

# Data Request for Proposed Bus Priority Routes and Transit Centers

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## 1. Mark Center Transit Center

**Project name:** Mark Center Transit Center

**Project jurisdiction:** City of Alexandria

**Project implementing agency:** United States Department of Defense

**Project type:** Transit Center

**Project cost (capital):** n/a

**Project Description:**

Transit Center to be constructed as part of the new BRAC 133 facility.

**Is the service proposal regionally significant?**

Benefits two or more jurisdictions, Provides better service to the Mark Center

**What is the project schedule?**

Does not need additional right of way, Has completed or is expected to complete all necessary environmental review by February 17, 2010, Can be completed by February 17, 2012

**Does the project leverage funding outside of ARRA grant**

**Does the project provide synergistic highway and transit improvements?**

**Does the project employ any of the following runningway improvements?**

**Increased person throughput expected**

*Additional persons (number)*

n/a

**Additional operating costs needed to support the improved service:**

0

**Does the project reduce inordinate bus delay?**

*Provide current bus delay and projected reduction*

n/a

**Does the project address issues of livability in the region?**

Serves at least one regional activity center, Serves high number of households and jobs within 1/4 mile of investment, Adds new connection to non-motorized transportation facilities

**Estimated reduction in GHG and criteria pollutant emissions as result of improvement:**

n/a

**Estimated increase in ridership from improvement:**

1200

**Estimated time savings for all users of corridor from improvement:**

n/a

**Will the project result in a safety improvement?**

Yes, it will provide safe access to the BRAC 133 facility.

**Number of construction jobs the project will create:**

n/a

**Number of other jobs the project will create:**

6500

**Number of jobs preserved by the project:**

n/a

**Explain impact on jobs creation/preservation:**

DoD's Washington Headquarters Service Center will be moving to the Mark Center site as part of the BRAC decision.

**Is the project in an economically distressed area as federally defined?**

no

**Does the project use any of the following innovative technologies?**

**Level of financial commitment from relevant public agencies**

*Please specify amount*

n/a

**Is there potential to partner with community organizations on this project to connect disadvantaged people to economic opportunities?**

*Please explain and list partner/supportive organizations.*

n/a

**Does the project include land use considerations and involve relevant non-transportation public agencies?**

*Please explain and list partner/supportive agencies*

n/a

## 2. Kingstowne-Shirlington-Pentagon BRT

**Project name:** Kingstowne-Shirlington-Pentagon BRT

**Project jurisdiction:** Fairfax County, City of Alexandria, Arlington County

**Project implementing agency:** n/a

**Project type:** Bus Priority Route

**Project cost (capital):** n/a

### **Project Description:**

BRT-like service from Kingstowne in Fairfax County to the Pentagon in Arlington County. The bus would travel from Kingstowne along S. Van Dorn, left on Sanger Ave in the City of Alexandria, right onto N. Beauregard (turning into the Mark Center Transit Center and Southern Towers), then back onto N. Beauregard and onto S. George Mason Drive in Arlington County and proceed to the Shirlington Transit Center. From Shirlington, the bus would travel to the Pentagon in the HOV lanes.

### **Is the service proposal regionally significant?**

Proposes new service in a highly congested corridor with inadequate multimodal options, Provides new service in areas that relieve pressure on the Metrorail system, Benefits two or more jurisdictions

### **What is the project schedule?**

Can be completed by February 17, 2012

### **Does the project leverage funding outside of ARRA grant**

State/local funding

### **Does the project provide synergistic highway and transit improvements?**

### **Does the project employ any of the following runningway improvements?**

#### **Increased person throughput expected**

*Additional persons (number)*

n/a

#### **Additional operating costs needed to support the improved service:**

n/a

#### **Does the project reduce inordinate bus delay?**

*Provide current bus delay and projected reduction*

n/a

**Does the project address issues of livability in the region?**

Serves at least one regional activity center, Serves off-peak destinations (shopping and retail employment trips), Serves high number of households and jobs within 1/4 mile of investment, Adds new intermodal connection, Adds new connection to non-motorized transportation facilities

**Estimated reduction in GHG and criteria pollutant emissions as result of improvement:**

n/a

**Estimated increase in ridership from improvement:**

n/a

**Estimated time savings for all users of corridor from improvement:**

n/a

**Will the project result in a safety improvement?**

n/a

**Number of construction jobs the project will create:**

n/a

**Number of other jobs the project will create:**

n/a

**Number of jobs preserved by the project:**

n/a

**Explain impact on jobs creation/preservation:**

n/a

**Is the project in an economically distressed area as federally defined?**

no

**Does the project use any of the following innovative technologies?**

Transit signal priority, Real time bus information system and displays, Clean fuel technology

**Level of financial commitment from relevant public agencies**

*Please specify amount*

n/a

**Is there potential to partner with community organizations on this project to connect disadvantaged people to economic opportunities?**

*Please explain and list partner/supportive organizations.*

n/a

**Does the project include land use considerations and involve relevant non-transportation public agencies?**

*Please explain and list partner/supportive agencies*

n/a

### 3. Duke Street BRT

**Project name:** Duke Street BRT

**Project jurisdiction:** City of Alexandria

**Project implementing agency:** n/a

**Project type:** Bus Priority Route

**Project cost (capital):** n/a

**Project Description:**

BRT-like service along Duke Street with the possibilities of extending the service into Fairfax County

**Is the service proposal regionally significant?**

Proposes new service in a highly congested corridor with inadequate multimodal options, Benefits two or more jurisdictions

**What is the project schedule?**

**Does the project leverage funding outside of ARRA grant**

State/local funding

**Does the project provide synergistic highway and transit improvements?**

**Does the project employ any of the following runningway improvements?**

Dedicated bus lanes

**Increased person throughput expected**

*Additional persons (number)*

n/a

**Additional operating costs needed to support the improved service:**

n/a

**Does the project reduce inordinate bus delay?**

*Provide current bus delay and projected reduction*

n/a

**Does the project address issues of livability in the region?**

Serves at least one regional activity center, Serves off-peak destinations (shopping and retail employment trips), Serves transit-dependent communities, Serves high number of

households and jobs within 1/4 mile of investment, Adds new intermodal connection, Has physical ability to place bus stations at key locations along the route

**Estimated reduction in GHG and criteria pollutant emissions as result of improvement:**

n/a

**Estimated increase in ridership from improvement:**

n/a

**Estimated time savings for all users of corridor from improvement:**

n/a

**Will the project result in a safety improvement?**

n/a

**Number of construction jobs the project will create:**

n/a

**Number of other jobs the project will create:**

n/a

**Number of jobs preserved by the project:**

n/a

**Explain impact on jobs creation/preservation:**

n/a

**Is the project in an economically distressed area as federally defined?**

no

**Does the project use any of the following innovative technologies?**

Transit signal priority, Real time bus information system and displays, Clean fuel technology

**Level of financial commitment from relevant public agencies**

*Please specify amount*

n/a

**Is there potential to partner with community organizations on this project to connect disadvantaged people to economic opportunities?**

*Please explain and list partner/supportive organizations.*

n/a

**Does the project include land use considerations and involve relevant non-transportation public agencies?**

*Please explain and list partner/supportive agencies*

n/a

## 4. US-1 BRT

**Project name:** US-1 BRT

**Project jurisdiction:** Arlington County & City of Alexandria

**Project implementing agency:** n/a

**Project type:** Bus Priority Route

**Project cost (capital):** n/a

**Project Description:**

BRT service along US-1 in Arlington County and the City of Alexandria connecting the Crystal City Metro Station to the Braddock Road Metro Station.

**Is the service proposal regionally significant?**

Proposes new service in a highly congested corridor with inadequate multimodal options, Provides new service in areas that relieve pressure on the Metrorail system, Benefits two or more jurisdictions

**What is the project schedule?**

**Does the project leverage funding outside of ARRA grant**  
State/local funding

**Does the project provide synergistic highway and transit improvements?**

**Does the project employ any of the following runningway improvements?**  
Dedicated bus lanes

**Increased person throughput expected**

*Additional persons (number)*

n/a

**Additional operating costs needed to support the improved service:**

n/a

**Does the project reduce inordinate bus delay?**

*Provide current bus delay and projected reduction*

n/a

**Does the project address issues of livability in the region?**

Serves at least one regional activity center, Serves off-peak destinations (shopping and retail employment trips), Serves transit-dependent communities, Serves high number of households and jobs within 1/4 mile of investment, Adds new intermodal connection, Adds new connection to non-motorized transportation facilities, Has physical ability to place bus stations at key locations along the route

**Estimated reduction in GHG and criteria pollutant emissions as result of improvement:**

n/a

**Estimated increase in ridership from improvement:**

n/a

**Estimated time savings for all users of corridor from improvement:**

n/a

**Will the project result in a safety improvement?**

n/a

**Number of construction jobs the project will create:**

n/a

**Number of other jobs the project will create:**

n/a

**Number of jobs preserved by the project:**

n/a

**Explain impact on jobs creation/preservation:**

n/a

**Is the project in an economically distressed area as federally defined?**

no

**Does the project use any of the following innovative technologies?**

Transit signal priority, Real time bus information system and displays, Clean fuel technology

**Level of financial commitment from relevant public agencies**

*Please specify amount*

n/a

**Is there potential to partner with community organizations on this project to connect disadvantaged people to economic opportunities?**

*Please explain and list partner/supportive organizations.*

n/a

**Does the project include land use considerations and involve relevant non-transportation public agencies?**

*Please explain and list partner/supportive agencies*

n/a

## 5. Prince William Parkway Widening

**Project name:** Prince William Parkway Widening

**Project jurisdiction:** Prince William County

**Project implementing agency:** Prince William County

**Project type:** Roadway Widening

**Project cost (capital):** 10,550,000

### **Project Description:**

Widen Route 3000-Prince William Parkway from Hoadly Road to Old Bridge Road to a 6-lane divided facility with a 16-foot raised median with curb and gutter. A third lane on the west side of the Parkway was added by a developer. The County seeks to complete the widening of this section of the Parkway by adding a third lane on the west side from the terminus referenced above. Once complete, this section of the Parkway will be a 6-lane divided facility with a 16-foot raised median with curb and gutter. This widening will include a 5' foot sidewalk. This section of the Parkway is approximately 1.4 miles. The design speed on the Prince William Parkway is 50 mph.

### **Is the service proposal regionally significant?**

Benefits two or more jurisdictions, Prince William Parkway is a regional arterial which provides direct access to I-95. The Parkway is utilized by residents of the County in addition the cities of Manassas and Manassas Park.

### **What is the project schedule?**

Is in the CLRP/TIP or jurisdiction/agency strategic plan, Has completed or is expected to complete all necessary environmental review by February 17, 2010, Can be completed by February 17, 2012, Can begin construction immediately upon receipt of grant in February 2010, At least 30% design completed by September 15, 2009, Has all legislative approvals completed (check if none are necessary)

### **Does the project leverage funding outside of ARRA grant**

Private funding, State/local funding

### **Does the project provide synergistic highway and transit improvements?**

Runningway improvements overlap with road maintenance needs

### **Does the project employ any of the following runningway improvements?**

#### **Increased person throughput expected**

*Additional persons (number)*

N/A

**Additional operating costs needed to support the improved service:**

N/A

**Does the project reduce inordinate bus delay?**

*Provide current bus delay and projected reduction*

N/A

**Does the project address issues of livability in the region?**

Serves at least one regional activity center, Serves high number of households and jobs within 1/4 mile of investment

**Estimated reduction in GHG and criteria pollutant emissions as result of improvement:**

N/A

**Estimated increase in ridership from improvement:**

N/A

**Estimated time savings for all users of corridor from improvement:**

the level of service with this improvement is projected to be C whereas it is currently F in the peak hours.

**Will the project result in a safety improvement?**

The project will provide a 5' sidewalk and a 10' trail for pedestrians who choose alternative modes of transportation. This is critical because pedestrians are currently forced to walk in the street due to the lack of these provisions in along this stretch of roadway. Providing these facilities will promote pedestrian safety.

**Number of construction jobs the project will create:**

8

**Number of other jobs the project will create:**

0

**Number of jobs preserved by the project:**

2

**Explain impact on jobs creation/preservation:**

Due to the down economy coupled with the loss of HB3202 funds, Prince William County as well as other jurisdictions throughout the nation has seen a startling decrease in once available funding to continue advancing the County's Capital Improvement Program. Because of this, any construction projects the County is able to implement allows the County to preserve existing jobs while creating new ones.

**Is the project in an economically distressed area as federally defined?**

no

**Does the project use any of the following innovative technologies?**

**Level of financial commitment from relevant public agencies**

*Please specify amount*

\$10702731.

**Is there potential to partner with community organizations on this project to connect disadvantaged people to economic opportunities?**

*Please explain and list partner/supportive organizations.*

**Does the project include land use considerations and involve relevant non-transportation public agencies?**

*Please explain and list partner/supportive agencies*

Prince William County is in the process of updating its Comprehensive Plan. As part of this update, the County's land use policies were reviewed and context sensitive designs are being encouraged for development. Furthermore, a Transit Plan is being finalized with the update to the Comprehensive Plan.

## 6. Arlington Blvd Rt 50

**Project name:** Arlington Blvd Rt 50

**Project jurisdiction:** Arlington, Fairfax County, Fairfax City, District of Columbia

**Project implementing agency:** WMATA

**Project type:** Bus Priority Route

**Project cost (capital):** scalable \$125,000 - \$4 million

### **Project Description:**

\*ITS improvements.

\*Passenger amenity upgrades, including new and improved bus stations and access to stops.

\*Potential for limited "skip-stop" service.

\*Curb improvements, such as bulb outs.

\*Potential for dedicated transit lanes.

\*New bus procurement.

### **Is the service proposal regionally significant?**

Proposes new service in a highly congested corridor with inadequate multimodal options, Provides new service in areas that relieve pressure on the Metrorail system, Benefits two or more jurisdictions, Regional express service

### **What is the project schedule?**

Does not need additional right of way, Study underway by Virginia Tech

### **Does the project leverage funding outside of ARRA grant**

Potential for state funding to mitigate the impacts of I-66 spot improvements

### **Does the project provide synergistic highway and transit improvements?**

ITS improvements provide benefits to all vehicles in corridor

### **Does the project employ any of the following runningway improvements?**

Dedicated bus lanes, Queue jump lanes, In-line bus stations

### **Increased person throughput expected**

*Additional persons (number)*

Yes, TBD

### **Additional operating costs needed to support the improved service:**

Yes, TBD

**Does the project reduce inordinate bus delay?**

*Provide current bus delay and projected reduction*

Yes. Contact WMATA for specifics.

**Does the project address issues of livability in the region?**

Serves at least one regional activity center, Serves off-peak destinations (shopping and retail employment trips), Serves transit-dependent communities, Serves high number of households and jobs within 1/4 mile of investment, Adds new intermodal connection, Has physical ability to place bus stations at key locations along the route, Improves transit options to the core from the suburbs, and along a major corridor

**Estimated reduction in GHG and criteria pollutant emissions as result of improvement:**

TBD

**Estimated increase in ridership from improvement:**

TBD

**Estimated time savings for all users of corridor from improvement:**

TBD

**Will the project result in a safety improvement?**

Yes. Pedestrian access to existing bus stops and elsewhere along the corridor is currently unsafe. Enhanced access would improve safety for bus riders and pedestrians.

**Number of construction jobs the project will create:**

TBD

**Number of other jobs the project will create:**

TBD

**Number of jobs preserved by the project:**

N/A

**Explain impact on jobs creation/preservation:**

New hires for transit operations, and potential for new bus procurement.

**Is the project in an economically distressed area as federally defined?**

no

**Does the project use any of the following innovative technologies?**

Transit signal priority, Real time bus information system and displays, Smartcard/off board payment, Clean fuel technology

**Level of financial commitment from relevant public agencies**

*Please specify amount*  
TBD

**Is there potential to partner with community organizations on this project to connect disadvantaged people to economic opportunities?**

*Please explain and list partner/supportive organizations.*

Yes. The Corridor connects communities with affordable housing and non-English-speaking households to job centers.

**Does the project include land use considerations and involve relevant non-transportation public agencies?**

*Please explain and list partner/supportive agencies*

Project provides direct service to BRAC receiving sites, such as Arlington Hall.

## 7. Lee Highway Rt 29

**Project name:** Lee Highway Rt 29

**Project jurisdiction:** Arlington, Fairfax County, Fairfax City, District of Columbia, Falls Church

**Project implementing agency:** WMATA

**Project type:** Bus Priority Route

**Project cost (capital):** Scalable \$125,000 to \$2 million

**Project Description:**

\*ITS improvements.

\*Passenger amenity upgrades, including new and improved bus shelters.

\*Potential for limited "skip-stop" service.

\*Curb improvements, such as bulb outs.

\*Potential for dedicated transit lanes.

**Is the service proposal regionally significant?**

Improves an existing service with ridership of at least 5000 per day, Provides new service in areas that relieve pressure on the Metrorail system, Benefits two or more jurisdictions, Regional express service

**What is the project schedule?**

Is in the CLRP/TIP or jurisdiction/agency strategic plan, Has completed or is expected to complete all necessary environmental review by February 17, 2010, Can be completed by February 17, 2012, At least 30% design completed by September 15, 2009, Route service planning required for existing routes

**Does the project leverage funding outside of ARRA grant**

Potential for state funding to mitigate the impacts of I-66 spot improvement project.

**Does the project provide synergistic highway and transit improvements?**

ITS improvements benefit all vehicles in corridor.

**Does the project employ any of the following runningway improvements?**

Dedicated bus lanes, Queue jump lanes

**Increased person throughput expected**

*Additional persons (number)*

Yes, TBD

**Additional operating costs needed to support the improved service:**

Yes, TBD

**Does the project reduce inordinate bus delay?**

*Provide current bus delay and projected reduction*

Yes. Contact WMATA for specifics.

**Does the project address issues of livability in the region?**

Serves at least one regional activity center, Serves off-peak destinations (shopping and retail employment trips), Serves high number of households and jobs within 1/4 mile of investment, Rail relief and redundancy

**Estimated reduction in GHG and criteria pollutant emissions as result of improvement:**

TBD

**Estimated increase in ridership from improvement:**

TBD

**Estimated time savings for all users of corridor from improvement:**

TBD

**Will the project result in a safety improvement?**

The project is primarily a service enhancement, but secondary safety effects are possible.

**Number of construction jobs the project will create:**

N/A

**Number of other jobs the project will create:**

TBD

**Number of jobs preserved by the project:**

N/A

**Explain impact on jobs creation/preservation:**

New hires for transit operations.

**Is the project in an economically distressed area as federally defined?**

no

**Does the project use any of the following innovative technologies?**

Transit signal priority, Real time bus information system and displays, Smartcard/off board payment, Clean fuel technology

**Level of financial commitment from relevant public agencies**

*Please specify amount*

TBD

**Is there potential to partner with community organizations on this project to connect disadvantaged people to economic opportunities?**

*Please explain and list partner/supportive organizations.*

Improved transit options provides additional options for those with mobility limitations.

**Does the project include land use considerations and involve relevant non-transportation public agencies?**

*Please explain and list partner/supportive agencies*

Supporting of Smart Growth efforts in the City of Falls Church and around East Falls Church Metro station.

## 8. Glebe Road - Tysons to Crystal City

**Project name:** Glebe Road - Tysons to Crystal City

**Project jurisdiction:** Arlington, Fairfax County

**Project implementing agency:** WMATA

**Project type:** Bus Priority Route

**Project cost (capital):** Scalable \$125,000 to \$2 million

### **Project Description:**

- \* Restructuring of the 23A and 10B Metrobus service.
- \* ITS improvements.
- \* Passenger amenity upgrades, such as shelter improvements.
- \* Potential for limited "skip-stop" service.
- \* Curb improvements, such as bulb-outs.

### **Is the service proposal regionally significant?**

Improves an existing service with ridership of at least 5000 per day, Benefits two or more jurisdictions, Provides a high-quality north-south "cross-town" transit connection. Currently the only such connection in Northern Virginia is the Metrorail Blue Line.

### **What is the project schedule?**

Is in the CLRP/TIP or jurisdiction/agency strategic plan, Has completed or is expected to complete all necessary environmental review by February 17, 2010, Can be completed by February 17, 2012, Can begin construction immediately upon receipt of grant in February 2010, At least 30% design completed by September 15, 2009

### **Does the project leverage funding outside of ARRA grant**

State/local funding, Study underway by WMATA.

### **Does the project provide synergistic highway and transit improvements?**

Runningway improvements overlap with road maintenance needs, Pedestrian improvements

### **Does the project employ any of the following runningway improvements?**

Queue jump lanes

### **Increased person throughput expected**

*Additional persons (number)*

Yes, TBD

**Additional operating costs needed to support the improved service:**

Yes, TBD

**Does the project reduce inordinate bus delay?**

*Provide current bus delay and projected reduction*

Yes. Contact WMATA for specifics.

**Does the project address issues of livability in the region?**

Serves at least one regional activity center, Serves off-peak destinations (shopping and retail employment trips), Serves transit-dependent communities, Serves high number of households and jobs within 1/4 mile of investment, Provides intra-corridor connection

**Estimated reduction in GHG and criteria pollutant emissions as result of improvement:**

TBD

**Estimated increase in ridership from improvement:**

TBD

**Estimated time savings for all users of corridor from improvement:**

TBD

**Will the project result in a safety improvement?**

The project is primarily a service enhancement, but secondary safety effects are possible.

**Number of construction jobs the project will create:**

N/A

**Number of other jobs the project will create:**

TBD

**Number of jobs preserved by the project:**

N/A

**Explain impact on jobs creation/preservation:**

New hires for transit operating.

**Is the project in an economically distressed area as federally defined?**

no

**Does the project use any of the following innovative technologies?**

Transit signal priority, Real time bus information system and displays, Smartcard/off board payment, Clean fuel technology

**Level of financial commitment from relevant public agencies**

*Please specify amount*

TBD

**Is there potential to partner with community organizations on this project to connect disadvantaged people to economic opportunities?**

*Please explain and list partner/supportive organizations.*

Yes. The corridor connects communities with affordable housing and non-English-speaking households to job centers.

**Does the project include land use considerations and involve relevant non-transportation public agencies?**

*Please explain and list partner/supportive agencies*

Supports Smart Growth efforts in Rosslyn/Ballston, Columbia Pike, Crystal City and Tysons Corner.

## **9. I-66 and I95/395 Corridors**

**Project name:** I-66 and I95/395 Corridors

**Project jurisdiction:** Virginia

**Project implementing agency:** DRPT with TACs

**Project type:** Bus Priority Route

**Project cost (capital):** TBD

### **Project Description:**

See Document:

Bus Rapid Transit

Exploring System Definitions in

Northern Virginia

June 2009

### **Is the service proposal regionally significant?**

Improves an existing service with ridership of at least 5000 per day, Proposes new service in a highly congested corridor with inadequate multimodal options, Provides new service in areas that relieve pressure on the Metrorail system, Benefits two or more jurisdictions

### **What is the project schedule?**

Does not need additional right of way, Is in the CLRP/TIP or jurisdiction/agency strategic plan, Has completed or is expected to complete all necessary environmental review by February 17, 2010, Can be completed by February 17, 2012, Can begin construction immediately upon receipt of grant in February 2010, At least 30% design completed by September 15, 2009

### **Does the project leverage funding outside of ARRA grant**

Private funding, State/local funding, Tolling

### **Does the project provide synergistic highway and transit improvements?**

Runningway improvements overlap with road maintenance needs, Includes HOV/HOT policy (expands existing or creates new)

### **Does the project employ any of the following runningway improvements?**

Dedicated bus lanes, Queue jump lanes, Buses on shoulders, In-line bus stations, Direct and In-direct Stations

### **Increased person throughput expected**

*Additional persons (number)*

TBD

**Additional operating costs needed to support the improved service:**

TBD

**Does the project reduce inordinate bus delay?**

*Provide current bus delay and projected reduction*

Model results within weeks

**Does the project address issues of livability in the region?**

Serves at least one regional activity center, Serves off-peak destinations (shopping and retail employment trips), Serves transit-dependent communities, Serves high number of households and jobs within 1/4 mile of investment, Adds new intermodal connection, Adds new connection to non-motorized transportation facilities, Has physical ability to place bus stations at key locations along the route

**Estimated reduction in GHG and criteria pollutant emissions as result of improvement:**

**Estimated increase in ridership from improvement:**

TBD

**Estimated time savings for all users of corridor from improvement:**

**Will the project result in a safety improvement?**

Safety is a critical part of design recommendations

**Number of construction jobs the project will create:**

Mega Projects Information/Data

**Number of other jobs the project will create:**

Mega Projects Information/Data

**Number of jobs preserved by the project:**

Mega Projects Information/Data

**Explain impact on jobs creation/preservation:**

Mega Projects Information/Data

**Is the project in an economically distressed area as federally defined?**

no

**Does the project use any of the following innovative technologies?**

Transit signal priority, Real time bus information system and displays, Smartcard/off board payment, Bus mounted enforcement cameras , Clean fuel technology

**Level of financial commitment from relevant public agencies**

*Please specify amount*

TBD

**Is there potential to partner with community organizations on this project to connect disadvantaged people to economic opportunities?**

*Please explain and list partner/supportive organizations.*

Virginia continues to partner with communities to advance economic opportunity

**Does the project include land use considerations and involve relevant non-transportation public agencies?**

*Please explain and list partner/supportive agencies*

Yes, TOD is encouraged and supported along with TDM activity

## **10. Transit Technology Improvements**

**Project name:** Transit Technology Improvements

**Project jurisdiction:** DC, MD, VA

**Project implementing agency:** WMATA

**Project type:** Technology Improvements to Support and Enhance Both Bus Priority Routes and Transit Centers

**Project cost (capital):** 25,000,000

### **Project Description:**

Project is composed of three components:

- 1) Next Bus LED Installation - Install LED displays at major bus transit centers and at major transfer stops along individual corridors of the Priority Corridor Network that can display Next Bus arrival information; installation serves to support objectives of Bus Stop Guidelines.
- 2) On-street SmarTrip vending machines - Install SmarTrip vending machines at transit centers and at major transfer stops along individual corridors of the Priority Corridor Network in an effort to increase SmarTrip fare media use of bus passengers.
- 3) Transit Signal Priority - Work with jurisdictional transportation departments to implement TSP at specific intersections along corridors of the Priority Corridor Network.

### **Is the service proposal regionally significant?**

Improves an existing service with ridership of at least 5000 per day, Benefits two or more jurisdictions

### **What is the project schedule?**

Does not need additional right of way, Is in the CLRP/TIP or jurisdiction/agency strategic plan, Has completed or is expected to complete all necessary environmental review by February 17, 2010, Can be completed by February 17, 2012, Can begin construction immediately upon receipt of grant in February 2010, At least 30% design completed by September 15, 2009, Has all legislative approvals completed (check if none are necessary)

### **Does the project leverage funding outside of ARRA grant**

### **Does the project provide synergistic highway and transit improvements?**

### **Does the project employ any of the following runningway improvements?**

**Increased person throughput expected**

*Additional persons (number)*

**Additional operating costs needed to support the improved service:**

**Does the project reduce inordinate bus delay?**

*Provide current bus delay and projected reduction*

**Does the project address issues of livability in the region?**

**Estimated reduction in GHG and criteria pollutant emissions as result of improvement:**

**Estimated increase in ridership from improvement:**

**Estimated time savings for all users of corridor from improvement:**

**Will the project result in a safety improvement?**

**Number of construction jobs the project will create:**

**Number of other jobs the project will create:**

**Number of jobs preserved by the project:**

**Explain impact on jobs creation/preservation:**

**Is the project in an economically distressed area as federally defined?**

**Does the project use any of the following innovative technologies?**

**Level of financial commitment from relevant public agencies**

*Please specify amount*

**Is there potential to partner with community organizations on this project to connect disadvantaged people to economic opportunities?**

*Please explain and list partner/supportive organizations.*

**Does the project include land use considerations and involve relevant non-transportation public agencies?**

*Please explain and list partner/supportive agencies*

## 11. Priority Corridor Network Runningway Improvements

**Project name:** Priority Corridor Network Runningway Improvements

**Project jurisdiction:** DC, MD, VA

**Project implementing agency:** WMATA

**Project type:** Runningway Improvements to Existing Bus Service in Priority Corridors

**Project cost (capital):** 18,500,000

**Project Description:**

Implementation of running way improvements identified in previous PCN corridor studies. Specific routes include: Columbia Pike, REX, J4, Georgia Avenue (DC), 30's Line and 16th Street NW. Improvements include:

- 14 queue jump lanes
- 40 stop improvements
- 6 running way segments to include transit-only lanes (totaling over 4 miles)

**Is the service proposal regionally significant?**

Improves an existing service with ridership of at least 5000 per day, Benefits two or more jurisdictions

**What is the project schedule?**

**Does the project leverage funding outside of ARRA grant**

**Does the project provide synergistic highway and transit improvements?**

**Does the project employ any of the following runningway improvements?**

**Increased person throughput expected**

*Additional persons (number)*

**Additional operating costs needed to support the improved service:**

**Does the project reduce inordinate bus delay?**

*Provide current bus delay and projected reduction*

**Does the project address issues of livability in the region?**

**Estimated reduction in GHG and criteria pollutant emissions as result of improvement:**

**Estimated increase in ridership from improvement:**

**Estimated time savings for all users of corridor from improvement:**

**Will the project result in a safety improvement?**

**Number of construction jobs the project will create:**

**Number of other jobs the project will create:**

**Number of jobs preserved by the project:**

**Explain impact on jobs creation/preservation:**

**Is the project in an economically distressed area as federally defined?**

**Does the project use any of the following innovative technologies?**

**Level of financial commitment from relevant public agencies**

*Please specify amount*

**Is there potential to partner with community organizations on this project to connect disadvantaged people to economic opportunities?**

*Please explain and list partner/supportive organizations.*

**Does the project include land use considerations and involve relevant non-transportation public agencies?**

*Please explain and list partner/supportive agencies*

## **12. Route 1 Widening**

**Project name:** Route 1 Widening

**Project jurisdiction:** Prince William County

**Project implementing agency:** Prince William County

**Project type:** Bus Priority Route

**Project cost (capital):** 45,000,000

### **Project Description:**

The overall project description is to widen Route 1 from the Stafford County line to the Fairfax County line to a to a 6-lane divided facility with a 16-foot raised median with curb and gutter. The County is currently completing the wideing from Joplins Road to Bradys Mill Road. However, due to budgetary constraints, the County will need additional funding to complete the remaining segments with a priority given on the northern section of Route 1. This project is also a priority bus route in that the County has initiated a BRT Study along the Route 1 corridor to help reduce vehicles on the roadway, reduce travel times and better emissions and air quality. The County also submitted a TLC grant to look at a multimodal station within the Route 1 Corridor. Route 1 is a major thoroughfare to DC and southern jurisidctions. In addition to serving only Prince William County, it also serves jurisidctions north and south of the County as well.

### **Is the service proposal regionally significant?**

Benefits two or more jurisdictions, When the BRT Study is complete, the County is optimistic that recommendations from the study will result in improvements that will improve commuting in the region given that Route 1 ia a major thoroughfare

### **What is the project schedule?**

Does not need additional right of way, Is in the CLRP/TIP or jurisdiction/agency strategic plan, Has completed or is expected to complete all necessary environmental review by February 17, 2010, Can be completed by February 17, 2012, Can begin construction immediately upon receipt of grant in February 2010, At least 30% design completed by September 15, 2009

### **Does the project leverage funding outside of ARRA grant**

Private funding, State/local funding

### **Does the project provide synergistic highway and transit improvements?**

Runningway improvements overlap with road maintenance needs

**Does the project employ any of the following runningway improvements?**  
Possible runningway improvements resulting from the BRT Study recommendations

**Increased person throughput expected**

*Additional persons (number)*  
not available at this time

**Additional operating costs needed to support the improved service:**  
nto available at this time

**Does the project reduce inordinate bus delay?**

*Provide current bus delay and projected reduction*

It is expected that the project will indeed reduce bus delay. If BRT is to be feasible along the Route 1 Corridor, widening Route 1 will be critical to ensure that vehicular traffic does not impede the efforts of transit. Bus delay can also be reduced with potential treatments resulting from the BRT Study.

**Does the project address issues of livability in the region?**

Serves at least one regional activity center, Serves high number of households and jobs within 1/4 mile of investment, Has physical ability to place bus stations at key locations along the route

**Estimated reduction in GHG and criteria pollutant emissions as result of improvement:**

not available at this time

**Estimated increase in ridership from improvement:**

not available at this time

**Estimated time savings for all users of corridor from improvement:**

not available at this time

**Will the project result in a safety improvement?**

The project will provide a 5' sidewalk and a 10' trail for pedestrians who choose alternative modes of transportation. This is critical because pedestrians are currently forced to walk in the street due to the lack of these provisions in along this stretch of roadway. Providing these facilities will promote pedestrian safety.

**Number of construction jobs the project will create:**

8+

**Number of other jobs the project will create:**

**Number of jobs preserved by the project:**

2

**Explain impact on jobs creation/preservation:**

Due to the down economy coupled with the loss of HB3202 funds, Prince William County as well as other jurisdictions throughout the nation has seen a startling decrease in once available funding to continue advancing the County's Capital Improvement Program. Because of this, any construction projects the County is able to implement allows the County to preserve existing jobs while creating new ones.

**Is the project in an economically distressed area as federally defined?**

no

**Does the project use any of the following innovative technologies?**

Transit signal priority

**Level of financial commitment from relevant public agencies**

*Please specify amount*

Local funding commitment is from the County and state funding commitment is from VDOT

**Is there potential to partner with community organizations on this project to connect disadvantaged people to economic opportunities?**

*Please explain and list partner/supportive organizations.*

**Does the project include land use considerations and involve relevant non-transportation public agencies?**

*Please explain and list partner/supportive agencies*

The County is in the process of updating the Comprehensive Plan. As of now, staff is recommending land use policies within teh Route 1 Corridor that promote context sensitive designs. Furthermore, a Transit Plan will be included as part of the update to the Comprehensive Plan.

### **13. K Street Transitway**

**Project name:** K Street Transitway

**Project jurisdiction:** District of Columbia

**Project implementing agency:** TBD

**Project type:** Bus Priority Route

**Project cost (capital):** \$65 million

**Project Description:**

The K Street Transitway is a high-performance median-running, exclusive transitway designed for the operation of high capacity Bus Rapid Transit (BRT) and other transit services Washington Circle (21st Street, NW) and Mt. Vernon Square (10th Street, NW) in downtown Washington, D.C.

**Is the service proposal regionally significant?**

Improves an existing service with ridership of at least 5000 per day, Provides new service in areas that relieve pressure on the Metrorail system, Benefits two or more jurisdictions

**What is the project schedule?**

Is in the CLRP/TIP or jurisdiction/agency strategic plan, Has completed or is expected to complete all necessary environmental review by February 17, 2010, Can be completed by February 17, 2012, Can begin construction immediately upon receipt of grant in February 2010, At least 30% design completed by September 15, 2009, Has all legislative approvals completed (check if none are necessary)

**Does the project leverage funding outside of ARRA grant**

Private funding, State/local funding

**Does the project provide synergistic highway and transit improvements?**

Runningway improvements overlap with road maintenance needs

**Does the project employ any of the following runningway improvements?**

Dedicated bus lanes, Queue jump lanes

**Increased person throughput expected**

*Additional persons (number)*

614 (AM Peak Eastbound)

**Additional operating costs needed to support the improved service:**

(\$1.3 million)

**Does the project reduce inordinate bus delay?**

*Provide current bus delay and projected reduction*

The person throughput on the K Street Transitway in both eastbound and westbound directions between Connecticut Avenue and 18th Street are better than the 2015 No Build Scenario. However, the per person delay increases with the introduction of a median transitway by 1.7 minutes during the AM Peak. This is the result of a number of bus routes shifting from operation on the parallel streets, I and L, to K Street, thereby increasing the number of person throughput and increasing per person delay.

**Does the project address issues of livability in the region?**

Serves at least one regional activity center, Serves off-peak destinations (shopping and retail employment trips), Serves transit-dependent communities, Serves high number of households and jobs within 1/4 mile of investment, Adds new intermodal connection, Adds new connection to non-motorized transportation facilities, Has physical ability to place bus stations at key locations along the route

**Estimated reduction in GHG and criteria pollutant emissions as result of improvement:**

Forthcoming

**Estimated increase in ridership from improvement:**

11-16%

**Estimated time savings for all users of corridor from improvement:**

11.8 min (AM Peak transit); less than 5 minutes for automobile users

**Will the project result in a safety improvement?**

Forthcoming

**Number of construction jobs the project will create:**

See Supporting Docs

**Number of other jobs the project will create:**

See Supporting Docs

**Number of jobs preserved by the project:**

See Supporting Docs

**Explain impact on jobs creation/preservation:**

Forthcoming

**Is the project in an economically distressed area as federally defined?**

no

**Does the project use any of the following innovative technologies?**

Transit signal priority, Real time bus information system and displays, Smartcard/off board payment, Bus mounted enforcement cameras , Clean fuel technology

**Level of financial commitment from relevant public agencies**

*Please specify amount*

Forthcoming

**Is there potential to partner with community organizations on this project to connect disadvantaged people to economic opportunities?**

*Please explain and list partner/supportive organizations.*

Forthcoming

**Does the project include land use considerations and involve relevant non-transportation public agencies?**

*Please explain and list partner/supportive agencies*

Forthcoming

