

Preliminary Deployment Plan for a Regional BRT System

*Open House/Consultant Briefing
March 30, 2023*



Presented by:

Keith Jasper, Principal, Northern Virginia Transportation Authority

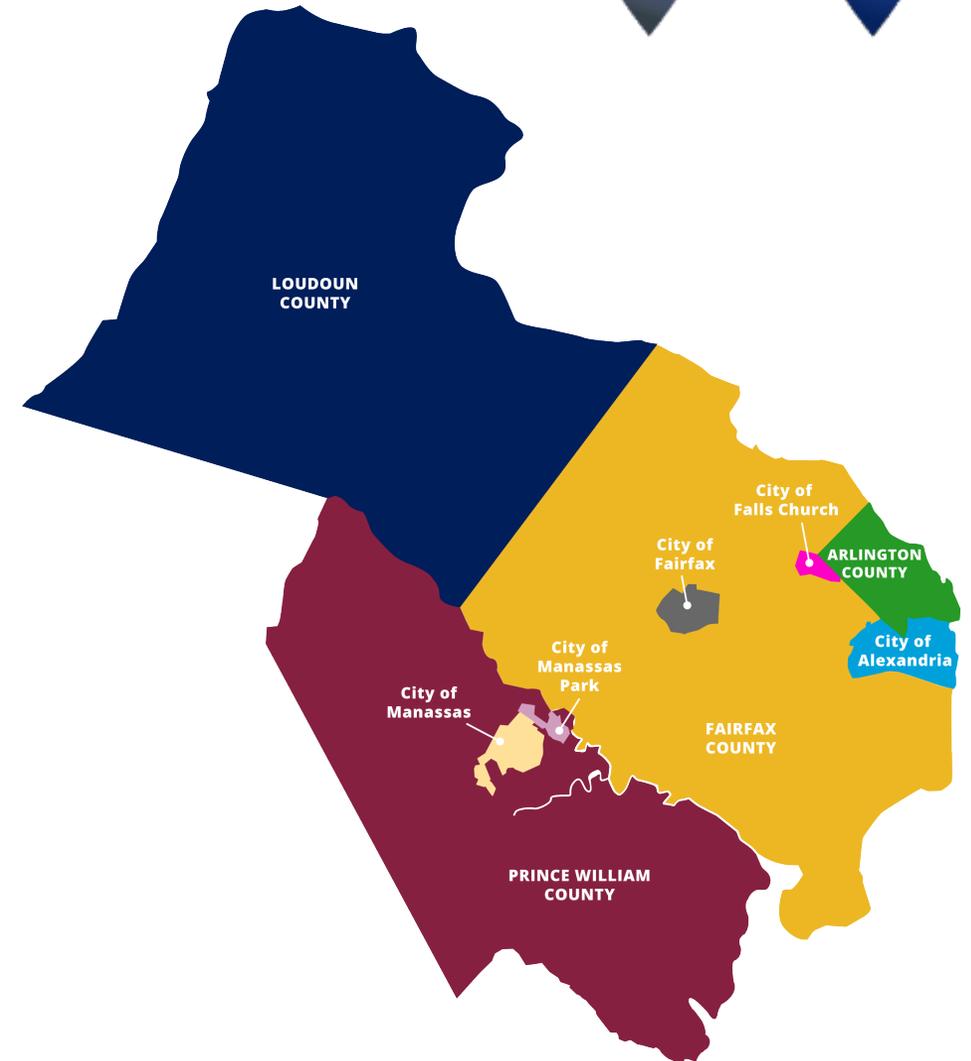
Mike Longhi, CFO, Northern Virginia Transportation Authority



Briefing Overview



1. Welcome, NVTA Staff Introductions, and Purpose
2. Context
3. Purpose of a Preliminary Deployment Plan
4. Coordination
5. Leveraging Current and Recent Work
6. Scope of Work – Key Elements
7. Other Information
8. Q&A





NVTA Staff Introductions



- Monica Backmon, Chief Executive Officer
- Keith Jasper, Principal, Transportation Planning and Programming
- Mike Longhi, Chief Financial Officer
- Peggy Teal, Assistant Finance Officer
- Sree Nampoothiri, Senior Transportation Planner

Transportation Planning Team

- Harun Rashid
- Mackenzie Love
- Ian Newman
- Griffin Frank
- Hannah Pajewski

Communications Team

- Abigail Hillerich



Purpose of Briefing



- Share preliminary information with consultant community regarding the upcoming RFP for a Preliminary Deployment Plan for a Regional Bus Rapid Transit System in Northern Virginia (PDP-BRT)
- Briefing is non-mandatory, non-binding
- The procurement will be an open and competitive RFP for professional services

2) Context

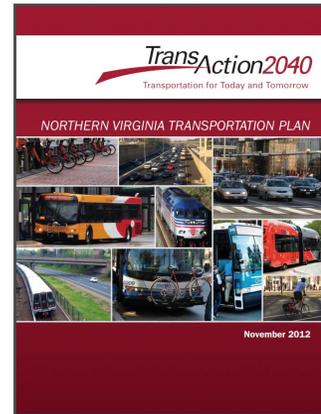
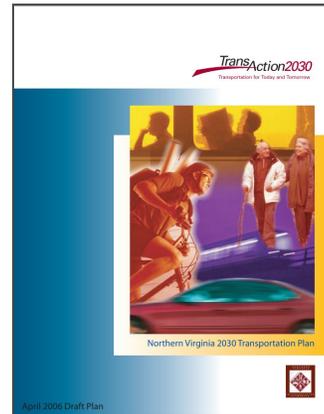




NVTA's Two Primary Responsibilities



1. Develop and update the long-range, multimodal Transportation Plan for Northern Virginia → TransAction (every five years, current version adopted December 2022)



2. Prioritize and fund regional transportation projects → Six Year Program (every two years, most recent update FY2022-FY2027 SYP adopted July 2022)



Vision, Goals and Core Values



“Northern Virginia will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience.”

Goals

**Enhance
Mobility**

**Increase
Accessibility**

**Improve
Resiliency**

What we want to
achieve

Core Values

Equity

Safety

Sustainability

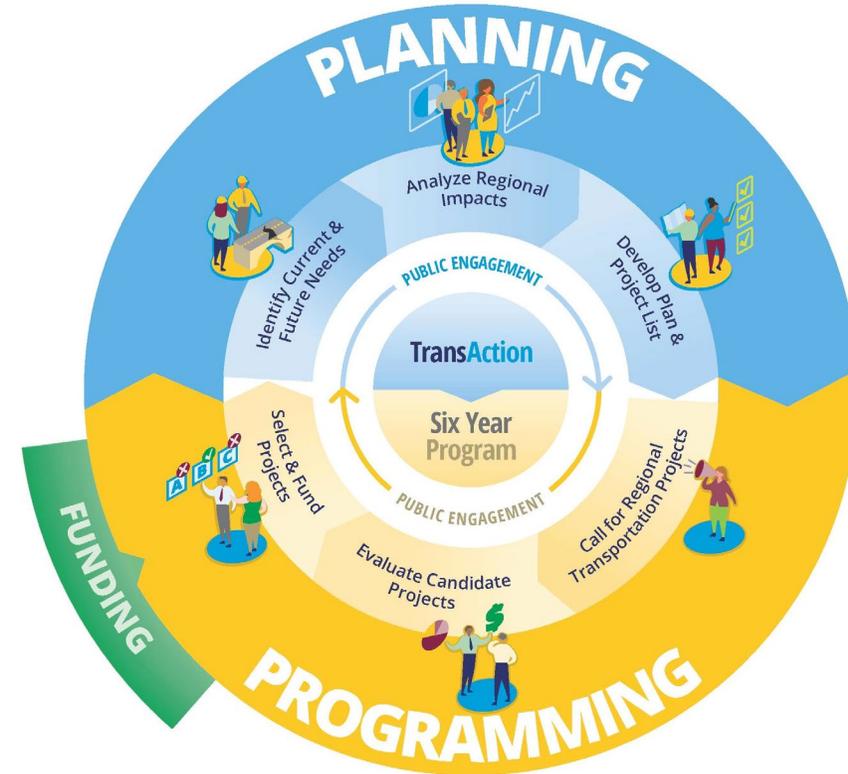
How we achieve
the goals

Vision statement approved by NVTA in December 2020



Relationship of PDP-BRT with TransAction and NVTA's Six Year Program (SYP)

- Nearly **\$0.5 billion** allocated to five BRT projects to date
- Approximately **\$10 billion** in BRT/High-Capacity Transit (HCT) projects included in TransAction
 - Under varying stages of development from conceptual to design, but as **standalone** lines
- TransAction has established initial eligibility for future funding using NVTA's regional revenues
 - FY2024-2029 SYP; CfRTP scheduled for May 1, 2023; adoption anticipated July 2024
 - FY2026-2031 SYP; CfRTP anticipated May 2025; adoption anticipated July 2026
- Approved projects in the SYP can potentially **leverage** NVTA's regional revenues to secure other funding sources





What is Bus Rapid Transit?

How It Works

Improved stations have **offboard fare collection** and **platform-level, all-door boarding.**



Frequent, reliable service shortens wait times.



Transitways with **dedicated lanes** provide faster trips.

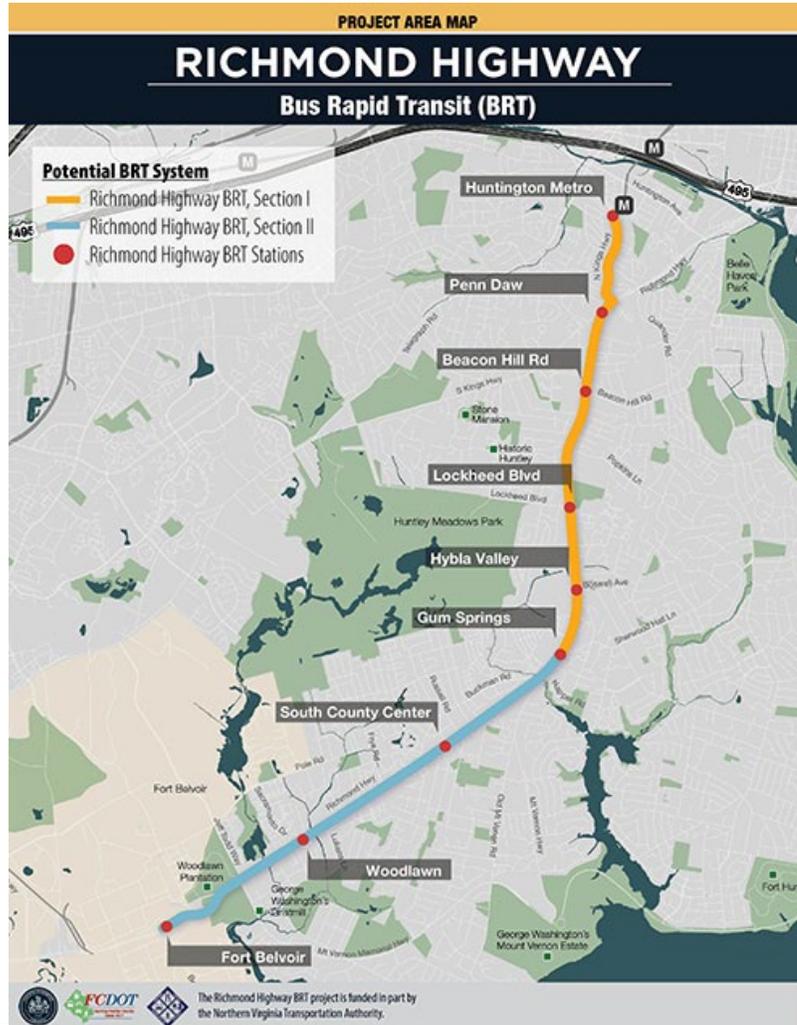


Transit signal priority and queue jumping let BRT buses go first at traffic lights, reducing delay.





What is NVTA's Track Record with BRT?



3) Purpose of a Preliminary Deployment Plan





Think Big, Start Small, Build Momentum



- Offers potential regional solutions that will reduce/reverse our dependency on driving alone by providing new travel options decades before we will see new Metrorail extensions; thereby helping Northern Virginia to meet its vision and goals.
- Provides a vision and action plan for incremental deployment of a regional BRT system; thereby protecting \$450+ million investment by ensuring Northern Virginia establishes a BRT system rather than a series of loosely related BRT lines.
- Identifies early deployment opportunities (beyond the current five lines) as soon as the CfRTP in May 2025 (FY2026-2031 SYP).
- Builds from, and bridges gap between, TransAction and SYP; will ensure that NVTA continues to invest future regional revenues wisely with respect to \$10 billion BRT/HCT projects identified in TransAction.
- Includes a detailed analysis of ridership, congestion reduction impacts, operations, capital/operating costs, funding opportunities, governance considerations; fully aligned with NVTA's Core Values.
- Identifies a pathway to incremental deployment; supports future SYP funding requests.

4) Coordination





NVTA Cannot Do This Alone!



- Coordination has and will continue to be at the center of NVTA's work.
- NVTA work sessions will provide strategic and policy guidance at key milestones.
- BRT Planning Working Group (created for TransAction; met four times from 3/2021 to 1/2022) will continue to provide BRT-related technical guidance and coordination.
- Working Group members include staff representing:
 - NVTA's member jurisdictions/transit agencies
 - Other transit agencies – OmniRide and WMATA
 - State and regional partner agencies – DRPT, VDOT, NVTC, and TPB
 - Montgomery County, Prince George's County, and Washington DC DOT
- Working Group membership will be expanded for the PDP-BRT to ensure planning and operational functions are fully embraced.
- Regional Jurisdiction and Agency Coordinating Committee (RJACC) members will be looped in throughout.
- Establishes an NVTA Business Community Stakeholder Group as part of broader community engagement including other NVTA stakeholders and citizens, to build a coalition of support for regional BRT system.
- Overall coordination approach ensures a regional BRT system that is greater than the sum of its parts:
 - Localities and agencies can focus on deployment of their respective BRT lines
 - NVTA can focus on the regional aspects and potential future funding

5) Leveraging Current and Recent Work





Let's Not Reinvent Any Wheels



- PDP-BRT will identify, and leverage, lessons learned from ongoing and recent BRT projects in the DC region, elsewhere in Virginia, and nationwide.
- PDP-BRT is scheduled to allow maximum opportunity to incorporate relevant inputs from recent and ongoing studies.
- Relevant projects and studies include, but are not limited to:
 - Five BRT projects funded by NVTA
 - DRPT's Transit and TDM studies on I-66 and I-495, and Springfield to Quantico
 - Montgomery County's countywide 'Ride On Reimagined' study
 - WMATA/Metrobus Better Bus
 - NVTC/DRPT's NoVA Regional Bus Transit Analysis

6) Scope of Work – Key Elements





Four Phases of Work



1. Data Gathering and Community Engagement (thru June 2024)
2. Analysis (July 2024 thru February 2025)
3. Public Comment (March 2025 thru July 2025)
4. Reporting (August 2025 thru October 2025)



Professional Services Contract



Tasks include:

- Review of recent and ongoing transit studies/analyses, and identification of relevant findings.
- Documentation of BRT best practices; identify activity thresholds that are BRT-supportive.
- Refine/define BRT/HCT system and related projects identified in TransAction (adopted December 2022), considering BRT-supportive activity thresholds.
- Community engagement with citizens, stakeholders, and the business community.
- Identify opportunities for bus priority, stations/mobility hubs, FMLM links, technology.
- Consider transit vehicle types, propulsion systems, and vehicle fleet emissions reduction goals.
- Consider need for and location of bus maintenance/storage/fueling facilities.
- Analyses of ridership, congestion reduction, operations, costs, revenues, and governance.
- Scenario analysis (incentives/pricing mechanisms; land use)
- Identification of a pathway to deployment for a regional BRT system.
- Formal public engagement.
- Support for NVTA work sessions, NVTA committees, and the BRT Planning Working Group.



Required Skill Areas – Analytics



- Multimodal transportation planning and modeling*
- Transit operations, revenue estimation
- Traffic engineering, transportation technologies
- Cost estimation (operations/capital), funding, governance
- Benefit-cost analysis/transportation economics
- Scenario (sensitivity) analysis
- GIS/data analytics

Note (*): NVTA's new regional transportation model uses a CUBE/DTALite platform



Required Skill Areas – Engagement



- Market research/focus groups/perception survey
- Business community/citizen/stakeholder engagement
 - Includes solicitation/analysis of inputs, preparation of surveys and related materials
- Public meetings, including pop-ups, festivals/fairs, special events, and hearings
 - Includes solicitation/analysis of inputs, preparation of surveys and related materials
- Website content management, including graphics and video
- Reporting/presentations/visualizations

Note: NVTA's Communications team will take the lead on social media and message creation activities

7) Other Information





Anticipated Schedule



- **March 30, 2023** Open House/Consultant Briefing
- **Late March/early April 2023** Post RFP
- **October 2023** Authority selects consultant
- **December 2023** Transportation perception survey (BRT focus)

- **Spring 2024** Community engagement; NVTA work session #1
- **Summer/Fall 2024** Analysis

- **Spring 2025** Public comment period; NVTA work session #2; draft PDP-BRT
- **Summer/Fall 2025** NVTA approves PDP-BRT reports; produce video



Contract Information



- The procurement will be open and competitive RFP for professional services
- NVTA will select the team that provides best value
- Approved budget is \$2 million; includes more than the cost of this contract
- Period of Performance: Two Years
- Contract Type: Professional Services Cost Reimbursement Basis for RFP defined Tasks. Cost basis will be used for follow on task orders.



Stay in Touch



Please ensure you sign the attendance list,
or send an email to Procurement@TheNOVAAuthority.org,
so that we can keep you informed.

Updates will be posted here:
<https://thenovaauthority.org/about/business-opportunities/>

RFP-related questions must be submitted to:
Procurement@TheNOVAAuthority.org

8) Q & A

