

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Members, Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: June 12, 2018

SUBJECT: Endorsement of SMART SCALE Project Applications

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTA) endorsement of member jurisdictions' SMART SCALE project applications.
2. **Suggested Motion:** *I move Authority Endorsement of SMART SCALE Project Applications with Resolution 18-02, for the Commonwealth of Virginia's SMART SCALE Prioritization Process.*
3. **Background.** SMART SCALE is the primary funding program for transportation projects using Commonwealth of Virginia revenues. Similar to the Authority's Six Year Program, SMART SCALE uses a biennial schedule and incorporates a data-driven process to screen and evaluate projects, and to prioritize investment decisions.

The SMART SCALE program is now in its third round. The final deadline for submitting SMART SCALE applications in this third round is August 1, 2018. Approved projects will be included in the Commonwealth's Six Year Improvement Program, to be adopted in June 2019, by the Commonwealth Transportation Board, using FY2024-2025 revenues.

For any project applications from transit agencies, and for project applications from localities that address an identified VTRANS need on a Corridor of Statewide Significance, transit agencies and localities must include a resolution of support from the relevant regional entity when submitting their project applications. In the case of Northern Virginia, the Authority fulfills the role of relevant regional entity.

4. **Next steps.** The project application deadline is **August 1, 2018**. The Commonwealth will release project evaluations and recommendations in **January 2019**. The Commonwealth Transportation Board will hold Public Hearings in **March/April 2019**, and will adopt the Six Year Improvement Program in **June 2019**.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

RESOLUTION 18-02

A RESOLUTION FOR THE SUPPORT OF NORTHERN VIRGINIA PROJECTS TO THE COMMONWEALTH OF VIRGINIA'S SMART SCALE TRANSPORTATION PROJECT PRIORITIZATION PROCESS.

WHEREAS, Virginia House Bill 2, signed by the Governor on April 6, 2014 and effective as of July 1, 2014, required the development of a prioritization process, now referred to as SMART SCALE, and directed the Commonwealth Transportation Board to develop and use a scoring process for project selection by July 2016; and

WHEREAS, localities and agencies that wish to submit projects within a Corridor of Statewide Significance must have a resolution of support from the Authority, as the relevant regional entity for Northern Virginia, to be considered for the SMART SCALE prioritization process; and,

WHEREAS, public transit agencies are required to have a resolution of support from the Authority or relevant entity for projects located in the Regional Network to be eligible for SMART SCALE evaluation; and,

WHEREAS, Authority staff have worked with member jurisdictions and agencies in receiving project submissions for the SMART SCALE process; and,

WHEREAS, submission of projects to the Commonwealth for the SMART SCALE process does not infer nor commit NVTAR Regional Revenues to the project; and,

WHEREAS, Authority approval of the submission of the projects requires a resolution of support by the Authority;

NOW, THEREFORE, BE IT RESOLVED BY THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY THAT THE FOLLOWING NORTHERN VIRGINIA PROJECTS ARE SUBMITTED TO THE COMMONWEALTH OF VIRGINIA SMART SCALE PROJECT PRIORITIZATION PROCESS:

Project List

Project Title	Short Description
<u>Arlington County</u>	
Arlington Transit Facilities	Construct new maintenance and storage facilities for ART buses at locations in Shirlington, Arlington County, and Springfield, Fairfax County.
Ballston Metro Station West Entrance	This project will construct a second entrance to the Ballston-MU Metrorail station, at North Fairfax Drive and North Vermont Street.
Crystal City Metro Station East Entrance	Construct a second entrance to the Crystal City Metrorail Station at the northwest corner of the intersection of Crystal Drive and 18th Street South, located to the east of the existing entrance on south Bell Street at 18th Street South.
Pentagon City Multimodal Connections / Transitway Extension	Extend the Crystal City Potomac Yard transitway to Pentagon City via Army Navy Drive, and rebuild Army Navy Drive to be a complete street.
Shirlington Station Expansion	This project consists of planning, design, and construction of additional bus bays to accommodate Arlington Transit, Metrobus, and the City of Alexandria's West End Transitway needs.
Transit Technology & ITS Improvements	Improve bus operations and efficiency via a suite of technology and ITS improvements including improved bus tracking and dispatch equipment, and control computers and software.
Crystal City Potomac Yard Transitway Southern Extension	This project is to plan, design, and construct the southern portion of the Crystal City Potomac Yard Transitway "Segment C" between South Glebe Road in Arlington County to the Arlington County / City of Alexandria Line at Four Mile Run.
Route 110 Trail (South)	The project is a new 1.25-mile regionally significant trail from Memorial Avenue to Columbia Pike. It will connect Rosslyn with south Arlington County, and complete a non-motorized loop around Arlington National Cemetery and Joint Base Myer – Henderson Hall, which are barriers.

Project Title	Short Description
Fairfax County	
Richmond Highway Widening (Napper Road to Mount Vernon Highway)	The project, which is 2.9 miles in length and located between Mt. Vernon Memorial Highway (south) and Napper Road, will provide a six-lane facility complementing the widened Richmond Highway segment from Telegraph Road to Mt. Vernon Memorial Highway. This project includes both pedestrian and bicycle facilities and provisions to facilitate future bus rapid transit.
Fairfax County Parkway Widening (Route 29 to Route 123)	The project, which is approximately 5.5 miles in length and located just north of Route 29 to the Route 123 interchange, will widen Fairfax County Parkway (Route 286) from a four-lane to a six-lane roadway. The project will increase capacity along Route 286 and make improvements to intersections along the corridor. The project will remove the traffic signal at Burke Centre Parkway and provide a free-flowing corridor from Roberts Parkway to Route 50. The project includes improvements to the Route 123 interchange to increase capacity for the high volume of traffic entering and exiting Route 286 from/to Route 123 south. In addition, the project will improve or provide pedestrian and bicycle amenities along the project corridor.
Soapstone Drive Extension/Dulles Toll Road Overpass	The Soapstone Connector is a new roadway, approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road, in Reston. The project is located west of the Wiehle-Reston East Metrorail Station and would include a new (bridge) crossing the Dulles Toll Road, the Dulles International Airport Access Highway, and the Metrorail Silver Line. The new roadway extension will include pedestrian and bicycle accommodations.
Richmond Highway Bus Rapid Transit (BRT, Huntington Metrorail Station to Fort Belvoir)	The project implements median running BRT from the Huntington Metrorail Station to Fort Belvoir. The project was recommended by the Route 1 Multimodal Alternatives Analysis. A recommendation from the study included a phased approach, which was to implement median running BRT in the near-term between Huntington in Fairfax County to Woodbridge in Prince William County and expanding Metrorail to Hybla Valley, Fairfax County in the long-term. In

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	<p>May 2015, the Fairfax County Board of Supervisors endorsed phases 1 and 2 of the preferred transit alternative which was to implement median running BRT from the Huntington Metrorail Station to Fort Belvoir.</p>
<p>Frontier Drive Extension</p>	<p>The Frontier Drive Extension will extend Frontier Drive from its terminus south of the Franconia-Springfield Parkway to Loisdale Road, including improved access to the Franconia-Springfield Metrorail Station and braided ramps to and from the Franconia-Springfield Parkway. Provide on-street parking along Frontier Drive as well as pedestrian and bicycle accommodations.</p>
<p>Braddock Road Improvements Phase I (Wakefield Chapel Road to Ravensworth Road)</p>	<p>Braddock Road Project Phase I will increase capacity, improve bicycle and pedestrian access/safety, and provide transit access along Braddock Road. Improvements to intersection operations include: optimizing signal operation, adding turn lanes, and implementing access management. Improvements to bicycle and pedestrian access include adding missing links to pedestrian facilities along Braddock Road with a shared-use path in eastbound and westbound directions, which will tie-into existing side street sidewalks.</p>
<p>Braddock Road Improvements Phase II (Guinea Road to Wakefield Chapel Road)</p>	<p>The Braddock Road Project Phase II (Guinea Road to Wakefield Chapel Road) will increase capacity, provide access management, improve bicycle and pedestrian access/safety, and provide better access to transit facilities along Braddock Road. Intersection improvements include additional turn lanes and signal optimization; access management by restricting turns, and eliminating traffic signals. Multi-modal improvements include: improvements to bicycle and pedestrian access include addition/upgrade of all asphalt paths and sidewalks along Braddock Road with a shared-use path in both directions.</p>
<p>Davis Drive Extension/Dulles Toll Road Overpass (also noted as the Rock Hill Road Bridge)</p>	<p>This project will provide a new connection between Sunrise Valley Drive in Fairfax County and Innovation Avenue in Loudoun County over the Dulles Toll Road. The new connection, located just west of the Innovation Center Metrorail Station, will include a new four-lane divided road and bridge, and pedestrian facilities on both sides. The proposed roadway will provide an additional crossing over the Dulles Toll Road, and provide direct connections within the</p>

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	<p>Innovation Center Transit Station Area. The project will provide additional capacity across the Dulles Corridor, reduce congestion and delay on Route 28 and Centreville Road, and improve accessibility and mobility to and within the area surrounding the Innovation Center Metrorail Station.</p>
<p>Seven Corners Ring Road (Phase 1A/Segment 1A)</p>	<p>The Board of Supervisors adopted an updated Comprehensive Plan for the Seven Corners area that includes a concept for a new Seven Corners Interchange. This project will design and construct the first phase of the new Interchange. This phase consists of a new road connecting Route 7, on the western side of the existing Seven Corners Interchange, with a bridge over Route 50, around the Interchange to Sleepy Hollow Road, back to Route 7 on the eastern side of the Interchange and terminating with a bridge that goes over Route 50.</p>
<p>Route 28 Northbound Widening (McLearen Road to Route 50)</p>	<p>The project consists of the widening of northbound Route 28 from three to four lanes between Route 50 and McLearen Road. At the southern terminus, the fourth thru lane will be added immediately north of the bridge over Route 50, creating a four-lane northbound typical section prior to the Route 50 collector-distributor (CD) road merging with Route 28. As part of the improvements, the northbound auxiliary lane at the Route 50 interchange is being lengthened to provide additional merging area for the heavy traffic volumes entering from Route 50, and a continuous auxiliary lane will be added between the Udvar Hazy Air & Space Museum Parkway interchange and the McLearen Road interchange.</p>
<p><u>Loudoun County</u></p>	
<p>Loudoun ADA Transition Plan</p>	<p>Bringing 305 bus stops in Loudoun County into ADA compliance</p>
<p><u>Prince William County</u></p>	
<p>Route 28 Corridor Roadway Improvements, City of Manassas to Fairfax County</p>	<p>The project consists of corridor improvements along Route 28, from the City of Manassas to Fairfax County. Construction of the project will include right-of-way acquisition, utility</p>

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	relocations, and the securing of additional environmental permits and approvals.
Interchange / Intersection Improvements at Route 234 and Sudley Manor Drive	The project consists of an innovative intersection or interchange at Route 234 (Prince William Parkway) and Sudley Manor Drive (includes Wellington Road overpass).
Interchange / Intersection Improvements at Route 1 and Route 123	The project consists of an urban diamond interchange at Route 1 and Route 123. The project would elevate Route 123 to span Route 1 and the CSXT Railroad with a 6-lane roadway, which would connect to the 4-lane divided Belmont Bay Dr. east of the railroad.
I-95 Auxiliary Lane - Between Exit 160, Gordon Blvd and Exit 158, Prince William Parkway	The project consists of constructing an auxiliary lane from the Route 123 exit ramp to the Prince William Parkway entrance ramp.
Summit School Road Extension and Telegraph Road Widening	The project consists of extending Summit School Road to Telegraph Road (4 Lanes), widening Telegraph Road to 4 lanes from Summit School Road to the Horner Road Commuter Lot and from Caton Hill Road to Prince William Parkway.
Route 15 Railroad Overpass	The project consists of a railroad overpass and widening of Route 15 from 1000' North of the existing railroad tracks to 1200' South of the existing railroad tracks.
Wellington Road Widening: University Boulevard to Relocated Balls Ford Road	The project consists of widening Wellington Road to 4 lanes from University Boulevard to relocated Balls Ford Road.
Old Bridge Road and Occoquan Road Intersection Improvements	The project consists of intersection improvements and realignment to improve safety, sight distance and operations.
University Boulevard Extension: Devlin Road to Progress Court	The project consists of extending University Boulevard as a 2-lane section between Devlin Road and Progress Court (Wellington Road).
Devlin Road Widening: Linton Hall Road to Relocated Balls Ford Road	The project consists of widening Devlin Road to 4 lanes from Linton Hall Road to relocated Balls Ford Road.

Project Title	Short Description
<u>City of Alexandria</u>	
West End Transitway Corridor Investments	The project provides for reliable, frequent Bus Rapid Transit (BRT) service along the Van Dorn, Beauregard, and I-395 Corridors (a corridor of statewide significance) and between major activity centers. Funds will be used to complete design as needed, purchase rolling stock, and construction. The transitway and associated BRT service connects residents, visitors and employees to major transit centers along the corridor including the Pentagon Transit Center and Metrorail station, Shirlington Bus Station, Mark Center Transit Center, the Van Dorn Metrorail station and two other transit hubs in Alexandria – Landmark Mall and Southern Towers.
Access Improvements to the Landmark Transit Hub	This project will improve access and connectivity to mass transit service provided by the West End Transitway and other local Metrobus and DASH services. Improvements would enhance access to the soon-to-be redeveloped Landmark Mall site and would construct new or improve existing street right-of-way, including new traffic lanes, new sidewalks, bicycle lanes or cycle tracks and other infrastructure to support increased access and accessibility to all transit services.
Safety & Capacity Enhancements at Duke / Taylor Run / Telegraph	This project will encompass design and general safety improvements to Duke Street, Taylor Run Parkway, and Telegraph Road. Major intersection safety improvements for walking, biking and driving as well as accessibility and bus stop improvements. The request will also install a new bus stop compatible with future transitway operations, and new signalized intersections for access and safety. The project will also upgrade sidewalks and crosswalks throughout the project area, including a sidewalk along the west side of West Taylor Run approaching the Duke Street service lane that requires full reconstruction and utility relocation for ADA compliance.
Eisenhower Avenue Metro Station North Entrance	This project will complete NEPA, design and construct an extension of the existing Eisenhower Avenue Metrorail station platform to the north, and a new entrance on the north side of Eisenhower Avenue to connect to the extended

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	<p>platform. This project will provide additional station capacity and support ongoing and planned development in the Eisenhower East area. In addition, it will improve pedestrian safety by allowing access to the station from both sides of Eisenhower Avenue, reducing the need for pedestrians to cross the street at-grade. The project was recommended in the Eisenhower East Small Area Plan (2003) and WMATA completed the Eisenhower Avenue Station Access Improvement Study (2008) that developed conceptual design for the north entrance and platform extension.</p>
<p>DASH Zero Emission Fleet Program</p>	<p>This project will allow DASH to upgrade its soon-to-be-expanded garage facility to accommodate a new zero-emission bus fleet, and purchase eight (8) zero-emission expansion buses. The capital improvements will include upgrades to the existing utility infrastructure, new energy infrastructure, bus bay redesign, and additional specialized maintenance equipment. The implementation would also include eight new buses, which would be used to provide new or expanded service in high-development areas including but not limited to Eisenhower Avenue, Van Dorn Street, and Potomac Yard.</p>
<p>Citywide TSP on Major Corridors</p>	<p>This project includes the design, configuration, and construction of transit signal prioritization (TSP) system at 50 intersections across five major transit corridors in the City of Alexandria (King St, Seminary Rd, Beauregard St, Van Dorn St, Duke St). The scope also includes the installation/retrofitting of onboard TSP equipment for 80 buses in the DASH fleet so that the buses could communicate with the TSP sensors at each intersection and trigger the signal prioritization sequence. With the implementation of the Citywide TSP project, buses would be able to move through these congested areas more quickly, which would result in operational cost savings, improved service reliability and potential ridership increases.</p>

Project Title	Short Description
<u>City of Fairfax</u>	
Fairfax Blvd/Warwick Ave Intersection Improvements	The purpose of this project is to reduce congestion and improve safety along Fairfax Blvd at its intersection with McLean Ave/Warwick Ave. This intersection is a skewed, six-legged intersection with five signal phases and no pedestrian signal heads. The project will reduce the number of signal phases and intersection legs and square up the intersection thereby improving safety for both vehicles and pedestrians by removing conflict points and reducing crossing distances.
Eaton Place/Chain Bridge Road Intersection Improvements	This purpose of this project is to reduce congestion and improve safety along Chain Bridge Road at its intersection with Eaton Place. The intersection experiences significant congestion due to its current operation with eight signal phases (including four separate side street phases) to control movements at seven legs. This project will replace the intersection with either a two-lane roundabout or a displaced left turn. Either option would be effective at reducing congestion and consolidating access points to simplify operations. The City is currently conducting an alternatives analysis on these two options. The City will have a preferred alternative prior to the Smart Scale application deadline.
Jermantown Road Corridor Improvements	This project proposes to make corridor improvements to Jermantown Road (Rte 655) between I-66 and Route 50/Fairfax Blvd (total project length approximately 0.9 miles). The City's preferred alternative includes spot widening to add a northbound lane north of Orchard Street and a southbound lane south of Orchard Street. The preferred alternative will also provide two (2) Pedestrian Hybrid Beacons (HAWK signals) along the corridor to accommodate safe pedestrian movements across Jermantown Road to service the two (2) schools within the project limits. The project also incorporates a new shared use path along the east side of Jermantown Road providing multi-modal connectivity along the corridor. These mitigation measures would not only add to the roadway capacity to meet future traffic demands, but also improve safety for pedestrian and bike facilities for multi-modal users.

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<u>City of Falls Church</u>	
S Washington Multimodal Improvements	The project will create a transit plaza at South Washington St and Hillwood Ave to encourage multi-modal transportation options, increase pedestrian accessibility, and connect the area to the City Center and metro stations.
Park Avenue Streetscape and Utility Relocation	This project will support continuing economic development in Northern Virginia and promote consistency with land use plans by installing multi-modal improvements along Park Avenue in the City of Falls Church, a designated UDA.
<u>Town of Dumfries</u>	
Route 1 Widening: Brady's Hill Road to Dumfries Road	The project consists of widening Route 1 (Fralely Boulevard) to six lanes between Brady's Hill Road and Dumfries Road (Route 234).
<u>Town of Herndon</u>	
South Elden Street Corridor Improvements	Reconstruct South Elden Street between Herndon Parkway and Sterling Road. Project includes signalization and lane capacity improvements at each intersection as well as streetscape, bike, pedestrian and transit access improvements.
<u>Town of Leesburg</u>	
Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	New grade separated interchange on Route 15 Leesburg Bypass at Edwards Ferry Road and Fort Evans Road, including pedestrian and bicycle improvements

Adopted by the Northern Virginia Transportation Authority on this 14th day of June, 2018

BY: _____

Chairman

ATTEST: _____

Clerk