?