

Analysis of Multimodal Capacity Expansion

Using NVTA's Regional and Local Revenues

February 9, 2023



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Purpose



- Provide new insights regarding how NVTA's revenues are used for multimodal capacity expansion through a comprehensive and consistent summary of added multimodal linear infrastructure (lane miles):
 - Active Transportation
 - Bike-only facilities
 - Pedestrian-only facilities
 - Shared bike/pedestrian facilities
 - Roadways
 - Dedicated transit right of way
- Complement real time project status information shown on NVTA's NoVA Gateway dashboard.



Analytical Approach



- Takes into consideration projects that add new linear infrastructure, i.e., does not include projects that solely improve/maintain existing infrastructure.
- GIS-based approach in collaboration with, and verified by, jurisdictional staff.
- Both 70% regional revenues and committed 30% local revenues are considered.

Revenue Breakdown	Years	Total
Regional Revenues (70%)	FY2014-2027	\$3.121B
Local Revenues (30%)	FY2014-2022	\$0.615B
Total Investments		\$3.736B

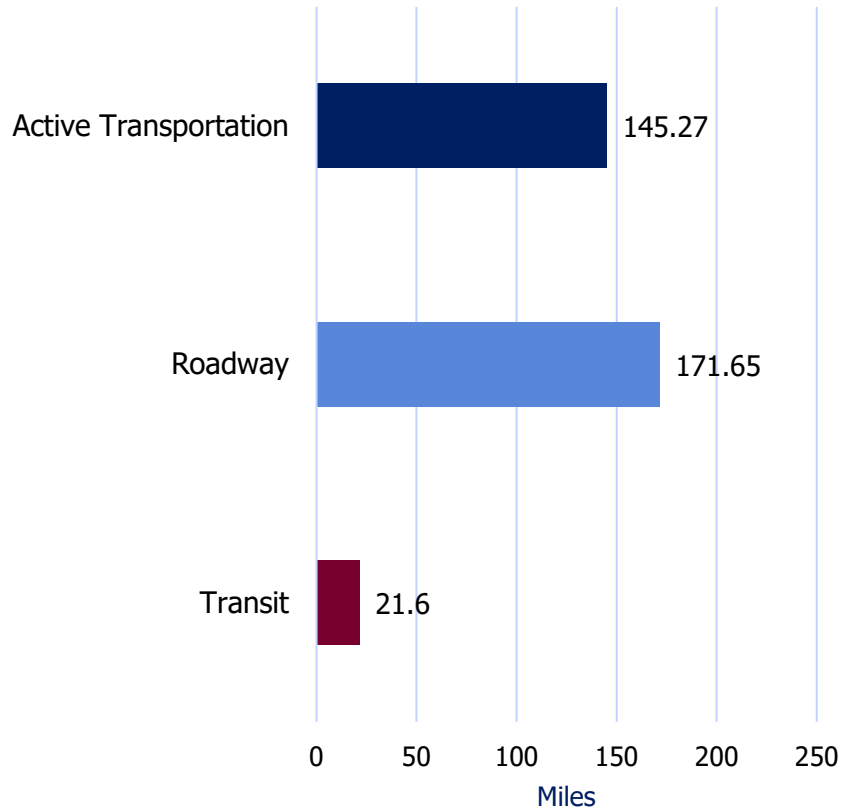
- All 9 member jurisdictions and the 5 towns are included in the analysis
- All projects are expected to be completed by 2034.



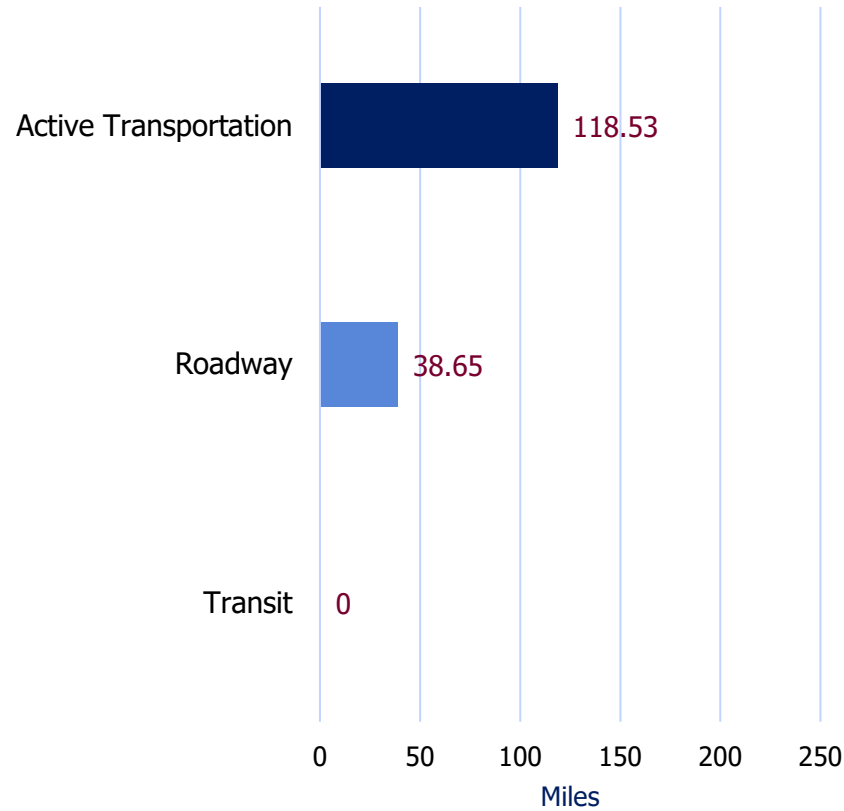
Added Multimodal Lane Miles



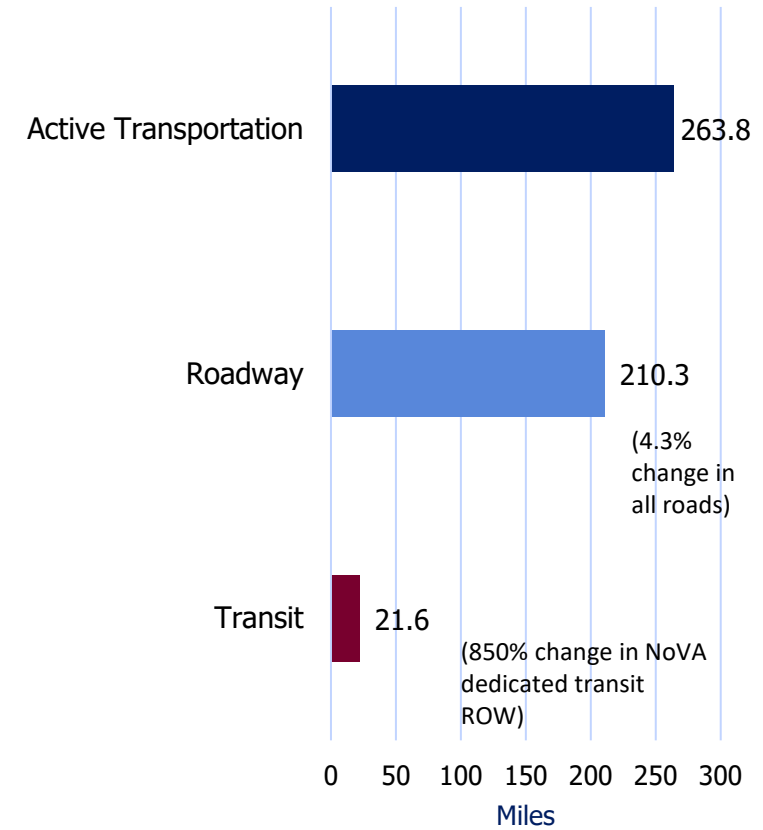
70% Regional Revenue Projects



30% Local Revenue Projects

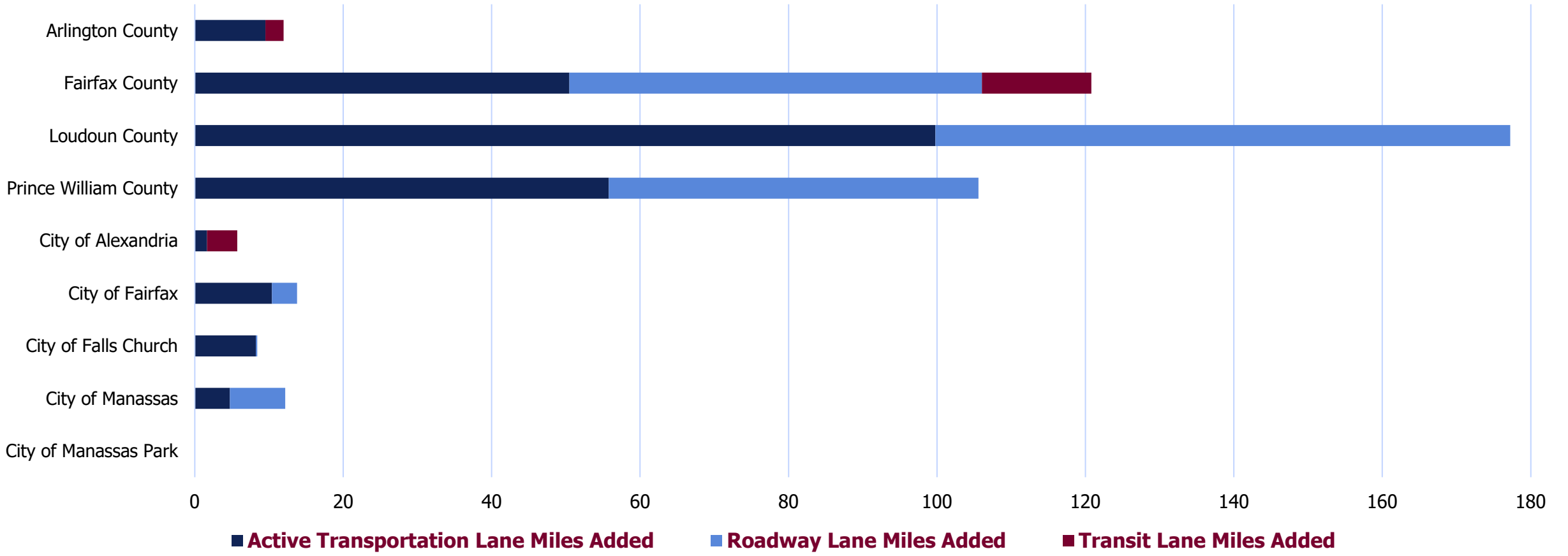


All NVTA Funded Projects





All NVTA-funded Projects: Added Multimodal Lane Miles by Jurisdiction





Key Takeaways



- 25% more active transportation lane miles will be added (263.8 miles) than roadway lane miles added (210.3 miles).
- All nine member jurisdictions and the 5 towns have allocated NVTA funds for new bike and pedestrian infrastructure.
- This analysis does not take account of NVTA-funded projects that enhance active transportation, roadway or transit facilities unless new lane miles are added.

Note: At least 21 miles of dedicated BRT right of way lane miles are expected to be developed by the BRT projects currently funded by NVTA.



Thank you!



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