

Corridor of Statewide Significance

Northern Virginia North-South Corridor Master Plan Study

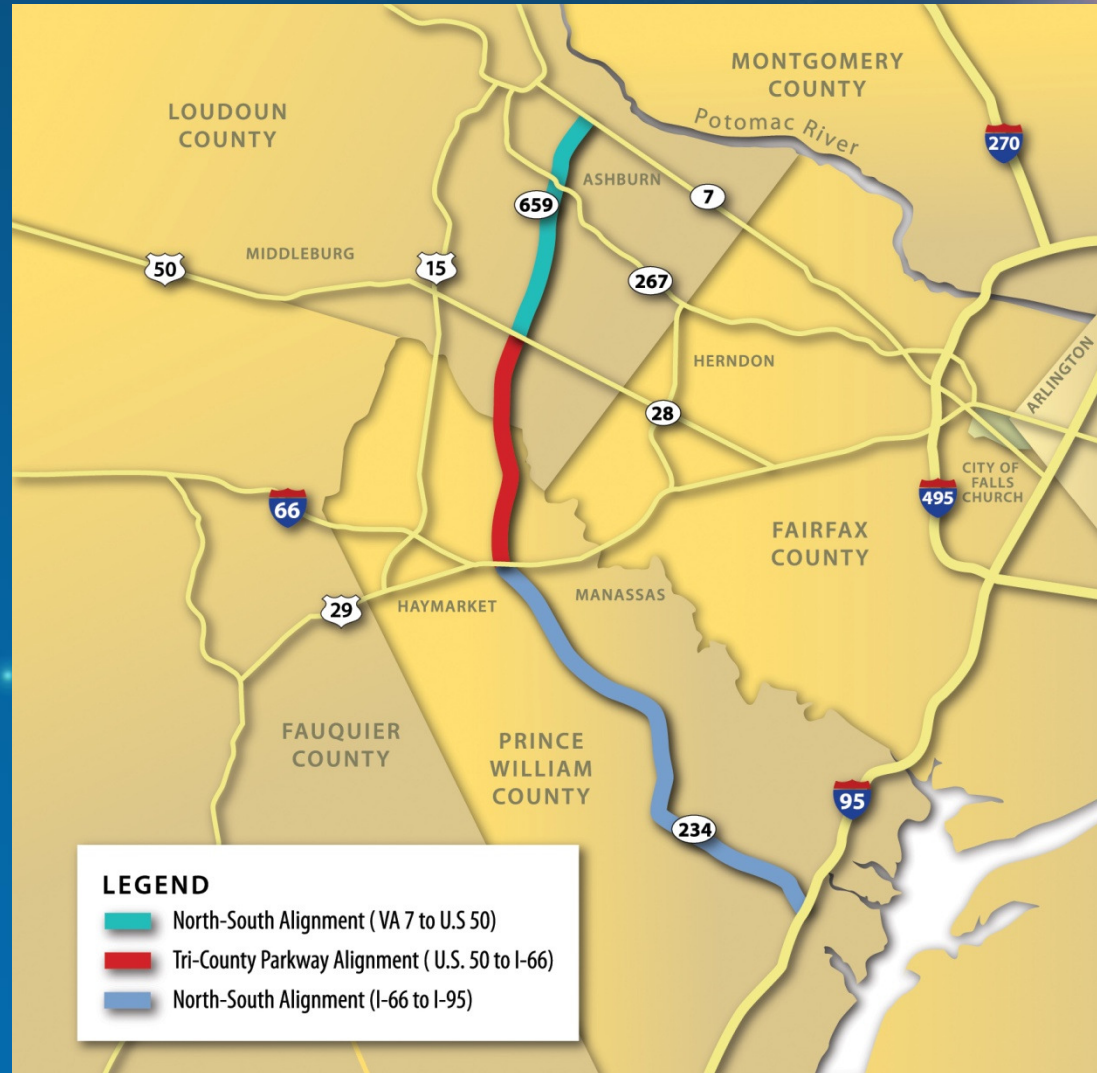
presented to

**Commonwealth
Transportation Board**

presented by

**Deputy Secretary
David Tyeryar**

**Office of Intermodal
Planning and Investment**

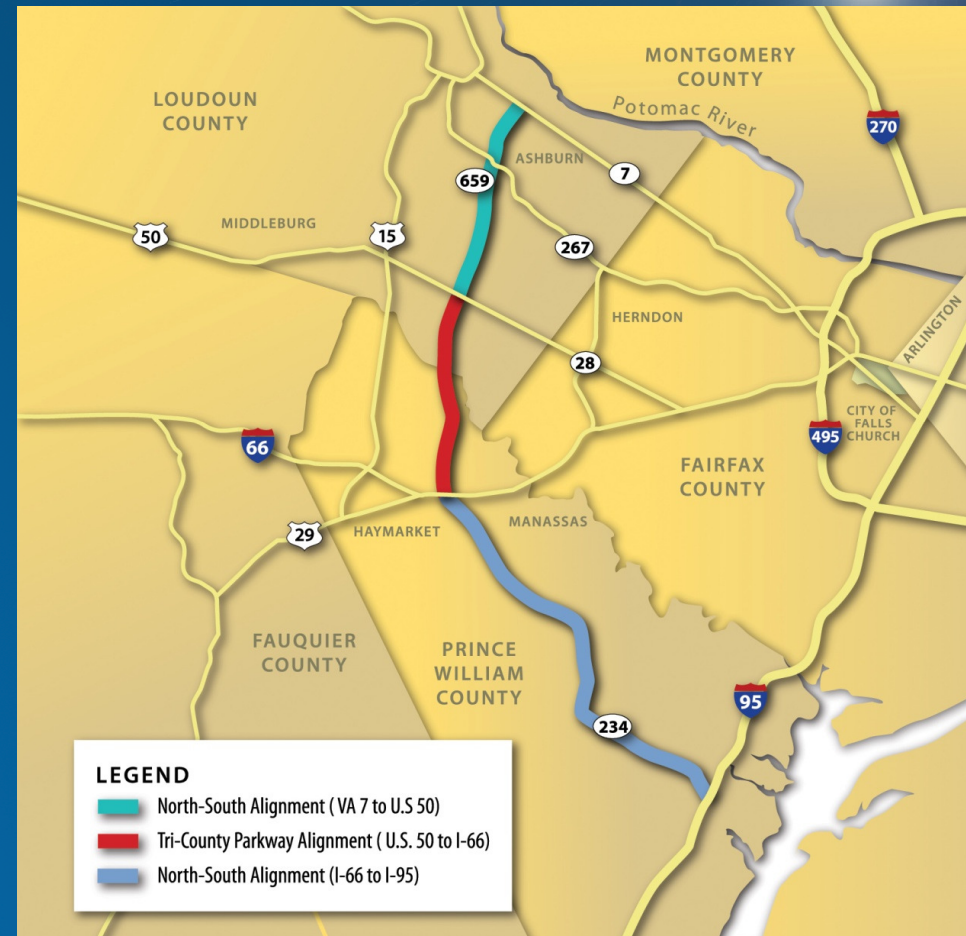


Defining the Corridor

Vision:

The Northern Virginia North-South CoSS will be an integrated, multimodal network of transportation facilities that connect major centers of activity within and through the Commonwealth and promote the movement of people and goods essential to the economic prosperity of the state.

Consistent with local and regional plans the area generally east and west of: Route 234 (Dumfries Road) between I-95 and I-66; the CTB approved location of the Tri-County Parkway between I-66 and Route 50; connections to the Dulles Greenway and Route 7 along Northstar Boulevard and Route 659 (Belmont Ridge Road).



CoSS Committee and Public Involvement Structure

❖ Public Participation Plan & Steering Committee established

Steering Committee

- Mr. David L. Tyeryar - Deputy Secretary of Transportation
- Mr. J. Doug Koelemay – former CTB Board Member
- Mr. F. Gary Garczynski – CTB Board Member, Chair
- Mr. Garrett Moore – VDOT Northern Virginia District Administrator
- Dironna Moore Belton, OIPI Project Manager

Stakeholders

- Elected Officials
- Regional Bodies (NVTA, NVTC, MWCOG, NCRTPB, etc.)

❖ Project Working Group established to represent localities interests

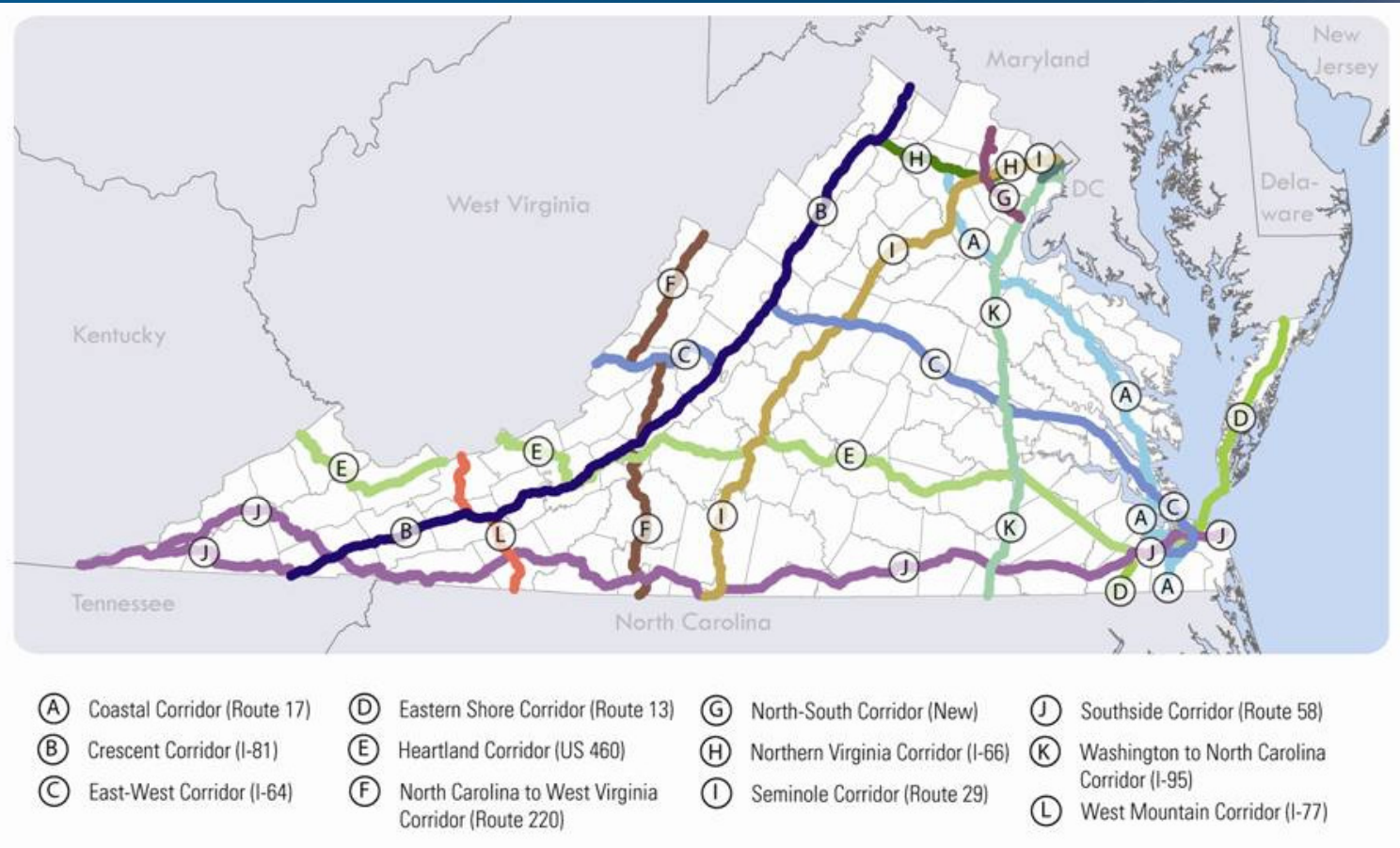
Project Working Group (PWG)

- VDOT Northern Virginia District
- Virginia Department of Aviation
- Virginia Department of Rail and Public Transportation
- Loudoun County
- Prince William County
- Metropolitan Washington Airports Authority
- Facilitator: Cambridge Systematics

General Public

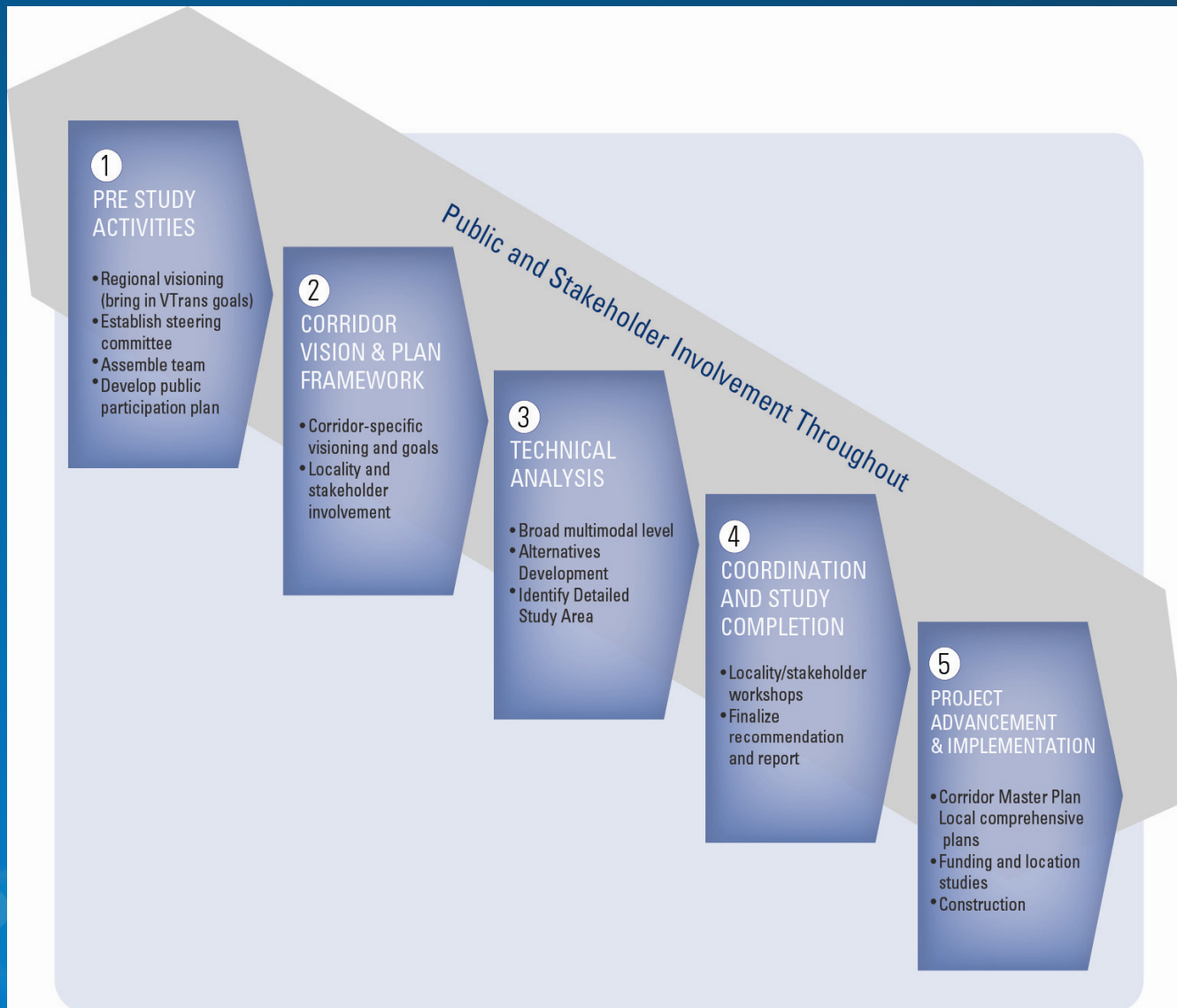
- Residents
- Landowners
- Businesses
- Interest Groups

Legislation on CoSS



Pursuant to § 33.1-23.03 of the *Code of Virginia*, the General Assembly of Virginia directed the Commonwealth Transportation Board (CTB), with assistance from the Office of Intermodal Planning and Investment to, conduct a comprehensive review of transportation needs in corridors of statewide significance and regional networks.

CoSS -Corridor Master Plans



- **October 19, 2011 – CTB Initiated CMP study process for North-South CoSS**
- **Process defined by CTB for all CoSS**
- **Product- CMP recommendation**

Goals

To address the goals and objectives of additional capacity linking Dulles Int'l airport, the CMP studied Alternatives

Support Economic Growth

Maintain Existing Assets and Promote Safe Travel

Support Multimodal Investment

Environmental Stewardship

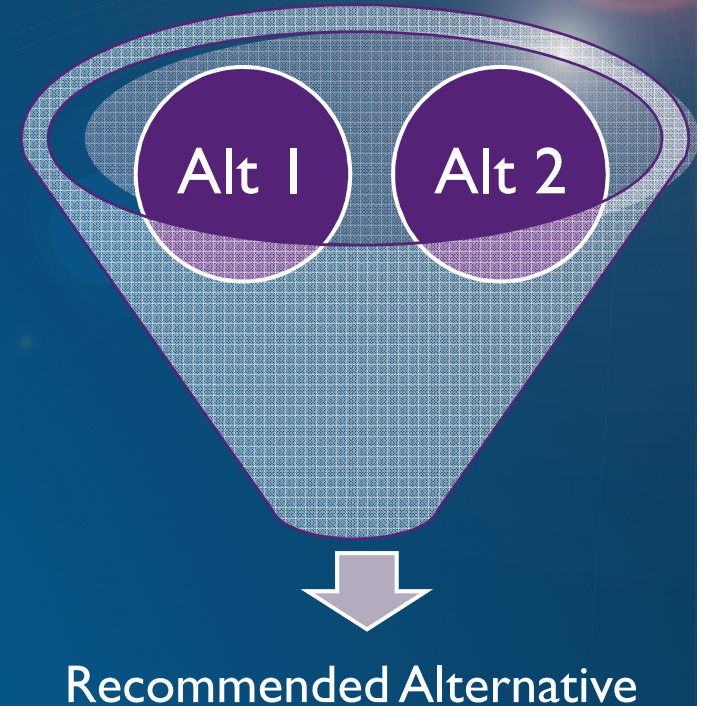
Alternative 1 focused on County roadway plans for the corridor

Alternative 2 introduced new transit service from state/regional plans and other multimodal elements, including a network of HOV and HOT lanes

Recommended Alternative is consistent with local plans and public comments

Transportation Alternative Elements Considered

- The two initial transportation alternatives were presented to the public at the first round of public meetings in Ashburn and Manassas in December 2012. Comments from the first round of meetings were used to inform and develop a preferred alternative for the corridor.
- A draft of the recommended alternative, along with the performance results of the initial two alternatives, was presented to the public at the final public meeting in Manassas on January 8, 2013. Overall a total of 208 attendees participated in the three public meetings, with 767 individual written comments received throughout the course of the study.



Summary of Public Comments Ashburn and Manassas

449 Total Number Comment Sheets and PostCards Received in Ashburn and Manassas in December 2012

The study team received 447 comments from individuals, and most of the comments referenced more than one thematic area. As a result, the number in parentheses represents the number of similar comments received. Many comments covered multiple categories and are counted more than once. Comments received provided the opportunity to show support for/oppose *specific elements* of the alternatives, thus this summary counts the 'elements' supported/opposed, not the number of individual comments received.

Multimodal Components (18)

- 14 comments in favor of components of alternatives
- 4 comments in opposition to components of alternatives

Need for the North-South Corridor (391)

- 158 supporting need for corridor
- 233 opposing need for corridor

Environmental and Community Effects (250)

- 3 support
- 247 Oppose

Character and Capacity of the Corridor (55)

- 45 in support
- 10 in opposition

Corridor Location and Alignment (146)

- 133 support
- 13 opposed

Summary of Public Comments Manassas

318 Total Number Comment Sheets and PostCards Received in Manassas in January 2013

The comments from individuals, and most of the comments referenced more than one thematic area. As a result, the number in parentheses represents the number of similar comments received. Many comments covered multiple categories and are counted more than once. Comments received provided the opportunity to show support for/oppose **specific elements** of the alternatives, thus this summary counts the 'elements' supported/opposed, not the number of individual comments received.

Multimodal Components (6)

- 3 comments in favor of components of alternatives
- 3 comments in opposition to components of alternatives

Need for the North-South Corridor (343)

- 342 supporting need for corridor
- 1 opposing need for corridor

Environmental and Community Effects (5)

- 0 support
- 5 Oppose

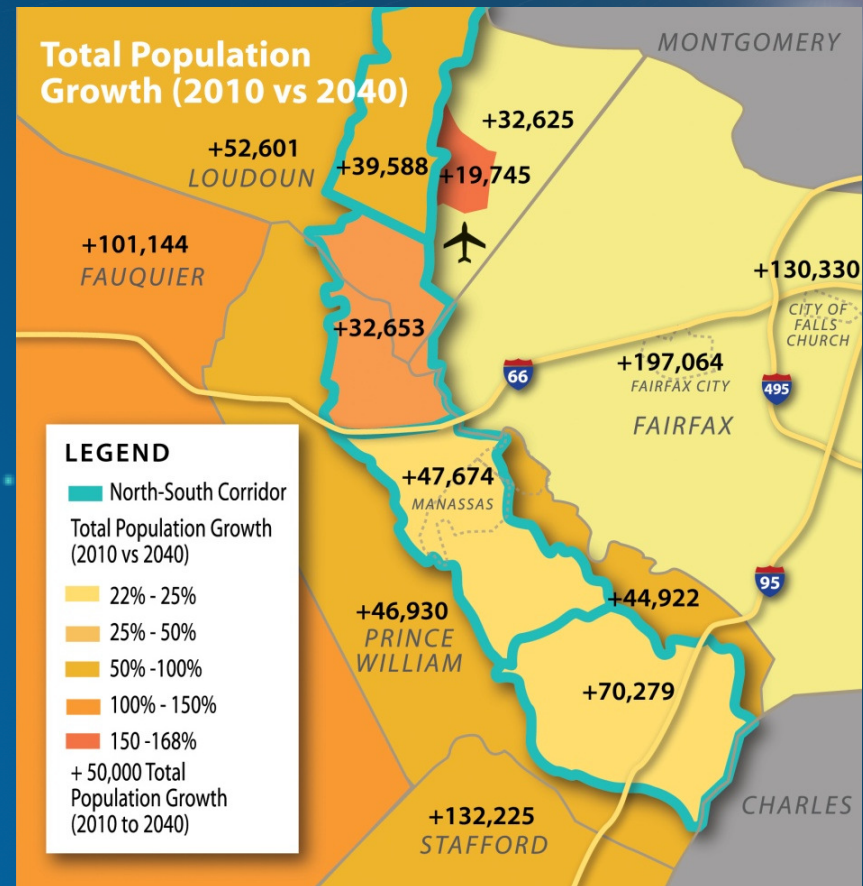
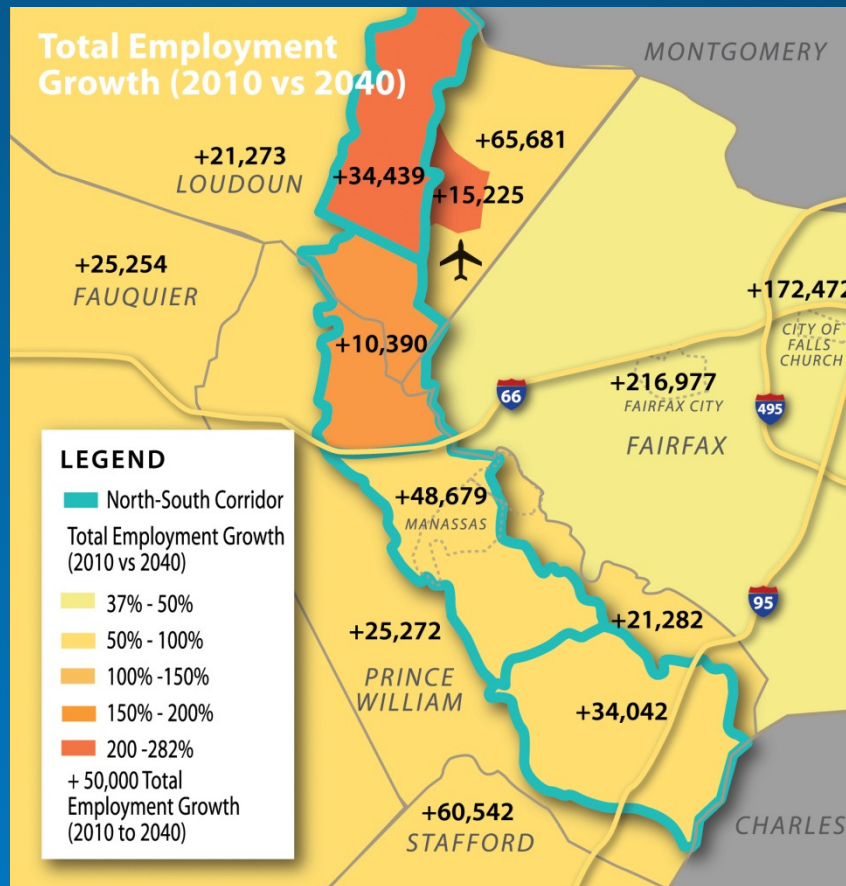
Corridor Location and Alignment (20)

- 10 support
- 10 opposed

Right-of-Way Protection (2)

- 2 support
- 0 opposed

Expected Employment and Population Growth between 2010 and 2040



Nearly 700,000 jobs and 800,000 people, are expected to join this rapidly growing region over the 30 year timeframe.

Benefits

- TRAVEL TIME SAVINGS

The additional roadway capacity plus the addition of HOV/HOT facilities will mean that approximately 40,000 more households will have access to Dulles International Airport within a 60- minute period.

- ACCESSIBILITY BENEFITS

The project is expected to result in \$3.9 million in annual travel time savings for passenger vehicles within the study area.

- ECONOMIC BENEFITS

Dulles International Airport is the principal air cargo hub for the Metropolitan Washington Region and its high value cargo tonnage is poised to grow at an even faster rate than passenger traffic.

Air cargo tonnage and employment ratio projections state that in 2030, if 567,000 additional tons of cargo that is projected in will lead to an additional 2,070 jobs and \$155 million in annual wages in the year 2030.

Next Steps

- CTB resolves and recognizes the completion of the Northern Virginia North-South Corridor Master Plan
- MPOs and jurisdictions adopt CMP final recommendations into CLRPs and other local planning documents
- As funding is available, segments to be studied in further detail will move forward
- Public Involvement continues through future Project Newsletters

Thank You

