

Northern Virginia Transportation Authority

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AGENDA

Thursday, July 14, 2011

7:30 p.m.

Fairfax City Hall

10455 Armstrong Street – Rooms 111A & B

Fairfax, Virginia 22030

1. **Call to Order**.....Chairman Nohe
2. **Roll Call**
3. **Approval of the Minutes of the April 14, 2011, Meeting**
4. **Action Items**
 - A. Approval of FY 12-FY 17 CMAQ/RSTP Recommendations for Additional Funding
 - B. Approval of Project List and Performance Evaluation Measures for TransAction 2040
 - C. Approval of Projects for Bonus Obligation Funding
5. **Discussion and Action Items**
 - A. CTB Decision on CMAQ Funding for Hybrids
 - B. I-66 TIER I Environmental Impact Statement Study Comments
6. **Information Items**
 - A. Update on the TIP Amendments
 - B. Update on I-95 HOT Lanes Project
 - C. Update on I-66 Projects and Studies
 - D. Update on the TIP/CLRP
 - E. Update on Air Quality and Climate Change Initiatives
7. **Other Business**
8. **Adjournment**

NEXT MEETING:

November 10, 2011 – 7:30 p.m.

Fairfax City Hall

10455 Armstrong Street – Rooms 111A & B

Fairfax, Virginia 22030

**SUMMARY MINUTES
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

**April 14, 2011
Fairfax City Hall
Fairfax, Virginia**

NVTA Members Present:

Voting Members:

Chairman Martin Nohe	Prince William County
Vice Chairman Bill Euille	City of Alexandria**
Board Member Christopher Zimmerman	Arlington County
Chairman Sharon Bulova	Fairfax County
Council Member David Snyder	City of Falls Church
Vice Mayor Brian Polk	City of Manassas Park
Senator Margaret Whipple	
Kerry Donley	Governor's Appointee*
Mr. Gary Garczynski	CTB Representative

Mr. Donley arrived at 7:40 p.m.
Vice Chairman Euille arrived at 7:50 p.m.

Non-voting Members:

Renee Hamilton	VDOT
David Awbrey	DRPT
Mayor Jane Seeman	Town Representative

Staff:

Pam Martin	Clerk
Various jurisdictional staffs	

Item I: Call to Order

Chairman Nohe called the meeting to order at 7:31 p.m.

Item II: Roll Call

The roll was called and members present were as noted above.

Item III: Approval of the Minutes

Chairman Bulova moved and Board Member Zimmerman seconded the approval of the minutes. The motion carried unanimously.

Item IV: Action Items:

(A) Approval of FY 2013 to FY 2017 CMAZ/RSTP Recommendations

Board Member Zimmerman moved and Chairman Bulova seconded and the motion was carried unanimously.

(B) Approval of Performance Measures

Board Member Zimmerman moved and Chairman Bulova seconded and the motion was carried unanimously.

(C) Approval of Testimony for CTB Public Hearing on Six Year Improvement Program

Mr. Biesiadny advised NVTA that on the attachment several corrections needed to be noted:

- Pg. 1 No. 3 NVTA to receive a fair share of the funds
- Pg. 2 No. 2 Virginia match for Federal dedicated funding for Metro
- Pg. 3 No. 4 I-95 HOT lane project – action of the Governor

Board Member Zimmerman moved and Chairman Bulova seconded and the motion was carried unanimously.

(D) Approval of Acting Jurisdiction and Agency Coordinating Committee Chair

Mr. Biesiadny recommended to the NVTAA that Monica Backmon from Prince William County as Interim Chairman and Jay Guy from Fairfax County as Interim Vice Chairman of the JACC. Mr. Biesiadny was recently appointed as Acting Director of Fairfax County Department of Transportation. The Board members gave Mr. Biesiadny their grateful appreciation for his enduring work for NVTA. Board Member Zimmerman moved and Chairman Bulova seconded and the motion carried unanimously.

V. Discussion and Action Items:

(A) Review of 2011 General Assembly Session

Mr. Biesiadny introduced Noelle Dominquez, Legislative Liaison from the Department of Transportation. Ms. Dominquez gave an overview of the final 2011 General Assembly session.

VI. Information Items:

(A) Update on TransAction 2040 and Review of Project Submissions and Comments Received

Mr. Biesiadny introduced Monica Backmon from Prince William County who presented a power point presentation on the update of TransAction 2040. Following the presentation, Anthony Foster of DRPT gave a point presentation regarding the TAC and PCAC updates of the draft list of projects. During a brief discussion, Mr. Snyder of Falls Church requested under the Dulles/VA 7 proposed project list that the City of Falls Church be added to the Tysons Corner Transit Circulator System. It was also noted that a long range effort be made to add more trains to Crystal City.

(B) Update on Request to Exchange CMAQ and Enhancement Funds with FAMPO

Mr. Biesiadny informed the Board members that Cord Sterling has requested that NVTA consider trading \$1,000,000 in CMAQ funds allocated to Northern Virginia an equal amount of Enhancement funds allocated to the Fredericksburg area. FAMPO is looking for additional funds to finance a commuter rail station in Spotsylvania County. CMAQ funds can be used for this purpose, but Enhancement funds can not.

(C) Update on I-95 HOT Lanes Project

No comment.

(D) Update on I-66 Projects and Studies

No comment.

(E) Update on TIP/CLRP

No comment.

(F) Update on Air Quality and Climate Change Initiatives

No comment.

Item VII. Other Business

Item XIII. Adjournment

The meeting adjourned at 8:06 p.m.

Next Meeting:
July 14, 2011
Fairfax City Hall
10455 Armstrong Street – Rooms 111A & B
Fairfax, Virginia 22030

**Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority**

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Interim Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: FY 2012 and Prior Years Congestion Mitigation and Air Quality Program/
Regional Surface Transportation Program Recommendations (Agenda Item 4.A.)

DATE: July 14, 2011

Recommendation:

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority endorse the attached list of projects for funding through FY 2012 and prior years Congestion Mitigation and Air Quality (CMAQ) program and the Regional Surface Transportation Program (RSTP).

Background:

On June 29, 2011, the Virginia Department of Transportation (VDOT) staff notified the Authority that surplus CMAQ and RSTP funds had been identified and were available for allocation. These funds include FY 2012 funds as well as previously unallocated funds from prior program years. A copy of the letter from VDOT is attached.

VDOT staff informed the JACC that the allocation of these funds needed to take place at the July 14, 2011, NVT Authority meeting so that the funds could be programmed in the regional Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP) and approved by the Commonwealth Transportation Board (CTB) at the end of July. This would allow the funding to be obligated as quickly as possible, and have the potential to help the Commonwealth meet its federal obligation authority strategies, and potentially help secure bonus obligation funds.

Chairman Martin E. Nohe

VDOT staff provided estimates of the CMAQ and RSTP funding that will be available for distribution in FY 2012 and Prior Years.

The funding available for distribution is:

Projected Prior Years & FY 2012 – FY 2017 Regional Funding Surplus
(subject to change based on final Federal allocations)

- **Previous funds available for distribution in the FY 2012-2017 Six Year Program:**
 - CMAQ up to \$ 7,292,629
 - RSTP \$ 22,220,752

- **FY 2012 additional funds available for distribution in the FY 2012-2017 Six Year Program:**
 - CMAQ up to \$ 6,008,695
 - RSTP \$ 7,782,749

- **Projected additional funding available for FY 2013 – FY 2017:**
 - CMAQ up to \$ 320,078
 - RSTP \$ 2,729,654

- **Total additional funding projected for Prior Years, FY 2012 and FY 2013 – FY 2017:**
 - CMAQ up to \$ 13,621,402
 - RSTP \$ 32,733,155
 - \$ 46,354,557

VDOT provides the local matches for both the CMAQ and the RSTP funds, provided that the projects utilize the funds within established timelines. For the CMAQ program, the recipient has 24 months to obligate the funds and then 48 months to expend the funds. For the RSTP program, the recipient has 12 months to obligate the funds and then 36 months to expend the funds.

Since the NVTa will be considering updates to the FY 2013 - FY 2017 CMAQ and RSTP program this fall, along with new funds for the FY 2018 program year, the JACC felt that the only years that needed to be addressed by July 14, 2011, were the FY 2012 and prior year funds. To accomplish this, the JACC has compiled the attached list of recommendations for available CMAQ and RSTP funds.

Chairman Martin E. Nohe

Members, Northern Virginia Transportation Authority
July 14, 2011
Page Three

NVTA received 9 CMAQ requests and 21 RSTP requests, totaling \$83.983 million. The JACC has discussed the projects, and is seeking endorsement of the attached list of recommendations so that they may be conveyed to VDOT in time to meet the respective deadlines.

Jurisdiction and Agency Coordinating Committee members and I will be available at the NVTA meeting on July 14, 2011, to answer questions.

Attachment: a/s

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

CMAQ/RSTP Allocations for Northern Virginia

	Previous	FY12	Totals
Final Allocation			
CMAQ NoVA	\$5,834,104	\$3,446,956	\$9,281,060
CMAQ Match NoVA	\$1,458,525	\$2,561,739	\$4,020,264
CMAQ Total	\$7,292,629	\$6,008,695	\$13,301,324
RSTP NoVA	\$17,776,602	\$6,226,199	\$24,002,801
RSTP Match NoVA	\$4,444,150	\$1,556,550	\$6,000,700
Total	\$22,220,752	\$7,782,749	\$30,003,501
Regional Combined Total	\$29,513,381	\$13,791,444	\$43,304,825

FY12 Proposed Strawman

	Previous		FY 2012		Total FY 2012 & Prior	
	Total Requested (\$000)	Proposed Amount (\$000)	Total Requested (\$000)	Proposed Amount (\$000)	Total Requested (\$000)	Proposed Amount (\$000)
CMAQ						
Bicycle and Pedestrian Improvements						
Bike Sharing Program in Arlington	\$1,000,000	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000
Bus Replacement						
WMATA - Virginia Metrobus Replacement	\$5,000,000	\$2,750,000	\$0	\$0	\$5,000,000	\$2,750,000
Transportation System Management						
Transportation System Management & Communications Plant Upgrade in Arlington	\$3,000,000	\$3,000,000	\$0	\$0	\$3,000,000	\$3,000,000
Transit Infrastructure Improvements						
King Street Metro Station Park-and-Ride Lot and Bus Bay redesign	\$1,000,000	\$300,000	\$0	\$0	\$1,000,000	\$300,000
Route 7 Truck Climbing Lane in Loudoun County (can use RSTP)	\$12,824,000	\$242,629	\$0	\$2,143,695	\$12,824,000	\$2,386,324
PRTC - Western Maintenance and Storage Facility	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	\$1,000,000
Telegraph Road Park and Ride Lot in Prince William County	\$2,000,000	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000
Traffic Signal and Intersection Projects						
Traffic Signal Reconstruction & Sidewalks to Metrorail in Vienna	\$1,665,000	\$0	\$0	\$865,000	\$1,665,000	\$865,000
FY12 and Prior Total CMAQ = \$13,301,324	\$27,489,000	\$7,292,629	\$0	\$6,008,695	\$27,489,000	\$13,301,324
	0	0	0	0	0	0

	Previous		FY 2012		Total FY 2012 & Prior	
	Total Requested (\$000)	Proposed Amount (\$000)	Total Requested (\$000)	Proposed Amount (\$000)	Total Requested (\$000)	Proposed Amount (\$000)
RSTP						
Major Infrastructure Improvements						
Route 1 and Fuller Road Improvements	\$2,000,000	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000
Route 7 Truck Climbing Lane in Loudoun County (can use CMAQ)	\$12,824,000	\$2,000,000	\$0	\$1,500,000	\$12,824,000	\$3,500,000
Route 7 - Rolling Holly to Reston Avenue	\$7,668,000	\$800,000	\$0	\$2,126,678	\$7,668,000	\$2,926,678
Route 15 (South King Street) Widening	\$1,000,000	\$0	\$0	\$750,000	\$1,000,000	\$750,000
Route 28 Widening Project - Godwin Drive to Southern City Limits in Manassas	\$750,000	\$0	\$0	\$450,000	\$750,000	\$450,000
Route 50 Widening - Route 28 to Poland Road	\$3,550,000	\$3,550,000	\$0	\$0	\$3,550,000	\$3,550,000
Vienna Ramp (I-66/Vienna Metrorail Accessibility & Capacity Improvements)	\$2,871,553	\$2,871,553	\$0	\$0	\$2,871,553	\$2,871,553
Walney Road widening	\$8,496,270	\$8,445,199	\$0	\$51,071	\$8,496,270	\$8,496,270
East Eldon Street Widening & Improvements	\$2,000,000	\$300,000	\$0	\$150,000	\$2,000,000	\$450,000
Intersection Improvements						
Route 29 Spot Improvements in Fairfax City	\$1,500,000	\$0	\$0	\$300,000	\$1,500,000	\$300,000
Main Street Improvements in Dumfries	\$455,000	\$0	\$0	\$455,000	\$455,000	\$455,000
Transit Vehicles						
VRE Locomotives	\$3,750,000	\$3,750,000	\$0	\$0	\$3,750,000	\$3,750,000
Transportation System Management						
Traffic Signal Controllers in Fairfax City	\$150,000	\$150,000	\$0	\$0	\$150,000	\$150,000
Bicycle, Pedestrian and Spot Improvements						
Multimodal Enhancements in Dumfries	\$354,000	\$354,000	\$0	\$0	\$354,000	\$354,000
FY12 and Prior Total RSTP (Projected Available - \$30,003,501)	\$34,544,823	\$22,220,752	\$0	\$7,782,749	\$34,544,823	\$30,003,501
	0	0	0	0	0	0
FY12 and Prior CMAQ and RSTP = \$43,304,825	\$62,033,823	\$29,513,381	\$0	\$13,791,444	\$62,033,823	\$43,304,825

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Acting Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: Update on TransAction 2040 (Agenda Item 4.B.)

DATE: DRAFT: July 14, 2011

At its April 14, 2011 meeting, the Authority reviewed and commented on the proposed list of projects under consideration for the TransAction 2040 plan update. Subsequently, project stakeholders and jurisdictional staff provided input and feedback which resulted in removing duplicative projects and including new projects not submitted under the initial call for projects.

Notably, the project team included the Western Transportation Corridor and the Eastern Bypass because they were reviewed as part of the TransAction 2030 plan and the Commonwealth Transportation Board (CTB) designated a segment from Interstate 95 across outer Prince William and Loudoun counties to point ending north of Dulles Airport or the Capital Beltway as a “Corridor of Statewide Significance” at its May 18, 2011 meeting. Details about specific projects can be found under Attachment I.

Staff recommends approval on the proposed project list, as shown on Attachment I.

The project subcommittee as well as the Technical Advisory Committee and the Planning Coordination Advisory Committee have worked with Cambridge Systematics to solidify the performance measures and scoring criteria intended to be applied towards the modeled outputs. For the TransAction 2040 plan, Cambridge Systematics proposed new performance measures such as project readiness and reduced time spend travelling. In the scoring process, the consultant team will evaluate project types separately so that highway projects are not ranked against a transit project. It is important to note that the project scoring weight places more emphasis on the Authority’s goals of providing responsive transportation service to customers and an integrated, multi-modal transportation system.

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
July 14, 2011
Page Two

Details about the performance evaluation criteria, measures and project scoring scheme can be found under Attachment II.

Staff also recommends the approval of the performance measures and scoring criteria, as shown on Attachment II. It is important to note that the project subcommittee may elect to consolidate or combine certain performance evaluation criteria, measures, or scoring elements based upon a review of the model run analysis and feedback from members of the community.

In advance of the model run output, Cambridge Systematics has proposed a benefit-cost analysis which would incorporate and evaluate the change in vehicles miles traveled, overall travel time and travel cost savings accrued by each project as compared to the 2040 baseline model results. It should be noted that the resulting benefit-cost analysis would be a snapshot, with all benefits accruing in one year (2040) as opposed to summarizing benefits and costs over a long-term period.

In the coming months, the project team will release project-related information to the public for comment and feedback using popular social media tools. Given the project budget, the Authority is reaching out to jurisdictions to identify opportunities to post information about the TransAction 2040 plan on their websites or to possibly join an existing public meeting to increase the public's exposure to the planning effort.

In response to input from the Technical Advisory Committee members and the fact the next Authority meeting is scheduled for November 10, 2011, staff would like to seek conditional approval to amend the Authority's existing contract with Cambridge Systematics for an amount no greater than \$50,000 to fund an additional model run in the event the Project Subcommittee strongly feels that the addition or removal of submitted projects would yield greater benefits over the original project list (approved by the Authority at this meeting).

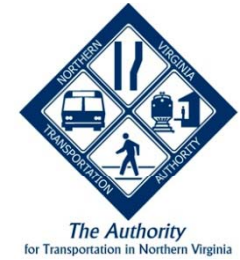
Jurisdiction and Agency Coordination Committee members, the Council of Counsels and I will attend the July 14, 2011, NVTA meeting to answer questions.

Attachments: a/s

Cc: Members, Jurisdiction and Agency Coordinating Committee
Members, Council of Counsels

**Attachment II - Recommended TransAction 2040 Scoring and Weighting Process
(Weight Varies by the Number of PECs Under Each Goal)**

Weighting		
Performance Evaluation Criteria (PEC)	TransAction 2040 Performance Measure	Weighting (100 Points)
GOAL: Provide an integrated, multi-modal transportation system		20
Freight Movement	Project improves the capacity, reliability of freight while also improving other impacted systems such as highways or passenger rail	7
Improved Bicycle and Pedestrian Travel Options	Project supports multiple use development patterns in a walkable environment	7
Multi-modal Choices	Project creates multimodal choice for travelers as indicated by increases in non-SOV mode share	3
	Project creates multimodal choice for travelers as indicated by increases in transit capacity	3
GOAL: Provide responsive transportation service to customers		47
Urgency	Project addresses existing significant Level of Service (LOS) deficiencies for all modes of transportation	3
	Project addresses existing structural and maintenance deficiencies for all modes of transportation	3
Project Readiness	Project is able to be readily implemented as indicated by percent environmental clearance complete; percent preliminary engineering complete; or other factors (e.g., right-of-way acquired)	7
Reduce VMT	Project effects on vehicle miles traveled	7
Safety	Project improves the safety of the transportation system	7
Person Throughput	Project provides for increased person-capacity within a corridor as indicated by increases in person miles traveled by non-SOV modes	3
	Project provides for increased person-capacity within a corridor as indicated by increases in person miles traveled by SOV mode	3
Reduce Roadway Congestion	Project reduces roadway congestion	7
Reduce Time Spent Traveling	Project reduces person hours traveled	7
GOAL: Respect historical and environmental factors		7
Environmental Sensitivity	Project right-of-way impacts on sensitive areas	7
GOAL: Maximize community connectivity by addressing transportation and land use together		13
Activity Center Connections	Project improves connections between multiple Activity Centers	7
Land Use Supports Transportation Investment	Project is supported by land use plan	7
GOAL: Incorporate the benefits of technology		7
Management and Operations	Project improves the management and operation of existing facilities through technology applications	7
GOAL: Identify funding and legislative initiatives needed to implement the Plan		7
Cost Sharing	Project improves private or other outside funding	7
<i>Project Score</i>		<i>100</i>



Northern Virginia Transportation Authority

Project List for TransAction 2040

**NVTA Board Meeting
July 14, 2011**

*Arlington, Alexandria, Dumfries, Herndon, Fairfax, Fairfax City, Falls Church, Loudoun, Prince William, Purcellville, Manassas, Manassas Park, Vienna
NVTC, WMATA, VRE, PRTC, VDOT, DRPT*



Snapshot of TransAction 2040 Projects

Submitted for Consideration by Corridor (beyond CLRP baseline) – 222 projects

- Dulles / VA 7-** 28 projects
 - Bicycle / Pedestrian (4)
 - Roadway Capacity (19)
 - Transit (5)
- Fairfax County Parkway** – 8 projects
 - Roadway Capacity (7)
 - Transit (1)
- I – 495** – 15 projects
 - Bicycle / Pedestrian (5)
 - Roadway Capacity (5)
 - Transit (5)
- I-66/US 29/US 50** – 43 projects
 - Bicycle / Pedestrian (7)
 - Roadway Capacity (25)
 - Transit (11)
- I-95/I-395/US 1** – 54 projects
 - Bicycle / Pedestrian (9)
 - Roadway Capacity (24)
 - ITS (1)
 - Transit (20)
- Loudoun Cty Pkwy/Tri-County/VA 234/VA 659** – 17 projects
 - Bicycle / Pedestrian (7)
 - Transit (1)
 - Roadway Capacity (9)
- Prince William Parkway** - 6 projects
 - Roadway Capacity (6)
- VA 28** – 24 projects
 - Bicycle / Pedestrian (3)
 - Roadway Capacity (19)
 - Transit (2)
- Other Corridors** – 27 projects
 - Bicycle / Pedestrian (8)
 - Roadway Capacity (8)
 - ITS (2)
 - Transit (7)
 - TDM (2)

*Bicycle and Pedestrian facilities are a component within the majority of “roadway capacity” projects



***Project List
by Corridor
(beyond CLRP baseline)***

Dulles / VA 7

(Proposed Project List for TransAction 2040) – 28 projects

Bicycle / Pedestrian

1. VA 7 from Leesburg to Alexandria
2. Sugarland Run Trail to Metrorail
3. Van Buren Street Trail to Metrorail (extension from Folly Lick Trail)
4. W&OD Trail Crossing at Crestview Drive - Bridge Overpass

Transit

1. Light rail (VA 7 corridor) – Fairfax Co., City of Falls Church
2. Tysons Corner Transit Circulator System
3. Gateway (west of Round Hill, west of Hillsboro and north Lucketts) Park & Ride Lots on three sites.
4. Phase III Bus Service Integrated with Metro Rail which includes local, express, inter-county, commuter and demand-response bus services
5. Phase III Park & Ride Lots on three sites. (Area of Route 50 east of Route 606 / Route 659 north of Route 7 / Vicinity of Russell Branch Parkway and Loudoun County Parkway.)

Road Capacity Improvement

1. King/Quaker/Braddock intersection improvements
2. "Soapstone Drive, Sunrise Valley Dr to VA 675 (Sunset Hills Rd) VA 267 (DTR) Crossing (Tysons)"
3. Tysons Corner Grid of Streets (construct)
4. VA 267 (Dulles Toll Road) (Tysons) – interchanges @ Greensboro, Boone, and/or Jones Branch
5. VA 267 (Dulles Toll Road) (Tysons) – Hunter Mill Road to Greensboro Drive Ext.
6. VA 7 (Leesburg Pike) Widening – I-495 to City of Falls Church
7. Herndon Parkway / Dulles Metrorail Multimodal Access Improvements (from Van Buren Street to Spring Street)
8. Van Buren Street (south) Improvements (from Van Buren Street / Herndon Parkway intersection to Monroe Street Bridge)
9. Widen Route 7 – Patrick Henry Dr / Columbia Pike / Baileys Crossroads
10. Widen Route 7 – Fairfax Co. Pkwy to Dulles Toll Road
11. Widen Route 7 (Harry Byrd Highway) – ECL Purcellville to Rt. 15
12. Widen Route 7 (Market Street East) – Battlefield Pkwy – ECL Leesburg
13. Construct Route 15 Bypass Interchange @ Battlefield Pkwy
14. Construct Route 7 – Interchange @ Battlefield Pkwy
15. Widen Dulles Greenway from Leesburg Bypass to Route 28
16. Widen Route 7 from West Market St. to Route 9
17. Reconstruct East Elden Street – Fairfax Cty Pkwy to Monroe St.
18. Reconstruct Elden Street (downtown Elden Street) – Monroe to Center Streets
19. Reconstruct South Elden Street – Herndon Pkwy to Sterling Road

Fairfax County Parkway

(Proposed Project List for TransAction 2040) – 8 projects

Transit

1. VA 7100 Priority Bus – Herndon – Monroe P&R to Route 1

Road Capacity Improvement

1. Construct Interchange on US 1 (Richmond Highway) @ VA 7100 (Fairfax County Parkway) Interchange (BRAC)
2. Widen VA 638 (Rolling Road) from Fullerton Rd to DeLong Drive
3. Widen VA 638 (Rolling Road) from VA 7100 to VA 644 (BRAC)
4. Construct Interchange on VA 7100 (Fairfax County Parkway) at Kingman Road Interchange (BRAC)
5. Widen VA 7100 (Fairfax County Parkway) from VA 123 to Sydenstricker
6. Widen Route 7100 (Fairfax County Parkway HOV) from Franconia – Springfield Parkway to Route 7
7. Widen Route 7900 (Franconia Springfield Parkway) from Route 638 to I-95

*Bicycle and Pedestrian facilities are a component within the majority of “roadway capacity” projects

I-495

(Proposed Project List for TransAction 2040) – 15 projects

Bicycle / Pedestrian

1. Holland Avenue (Alexandria)
2. Backlick Run Trail – Backlick Rd. / Clermont Ave.
3. Beltway Trail (Fairfax Co.) – Dolley Madison / Live Oak Drive
4. Potomac Heritage Trail – Northern Beltway Trail / American Legion Bridge
5. VA 617 (Backlick Road) – Lee Highway / Capital Beltway

Road Capacity Improvement

1. Duke Street Complete Street
2. South Van Dorn Street Improvements at the City Limits
3. I-495 Auxilliary Lane from VA 7 to I-66
4. Scotts Crossing Connector at Jones Branch
5. Construct Interchange at VA 613 (Van Dorn Street) & VA 644 (Franconia Road) (BRAC)

Transit

1. Transit Corridor B / Duke Street
2. Transit Corridor B / Duke/Eisenhower E-W corridor
3. I-495 bus routes (Tyson Corner: to Franconia Springfield Metro; Fort Belvoir EPG & Lorton; to Burke Centre; to Huntington Metro)
4. Fixed Guideway Connection from Eisenhower Avenue Metrorail to Branch Avenue Metrorail
5. Metrorail Circumferential from Dunn Loring to Bethesda

*Bicycle and Pedestrian facilities are a component within the majority of “roadway capacity” projects

I-66/US 29/US 50

(Proposed Project List for TransAction 2040) – 43 projects

Bicycle / Pedestrian

1. Arlington Countywide Trail Improvements - I-66/US 29/US 50 Corridor
2. Capital Bikeshare: I-66/US 29/US 50
3. Rosslyn Circle
4. City of Falls Church Pedestrian, Bicycle and Traffic Calming Improvements
5. Construct trail along I-66 from Sully to Paddington Road
6. Construct trail on US 29 (Lee Highway) from Dixie Hill to Vietch Street
7. Construct trail on US 50 (Arlington Blvd.) from Nutley Street to Arlington Road

Transit

1. Ballston-MU Station West Entrance Study
2. Courthouse Metrorail Station Access Improvement
3. East Falls Church Multimodal Station
4. City of Falls Church Intermodal Transit Plaza
5. Priority Bus (US 50) – Chantilly / Fairfax City
6. Priority Bus (US 50) - Fair Oaks Mall / Ballston
7. Fairfax Co. Express U.S. Route 29 from Fair Oaks Mall to DC
8. PRTC Express Bus Service – Gainesville/ Manassas to DC
9. VRE Platform Expansion on Manassas Line
10. VRE Parking Improvements on Manassas Line
11. Metrorail (I-66 Corridor) Extension from Vienna to Gainesville via Centreville

Road Capacity Improvement*

1. Clarendon Circle intersection improvements
2. Fairfax Boulevard Repaving from Rebel Run to Eaton Place
3. Fairfax Boulevard/Jermantown Road Intersection Improvements
4. US 29 (Lee Highway) Widening from VA 609 to VA 665
5. Construct Interchange at US 50 / VA 665 (Waples Mill Road)
6. Construct Haymarket Bypass/Somerset Crossing Dr from Rt. 15 to Rt.29
7. Widen John Marshall Highway from Thoroughfare Rd. to Lee Hwy
8. Lee Highway (Route 29) – from N. Quincy Street / N. Kenmore St.
9. Construct Route 29-Alternate Route - from Fairfax County to Fauquier County
10. Widen Route 29 (Lee Highway) - from Fairfax County to Fauquier County
11. Widen Route 29 corridor (Lee Highway) – City of Fairfax / City of Falls Church
12. Widen Route 50 (Lee Jackson Highway) from Fleetwood to Lee Rds.
13. Widen Route 50 (Lee Jackson Highway) – from I-66 to Route 7
14. I-66 Interchange – from I-66 to Route 29
15. I-66 Interchange – Multiple Interchanges
16. US 29/Lee Highway – N. Quincy St./ N.Kenmore St.
17. US 50 - Median Barrier – North Jackson St. / Fillmore St.
18. Widen US 29 – from I-495 to VA 7
19. Widen US 29 –from Fauquier / PW Line to Virginia Oaks Dr.
20. Construct Interchange on US 29 at U.S. 15
21. Chain Bridge Road Bridge Replacement at VA 123
22. Jermantown Road/Route 50 Widening and Intersections Improvements
23. Northfax Storm Drainage Improvements at Rt. 29/Rt. 50/VA123
24. US 29 Spot Improvements (City of Fairfax) at Rt. 50 and VA 236
25. US 29 – widen I-495 to City of Falls Church

*Bicycle and Pedestrian facilities are a component within the majority of “roadway capacity” projects

I-95/I-395/US 1

(Proposed Project List for TransAction 2040) – 54 projects

Bicycle / Pedestrian

1. Arlington Countywide Trail Improvements - I-95/I-395/US 1 Corridor
2. Capital Bikeshare: I-95/I-395/US 1
3. Crystal City bike/ped improvements
4. Alexandria – Local Trails
5. Holmes Run Bike Trail Construction
6. Trail along Metrorail from Cameron Street to Crystal City
7. South County East-West Trail from Manassas/Clifton to I-395
8. Construct trail on US 1 from Stafford Co. Line to I-495
9. Construct trail on VA 611 (Telegraph Road) from Richmond Highway to Kings Highway

Transit

1. Crystal City Bus Station
2. Crystal City Circulator
3. Crystal City Metrorail Station Second Entrance
4. CC-PY Transitway from Braddock Road to Potomac Yard
5. DASH Bus Service Enhancements System-Wide
6. Expanded Trolley / Circulator / Transit Service
7. King Street Metro Parking Lot and Bus Lane Configuration and Multi-Modal Access
8. Multi-Modal bridge from Van Dorn Metro to Pickett Street
9. Transit Corridor 'A' Conversion to Streetcar
10. Transit Corridor C / Beauregard / Van Dorn Street
11. US 1 Transit Study and Alternatives Analysis
12. PRTC - OmniRide from Central PWC to Alexandria
13. PRTC - OmniRide from Lake Ridge to Seminary Road (Mark Center)
14. PRTC - OmniRide from Woodbridge to Merrifield
15. VRE Station Platform Expansion on Fredericksburg Line
16. VRE Alexandria Station Pedestrian Tunnel
17. VRE Crystal City Station Reconstruction
18. VRE Parking Improvements on Fredericksburg Line
19. Metrorail Extension – Franconia – Springfield / Potomac Mills
20. Relocated Yellow Line – Pentagon Metro / 10th & M Streets

Road Capacity Improvement

1. Clark / Bell realignment from 12th to 24th Street
2. Crystal City street grid improvements
3. Crystal Drive / Rt 1 intersection
4. Frontier Drive Extension from VA 7900 to Loisdale
5. Construct/Reconstruct Interchange at "I-95 / VA 7100 (Fairfax County Parkway) Interchange Improvements (BRAC)"
6. Construct Interchange on US 1 (Richmond Highway) at VA 611 (Telegraph Road) Interchange (BRAC)
7. "VA 611 (Telegraph Road) Widening from VA 635 to VA 633 (BRAC)"
8. Widen Bonita Fitzgerald Drive – Dale Blvd to Cardinal Drive
9. Widen Cardinal Drive – Minnieville to Route 1
10. Widen Caton Hill Road – Minnieville to PW Pkwy
11. Widen Dale Boulevard – Hoadly to Route 1
12. Widen Gideon Drive – Dale Blvd to Smoketown
13. Widen Gordon Boulevard – Fairfax Co. to Express Dr.
14. Widen Jefferson Davis Highway (Route 1) from Fairfax to Stafford Co.
15. Widen Neabsco Mills Road – Opitz Blvd to Route 1
16. Widen Opitz Boulevard – Gideon Blvd to Route 1
17. Widen River Heritage Boulevard – Route 1 to Harbor Station
18. Widen Summit School Road – Minnieville to Telegraph
19. Widen Telegraph Road – Caton Hill to Opitz Blvd
20. Widen Route 1 (Richmond Highway) – Route 235 / Alex. City Limits
21. Construct I-95 (SOV) – I-95 to Franconia Springfield Pkwy
22. Construct US 1 Interchange @ Huntington Ave/Fort Hunt Rd
23. Construct US 1 Interchange @ Fairfax County Parkway
24. Construct Harbor Station Parkway from Route 1 to Cherry Hill Road

ITS

1. Transportation Technologies/ITS (City of Alexandria)

Loudoun Co. Pkwy/Tri-County/VA 234/VA 659

(Proposed Project List for TransAction 2040) – 17 projects

Bicycle / Pedestrian

1. Claiborne Parkway – Loudoun Co. Pkwy / Ryan Rd.
2. Tri-County Parkway Loudoun Facility – Braddock to Fairfax Co. Line
3. VA 659 (Belmont Ridge Road) – Route 7 to Ryan Road
4. VA 772 (Ryan Road) from Belmont Ridge Rd. to Ryan
5. Godwin Drive from Nokesville Rd to Sudley Rd.
6. Prince William Parkway – Nokesville to VA 234
7. Tri-County Parkway - Prince William Facility from Braddock Road to Sudley Road

Road Capacity Improvement

1. Prince William Parkway Flyover Bridge at Liberia
2. Prince William Parkway Interchange @ Godwin
3. Widen James Madison Highway – Loudoun Co. / Lee Hwy
4. Construct Manassas Battlefield Bypass from VA 234 to Fairfax Co. Line
5. Construct Route 234 Bypass North - Loudoun Co. to I-66
6. Construct Loudoun County Parkway (extension) from VA 621 (Evergreen Mills Road) to VA 772 (Ryan Road)
7. Widen Godwin Drive from Sudley Road to VA 28
8. Construct VA 234 Interchange – VA 234 Bypass to Liberia Ave
9. Widen Loudoun Co. Pkwy from Arcola Blvd to Route 50

Transit

1. Leesburg North – Park & Ride Lot

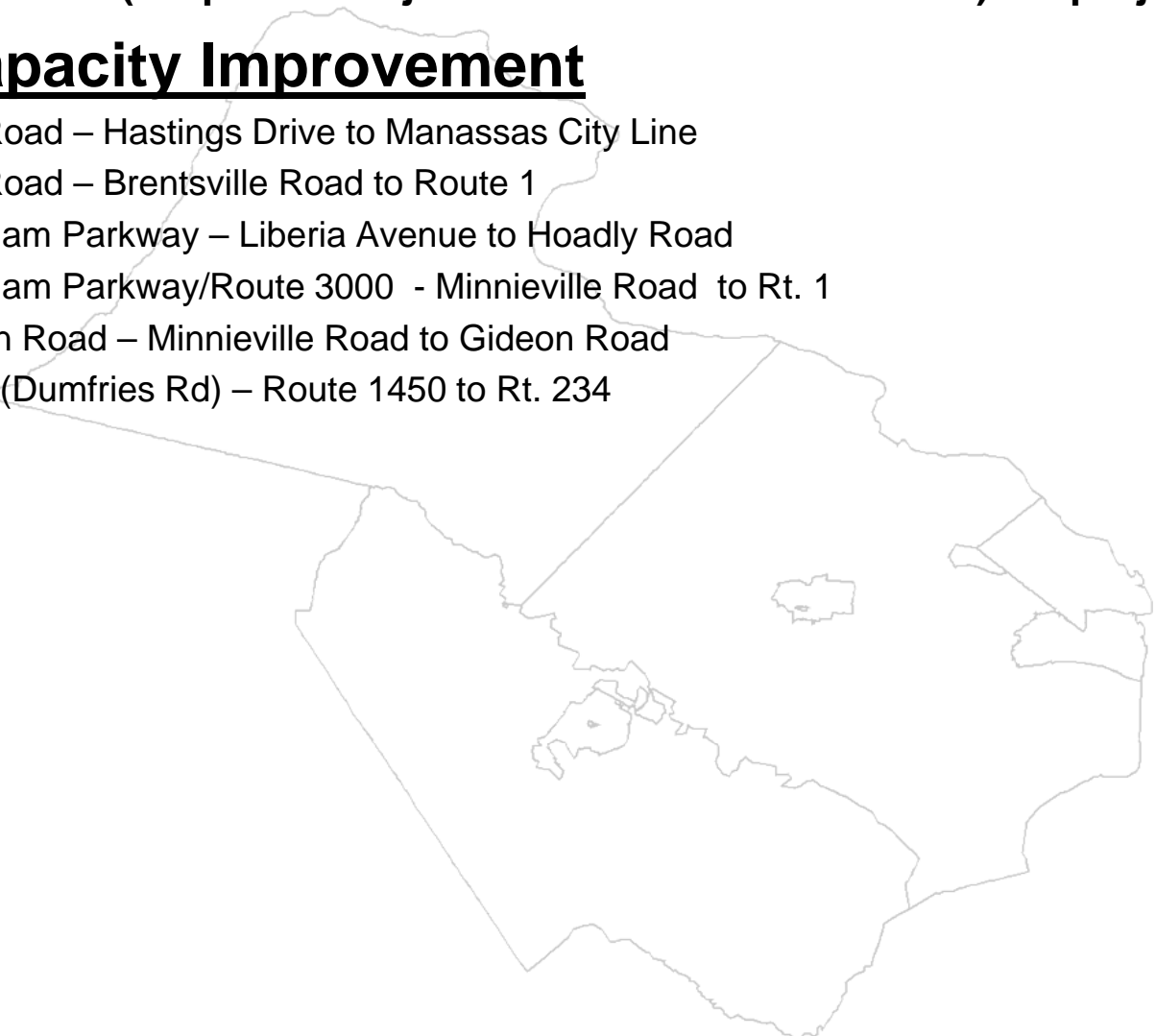
*Bicycle and Pedestrian facilities are a component within the majority of “roadway capacity” projects

Prince William Parkway

(Proposed Project List for TransAction 2040) – 6 projects

Road Capacity Improvement

1. Dumfries Road – Hastings Drive to Manassas City Line
2. Dumfries Road – Brentsville Road to Route 1
3. Prince William Parkway – Liberia Avenue to Hoadly Road
4. Prince William Parkway/Route 3000 - Minnieville Road to Rt. 1
5. Smoketown Road – Minnieville Road to Gideon Road
6. Route 234 (Dumfries Rd) – Route 1450 to Rt. 234



*Bicycle and Pedestrian facilities are a component within the majority of “roadway capacity” projects

VA 28

(Proposed Project List for TransAction 2040) – 24 projects

Bicycle Pedestrian

1. VA 28 (Sully Road) – Walney Road to Dulles Toll Road
2. Atlantic Boulevard – Harry Byrd Highway to Church Road
3. VA 636 (Shaw Road) – WE & OD Trail to Dulles Toll Road

Transit

1. Light Rail (Route 28) – Manassas to Dulles Airport
2. VRE Service Extension to Fauquier Co.

Road Capacity Improvement

1. Wellington Road Overpass (Phase III of Railroad Realignment) from Dean Dr. to Prince William St.
2. VA 28 (Sully Road) Widening – I-66 to Loudoun Co.
3. VA 608 (Frying Pan Road) Widening – VA 28 to VA 657
4. VA 657 (Centreville Road) Widening – VA 608 to US 50
5. Widen Balls Ford Road –Wellington Road to Sudley Road
6. Widen Bristow Road – Nokesville Road to Dumfries Road
7. Widen Devlin Road – Linton Hall Road to Wellington Road
8. Widen Fleetwood Drive – Fauquier Co. Line to Aden Road
9. Nokesville Road Widening – Vint Hill Rd. to Fauquier Co.
10. Widen Prince William Pkwy/Route 234 – I-66 to Brentsville Rd.
11. Widen Sudley Road (Rte 234 Business): I-66 to Manassas City
12. Widen Vint Hill Road – Fauquier Cty. Line to Nokesville Rd.
13. Sterling Road Improvements (from Sterling Road/Herndon Parkway intersection to Sterling Road/Rock Hill Road intersection)
14. Widen Route 28 (Centreville Road) – Libreria to Rt. 29
15. Construct VA 28 Interchange @ New Braddock Road
16. Widen Route 28 – Route 606 to Loudoun Co./Fairfax Co. Line.
17. Widen VA 28 – Dulles Toll Road to Route 606
18. Widen VA 28 – I-66 to Fairfax Co. Line
19. Widen Liberia Avenue – VA 28 to Norfolk Southern Railroad

*Bicycle and Pedestrian facilities are a component within the majority of “roadway capacity” projects

Other

(Proposed Project List for TransAction 2040) – 27 projects

Bicycle Pedestrian

1. Arlington Countywide Trail Improvements - Other Corridor
2. Capital Bikeshare: Other Corridor
3. Fairfax County – Miscellaneous trails
4. VA 638 (Rolling Road) – South County East West Trail to I-95
5. Gordon Blvd – U.S. 1 to Commerce Street
6. John Marshall Highway – I-66 to Lee Highway
7. Old Bridge Road – Prince William Pkwy to Popular Ln.
8. VA 784 (Dale Blvd.) – Delany to U.S. 1

Road Capacity Improvement

1. US 50 / VA 645 (Stringfellow Road) Interchange
2. VA 123 Widening (Tysons) – VA 7 to Old Courthouse Rd.
3. VA 123 Interchange @ Braddock Road
4. Construct Belmont Bay Drive - Gordon to Palisades St.
5. Widen Route 123 (Chain Bridge Road) – Fairfax City to Vienna
6. Widen Route 123 (Gordon Blvd) @ Route 1
7. Route 123 (Ox Road) - Davis Drive to Fairfax City
8. Widen Route 15 - VA 234 to Loudoun County Line

Transit

1. Priority Bus (VA 236) from Alexandria City to Fairfax City (GMU) / Pentagon Metro
2. 100% 8-Car Trains on Metro System
3. Farragut North/Farragut West Pedestrian Connection
4. Gallery Place/Metro Center Pedestrian Connection
5. Interline connection between Courthouse Metrorail & Arlington Cemetery Metrorail
6. Metrobus Fleet Expansion
7. Relocated Blue Line @ Arlington Cemetery

ITS

1. Traffic System and Technology Enhancement - Smart Traffic Signal System
2. Transportation System Management (TSM) & Communication Upgrade

TDM

1. Arlington County Commuter Services - Base Program Growth
2. Arlington County Commuter Services - Major Enhancements

*Bicycle and Pedestrian facilities are a component within the majority of “roadway capacity” projects

Summary of Comments & Responses

TAC and PCAC members – Project List

COMMENTS/ RECOMMENDATIONS

- WMATA’s future “silver” line will change traffic patterns and transit access around all the stations. The project list contains only a project to access around the Tyson’s area but nothing for the other proposed stations. Most of the areas around these stations are calling for road improvements to allow better access to the stations.
- Parking (capacity) around all future Silver line stations is grossly inadequate.
- The City of Alexandria listed mostly transit projects. Are there any road capacity improvement projects?
- Widening of Rte 15 from Leesburg north to Potomac River should be added to the project list.
- A new Potomac River Bridge Crossing should be added
- I-66 widening from the beltway to D.C. should be added
- Evaluate a Western Bypass/River Crossing and a crossing somewhere south of the Occoquan into Maryland to connect to 301 to help alleviate congestion on I-95



COMMENTS/ RECOMMENDATIONS

- Include extension of VRE Manassas Line to Fauquier County
- Road Widening projects that cross or stop short of jurisdictional boundaries may not be supported by the may not be supported localities
- Remove projects that lack specificity and a direct objective:
 - Dulles VA 7
 - Tysons Corner Grid of Streets
 - Reconstruct Elden Street
 - I-95/I-395/US 1
 - Arlington Countywide trail improvements, Crystal City bike/ped improvements
 - DASH service enhancements
 - Clark/Bell realignment and Crystal City Grid Improvements
 - I-66/US 29/US 50
 - Arlington Countywide trail improvements/City of Falls Church bike/ped Traffic Calming
 - Fairfax Boulevard Repaving & Northfax Storm Drainage
 - Other
 - Metrobus Fleet Expansion
 - ITS and TDM projects
- Include these projects on the list:
 - I-66/Route 28 Interchange
 - Route 9 widening/bypass from Route 7 to WV.

Summary of Comments and Recommendations TAC and PCAC members – Performance Measures / Weighting Criteria

FROM INDIVIDUAL MEMBERS (TAC)

- Eliminate two goals, technology and availability of private funding
- Incorporate community connectivity into a redefined first goal
- Consider adding a more severe LOS Rating as a measure of emphasize on severe traffic congestion
- Recommend that “State of Good Repair” be included as a PEC focusing on improving the condition of the facilities with particular emphasis on projects that minimize life-cycle costs
- Limit project evaluation criteria to measures that improve accessibility, reliability, and safety.
- Remove “project readiness” as a criteria element
- Split “historical sites” and “environmental impact” measures into two separate PECs with full weighting
- Use FHWA and VDOT definitions for “environmental sensitivity”
- Clarify definition of “Activity Center”

FROM INDIVIDUAL MEMBERS (PCAC)

- The Performance Evaluation Criteria for the proposed TransAction 2040 projects are numerous and detailed.
- The criteria should give more weight to factors that reflect existing conditions and interests.
- Despite the complexity and detail of the PEC as drafted, they still do not encompass all the relevant elements to evaluating the projects.

Additional Model Run

- Project Stakeholders have recommended another model run to enable the Authority to prioritize projects that yield maximum benefits on the respective transportation corridor.
- The Project Budget is capped at \$500k, per the Authority's action at its July 2010 meeting
- Estimated Cost for conducting another model run is approximately \$45,000

Benefits

- Eliminate projects that do not produce maximum benefits to the network
- Provides an opportunity to insert an alternative (conceptual) travel option in the corridor
- Gives project stakeholders another opportunity to give input on proposed projects

Disadvantages

- Project schedule might slip
- Public Open House could be delayed

TransAction 2040 - Project List

Draft as of 6/23/2011

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Dulles/VA 7	City of Alexandria	Highway	King/Quaker/Braddock intersection improvements	reconstruct	King/Quaker/Braddock intersection	
Dulles/VA 7	Fairfax County DOT and City of Falls Church	Transit	Light rail (VA 7 corridor)	construct	Tysons Corner	Baileys Crossroads / Skyline
Dulles/VA 7	Fairfax County DOT	Highway	Soapstone Drive, Sunrise Valley Dr to VA 675 (Sunset Hills Rd) VA 267 (DTR) Crossing (Tysons)	construct, reconstruct bridge	Sunrise Valley Drive	VA 675
Dulles/VA 7	Fairfax County DOT	Highway	Tysons Corner Grid of Streets (Tysons)	construct	Tysons	Corner
Dulles/VA 7	Fairfax County DOT	Transit	Tysons Corner Transit Circulator System (Tysons)	implement	Tysons	Corner
Dulles/VA 7	Fairfax County DOT	Highway	VA 267 (Dulles Toll Road) (Tysons)	construct interchanges	@Greensboro, @Boone,	and/or @Jones Branch
Dulles/VA 7	Fairfax County DOT	Highway	VA 267 (Dulles Toll Road) (Tysons)	construct	Hunter Mill Road	Greensboro Drive Ext
Dulles/VA 7	Fairfax County DOT	Bicycle/Pedestrian	VA 7	construct	Leesburg	Alexandria
Dulles/VA 7	Fairfax County DOT	Highway	VA 7 (Leesburg Pike) Widening (Tysons)	widen	I-495	City of Falls Church
Dulles/VA 7	Loudoun County	Highway: Primary Arterial	Dulles Greenway	widen	Leesburg Bypass	Route 28
Dulles/VA 7	Loudoun County	Transit	Gateway (west of Round Hill, west of Hillsboro and north Lucketts) Park & Ride Lots on three sites.	construct	Three separate lots. One west of Round Hill (Route 7), the second west of Hillsboro (Route 9) and the third north of Lucketts (Route 15)	
Dulles/VA 7	Loudoun County	Transit	Phase III Bus Service Integrated with Metro Rail which includes local, express, inter-county, commuter and demand-response bus services	implement		
Dulles/VA 7	Loudoun County	Transit	Phase III Park & Ride Lots on three sites. (Area of Route 50 east of Route 606, Route 659 north of Route 7 and in the vicinity of Russell Branch Parkway and Loudoun County Parkway.)	construct	Three separate lots. One in the vicinity of Route 50 east of Route 606, the second in the vicinity of Route 659 north of Route 7 and the third in the vicinity of Russell Branch Parkway and Loudoun County Parkway.	
Dulles/VA 7	Loudoun County	Highway: Primary Arterial	Route 7	widen	West Market Street interchange	Route 9
Dulles/VA 7	Town of Herndon	Highway: Urban	East Elden Street	reconstruct	Fairfax County Parkway	Monroe Street
Dulles/VA 7	Town of Herndon	Highway: Urban	Elden Street (downtown Elden Street)	reconstruct	Monroe Street	Center Street
Dulles/VA 7	Town of Herndon	Highway	Herndon Parkway / Dulles Metrorail Multimodal Access Improvements (from Van Buren Street to Spring Street)	construct	Van Buren Street	Spring Street
Dulles/VA 7	Town of Herndon	Highway: Urban	South Elden Street	reconstruct	Herndon Parkway	Sterling Road
Dulles/VA 7	Town of Herndon	Bicycle/Pedestrian	Sugarland Run Trail to Metrorail	construct	Section of Spring Street (south) from the Fairfax Co. Parkway	Sunset Hills Rd interchange to the Herndon Parkway/Spring St. intersection.

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Dulles/VA 7	Town of Herndon	Highway	Van Buren Street (south) Improvements (from Van Buren Street / Herndon Parkway intersection to Monroe Street Bridge)	construct	Van Buren Street (south) from the Monroe Street Bridge	Van Buren St./Herndon Parkway intersection
Dulles/VA 7	Town of Herndon	Bicycle/Pedestrian	Van Buren Street Trail to Metrorail (extension from Folly Lick Trail)	construct	Van Buren Street/Worldgate Drive intersection	Pedestrian access pavilion of the future Dulles Metrorail Station
Dulles/VA 7	Town of Herndon	Bicycle/Pedestrian	W&OD Trail Crossing at Crestview Drive - Bridge Overpass	construct	Bridge overpass at the W&OD	Crestview Drive Trail crossing (north of Herndon Parkway)
Dulles/VA 7	Town of Leesburg	Highway: Interstate	Route 15 Bypass	construct interchange	Battlefield Parkway	Battlefield Parkway
Dulles/VA 7	Town of Leesburg	Highway: Interstate	Route 7	construct interchange	Battlefield Parkway	Battlefield Parkway
Dulles/VA 7	VDOT	Highway	Route 7	widen	Patrick Henry Dr.	Columbia Pike / Baileys Cross Roads
Dulles/VA 7	VDOT	Highway	Route 7	widen	Fairfax Co. Pkwy.	Dulles Toll Road
Dulles/VA 7	VDOT	Highway	Route 7 (Harry Byrd Highway)	widen	ECL Purcellville	Route 15
Dulles/VA 7	VDOT	Highway	Route 7 (Market Street East)	widen	Battlefield Pkwy	ECL Leesburg
Fairfax County Pkwy	Fairfax County DOT	Highway	US 1 (Richmond Highway) / VA 7100 (Fairfax County Parkway) Interchange (BRAC)	construct interchange	US 1	VA 7100
Fairfax County Pkwy	Fairfax County DOT	Highway	VA 638 (Rolling Road) Widening (Fullerton Rd to DeLong Dr)	widen	Fullerton Road	DeLong Drive
Fairfax County Pkwy	Fairfax County DOT	Highway	VA 638 (Rolling Road) Widening (VA 7100 to VA 644) (BRAC)	widen	VA 7100	VA 644
Fairfax County Pkwy	Fairfax County DOT	Highway	VA 7100 (Fairfax County Parkway) / Kingman Road Interchange (BRAC)	construct interchange	VA 7100	Kingman Road
Fairfax County Pkwy	Fairfax County DOT	Highway	VA 7100 (Fairfax County Parkway) Widening (VA 123 to Sydenstricker)	widen	VA 123	Sydenstricker Road
Fairfax County Pkwy	Fairfax County DOT	Transit	VA 7100 Priority Bus	implement	Herndon-Monroe Park-and-Ride	U.S. Route 1 - Fort Belvoir
Fairfax County Pkwy	VDOT	Highway	Route 7100 (Fairfax County Parkway HOV)	widen	Franconia Springfield Parkway	Route 7
Fairfax County Pkwy	VDOT	Highway	Route 7900 (Franconia Springfield Parkway)	widen	Route 638 (Rolling Rd)	I-95
I-495	City of Alexandria	Bicycle/Pedestrian	Alexandria - Local	construct	Holland Ave	Holland Ave
I-495	City of Alexandria	Highway	Duke Street Complete Street	reconstruct		
I-495	City of Alexandria	Highway	South Van Dorn Street Improvements at the City Limits	construct	S Van Dorn St / Van Dorn Metrorail Station	I-495
I-495	City of Alexandria	Transit	Transit Corridor B / Duke Street	construct	Old Town	Western City limit with Fairfax County
I-495	City of Alexandria	Transit	Transit Corridor B / Duke/Eisenhower E-W corridor	implement	Old Town	Western City limit with Fairfax County
I-495	Fairfax County DOT	Bicycle/Pedestrian	Backlick Run Trail	construct	Backlick Road	Clermont Avenue
I-495	Fairfax County DOT	Bicycle/Pedestrian	Beltway Trail (Fairfax Co.)	construct	Dolley Madison Boulevard	Live Oak Drive
I-495	Fairfax County DOT	Transit	I-495	implement	Tyson's Corner	Franconia-Springfield Metro; Ft. Belvoir (EPG) & Lorton; Burke Centre; Huntington Metro (4 routes)
I-495	Fairfax County DOT	Highway	I-495 Auxilliary Lane	reconstruct	VA 7	I-66
I-495	Fairfax County DOT	Bicycle/Pedestrian	Potomac Heritage Trail	construct	Northern End of Beltway Trail	American Legion Bridge
I-495	Fairfax County DOT	Highway	Scotts Crossing Connector (Tysons)	construct	Jones Branch Drive	Scotts Crossing Road
I-495	Fairfax County DOT	Highway	VA 613 (Van Dorn Street) / VA 644 (Franconia Road) Interchange (BRAC)	construct interchange	VA 613	VA 644

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
I-495	Fairfax County DOT	Bicycle/Pedestrian	VA 617 (Backlick Road)	construct	Lee Highway	Capital Beltway
I-495	WMATA	Transit	Fixed Guideway Connection from Eisenhower Avenue Metrorail to Branch Avenue Metrorail	construct	Eisenhower Avenue Metrorail	Branch Avenue Metrorail
I-495	WMATA	Transit	Metrorail Circumferential	construct	Dunn Loring	Bethesda
I-66/US 29/US 50	Arlington County	Bicycle/Pedestrian	Arlington Countywide Trail Improvements - I-66/US 29/US 50 Corridor	construct	Countywide (potentially region-wide)	
I-66/US 29/US 50	Arlington County	Transit	Ballston-MU Station West Entrance Study	construct	Fairfax Drive @ Glebe	Fairfax Drive @ Vermont
I-66/US 29/US 50	Arlington County	Bicycle/Pedestrian	Capital Bikeshare: I-66/US 29/US 50	implement	Countywide (potentially region-wide)	
I-66/US 29/US 50	Arlington County	Highway	Clarendon Circle intersection improvements	construct	Intersection of Clarendon, Wilson, Washington Boulevards	
I-66/US 29/US 50	Arlington County	Transit	Courthouse Metrorail Station Access Improvement	construct	Courthouse Metrorail Station	
I-66/US 29/US 50	Arlington County	Transit	East Falls Church Multimodal Station	construct	Fairfax Drive @ Lee Highway	Fairfax Drive @ Washington Blvd
I-66/US 29/US 50	Arlington County	Bicycle/Pedestrian	Rosslyn Circle	construct	Fort Myer Drive, Lynn Street and Lee Highway between the Key Bridge and the eastbound lanes of Lee Highway.	
I-66/US 29/US 50	Arlington County DOT	Highway: Primary Arterial	US 29/ Lee Highway	reconstruct	North Quincy Street	North Kenmore Street
I-66/US 29/US 50	Arlington County DOT	Highway: Primary Arterial	US 50 - Median Barrier	reconstruct	North Jackson Street	Fillmore Street
I-66/US 29/US 50	City of Fairfax	Highway: Urban	Chain Bridge Road Bridge Replacement	reconstruct	Route 123 bridge over the Accotink Creek	
I-66/US 29/US 50	City of Fairfax	Highway	Fairfax Boulevard Repaving from Rebel Run to Eaton Place	reconstruct	Intersection of Route 50/Rebel Run	Intersection of Route 50/Eaton Place
I-66/US 29/US 50	City of Fairfax	Highway	Fairfax Boulevard/Jermantown Road Intersection Improvements	construct	Intersection of Route 50/Jermantown Road	Intersection of Route 50/Bevan Drive
I-66/US 29/US 50	City of Fairfax	Highway: Urban	Jermantown Road/Route 50 Widening and Intersections Improvements	widen	Bevan Drive	Jermantown Road
I-66/US 29/US 50	City of Fairfax	Highway: Urban	Northfax Storm Drainage and Intersection Improvements	construct	Intersection of Routes 29, 50, and Route 123	Intersection of Route 29,50 to Eaton Place
I-66/US 29/US 50	City of Fairfax	Highway: Urban	US 29 Spot Improvements (City of Fairfax)	widen	Intersection of Routes 29, 50, and 236	
I-66/US 29/US 50	City of Falls Church	Transit	City of Falls Church Intermodal Transit Plaza	construct	S. Washington Street	Hillwood Avenue
I-66/US 29/US 50	City of Falls Church	Bicycle/Pedestrian	City of Falls Church Pedestrian, Bicycle and Traffic Calming Improvements	construct	Citywide	Citywide
I-66/US 29/US 50	Fairfax County DOT	Highway: Urban	US 29	widen	I-495	City of Falls Church city limits
I-66/US 29/US 50	Fairfax County DOT	Bicycle/Pedestrian	I-66	construct	Sully Road	Paddington Lane
I-66/US 29/US 50	Fairfax County DOT	Highway: Interstate	I-66 Interchange	reconstruct	I-66	Route 29
I-66/US 29/US 50	Fairfax County DOT	Highway: Interstate	I-66 Interchange	reconstruct	Multiple Interchanges	Multiple Interchanges
I-66/US 29/US 50	Fairfax County DOT	Transit	Priority Bus (US 50)	implement	Chantilly	Fairfax City (GMU)
I-66/US 29/US 50	Fairfax County DOT	Transit	Priority Bus (US 50)	implement	Fair Oaks Mall	Ballston Metro then Washington (DRPT I-66 Study)
I-66/US 29/US 50	Fairfax County DOT	Transit	U.S. Route 29	implement	Fair Oaks Mall	District of Columbia

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
I-66/US 29/US 50	Fairfax County DOT	Highway: Primary Arterial	US 29	widen	I-495	VA 7
I-66/US 29/US 50	Fairfax County DOT	Bicycle/Pedestrian	US 29 (Lee Highway)	fill in two segments	Dixie Hill Road	Vietch Street
I-66/US 29/US 50	Fairfax County DOT	Highway	US 29 (Lee Highway) Widening	widen	VA 609	VA 665
I-66/US 29/US 50	Fairfax County DOT	Bicycle/Pedestrian	US 50 (Arlington Blvd.)	construct	Nutley Street	Arlington Road
I-66/US 29/US 50	Fairfax County DOT	Highway	US 50 / VA 665 (Waples Mill Road)	construct interchange	US 50	VA 665
I-66/US 29/US 50	Prince William County	Highway	Haymarket Bypass/Somerset Crossing Dr	construct	Djames Madison Hwy (Rt 15)	Lee Hwy (Rt 29)
I-66/US 29/US 50	Prince William County	Highway	John Marshall Highway	widen	Thoroughfare Rd	Lee Highway
I-66/US 29/US 50	Prince William County	Highway	Lee Highway (Route 29)	widen, reconstruct	Fairfax County Line	Fauquier County Line excluding the segment between Joplin Road to Featherstone Rd
I-66/US 29/US 50	Prince William County	Highway	Route 29-Alternate Route	construct	Fairfax County Line	Fauquier County Line excluding the segment between Joplin Road to Featherstone Rd
I-66/US 29/US 50	Prince William County	Highway: Primary Arterial	US 29	widen	Fauquier/PW Line	Virginia Oaks Dr
I-66/US 29/US 50	Prince William County	Highway: Primary Arterial	US 29 Interchange	construct	US 29	US 15
I-66/US 29/US 50	PRTC	Transit	Express Bus Service	implement	Gainesville/Manassas	Washington
I-66/US 29/US 50	VDOT	Highway	Route 29 (Lee Highway)	widen	ECL City of Fairfax	WCL City of Falls Church
I-66/US 29/US 50	VDOT	Highway	Route 29 corridor (Lee Highway)	Reconstruct or widen	Route 309 South	Kenmore St.
I-66/US 29/US 50	VDOT	Highway	Route 50 (John S. Mosby - Lee Jackson Highway)	widen	Rt 616 (Fleetwood Rd)	Rt 661 (Lee Rd)
I-66/US 29/US 50	VDOT	Highway	Route 50 (Lee Jackson Highway)	widen	I-66	Route 7
I-66/US 29/US 50	VRE	Transit	VRE Parking Improvements (Manassas Line)	Add 2,900 parking spaces	Manassas Line	
I-66/US 29/US 50	VRE	Transit	VRE Gainesville/Haymarket Service Extension	construct	On NS B Line - project to extent VRE service to Gainesville and Haymarket	
I-66/US 29/US 50	WMATA	Transit	Metro rail (I-66 Corridor)	construct	Vienna-Fairfax/GMU Metro rail	Centreville
I-66/US 29/US 50	WMATA	Transit	Metro rail Orange Line extension to Gainesville	construct	I-66 @ VA 28	I-66 @ US 29
I-66/US 29/US 50	VDOT	Highway	I-66 Active Traffic Management Initiative	implement	I 66 @ US 29 in Centreville	I-66 @ I-495 in Falls Church
I-66/US 29/US 50	VRE	Transit	VRE Manassas Line Station Platform Expansion	reconstruct	VRE Broad Run, Manassas, Manassas Park, Burke Centre, Rolling Rd. and Backlick Rd. stations on the Manassas Line	
I-95/I-395/US 1	Arlington County	Bicycle/Pedestrian	Arlington Countywide Trail Improvements - I-95/I-395/US 1 Corridor	construct	Countywide (potentially region-wide)	
I-95/I-395/US 1	Arlington County	Bicycle/Pedestrian	Capital Bikeshare: I-95/I-395/US 1	implement	Countywide (potentially region-wide)	
I-95/I-395/US 1	Arlington County	Highway	Clark / Bell realignment	reconstruct	12th St	24th St
I-95/I-395/US 1	Arlington County	Bicycle/Pedestrian	Crystal City bike/ped improvements	construct	Crystal City activity center	
I-95/I-395/US 1	Arlington County	Transit	Crystal City Bus Station	construct	Crystal City activity center	
I-95/I-395/US 1	Arlington County	Transit	Crystal City Circulator	implement	Crystal City activity center	
I-95/I-395/US 1	Arlington County	Transit	Crystal City Metro rail Station Second Entrance	construct	Crystal City Metro rail Station	
I-95/I-395/US 1	Arlington County	Highway	Crystal City street grid improvements	construct	Crystal City activity center	

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
I-95/I-395/US 1	Arlington County	Highway	Crystal Drive / Rt 1 intersection	construct	Crystal Dr	Rt 1
I-95/I-395/US 1	City of Alexandria	Bicycle/Pedestrian	Alexandria - Local	construct	Alexandria	Alexandria
I-95/I-395/US 1	City of Alexandria	Transit	CC-PY Transitway	construct	Braddock Road Metro Station	Arlington County Line at Potomac Yard
I-95/I-395/US 1	City of Alexandria	Transit	DASH Bus Service Enhancements System-Wide	implement	Mark Center, Potomac Yard, Eisenhower Ave, Beauregard Street	
I-95/I-395/US 1	City of Alexandria	Transit	Expanded Trolley / Circulator / Transit Service	implement	Del Ray, Old Town, North Old Town	
I-95/I-395/US 1	City of Alexandria	Bicycle/Pedestrian	Holmes Run Bike Trail Construction	reconstruct	Holmes Run Greenway	North Ripley Street
I-95/I-395/US 1	City of Alexandria	Transit	King Street Metro Parking Lot and Bus Lane Configuration and Multi-Modal Access	construct	King Street Metro Station	
I-95/I-395/US 1	City of Alexandria	Transit	Multi-Modal bridge from Van Dorn Metro to Pickett Street	construct	North Potomac Yard	South of Four Mile Run
I-95/I-395/US 1	City of Alexandria	Bicycle/Pedestrian	Trail along Metrorail	construct	Cameron St	Crystal City
I-95/I-395/US 1	City of Alexandria	Transit	Transit Corridor 'A' Conversion to Streetcar	reconstruct	Alexandria/ Arlington Border	Braddock Road Metrorail Station
I-95/I-395/US 1	City of Alexandria	Transit	Transit Corridor C / Beauregard / Van Dorn Street	construct, widen	Van Dorn / Beauregard Corridor b/ t Metro Station & Arlington County	
I-95/I-395/US 1	City of Alexandria	Intelligent Transportation Systems	Transportation Technologies/IITS	implement		
I-95/I-395/US 1	Fairfax County DOT	Highway	Frontier Drive Extension	construct, widen	VA 7900	Loisdale Road
I-95/I-395/US 1	Fairfax County DOT	Highway: Interstate	I-95 (SOV)	construct	I-95	Franconia-Springfield Parkway (Route 7900)
I-95/I-395/US 1	Fairfax County DOT	Highway	I-95 / VA 7100 (Fairfax County Parkway) Interchange Improvements (BRAC)	reconstruct, widen interchange	I-95	VA 7100
I-95/I-395/US 1	Fairfax County DOT	Bicycle/Pedestrian	South County East-West Trail	construct	Manassas/Clifton	I-395
I-95/I-395/US 1	Fairfax County DOT	Bicycle/Pedestrian	US 1	construct	Stafford County Line	I-95/495
I-95/I-395/US 1	Fairfax County DOT	Highway	US 1 (Richmond Highway) / VA 611 (Telegraph Road) Interchange (BRAC)	construct interchange	US 1	VA 611
I-95/I-395/US 1	Fairfax County DOT	Highway: Primary Arterial	US 1 Interchange	construct	@ Huntington Ave/Fort Hunt Rd	
I-95/I-395/US 1	Fairfax County DOT	Highway: Primary Arterial	US 1 Interchange	construct	U.S. Route 1	Fairfax County Parkway (Route 7100)
I-95/I-395/US 1	Fairfax County DOT	Transit	US 1 Transit Study and Alternatives Analysis	study	Quantico	Huntington
I-95/I-395/US 1	Fairfax County DOT	Bicycle/Pedestrian	VA 611 (Telegraph Road)	construct	Richmond Highway	Kings Highway
I-95/I-395/US 1	Fairfax County DOT	Highway	VA 611 (Telegraph Road) Widening (BRAC)	widen	VA 636	VA 633
I-95/I-395/US 1	Potomac and Rappahannock Transportation Commission (PRTC)	Transit	PRTC - OmniRide from Central PWC to Alexandria	implement	Central County (PW Pkwy & McCoart)	Alexandria
I-95/I-395/US 1	Potomac and Rappahannock Transportation Commission (PRTC)	Transit	PRTC - OmniRide from Lake Ridge to Seminary Road	implement	Lake Ridge (Old Bridge / Minnieville Roads)	Mark Center in Alexandria
I-95/I-395/US 1	Potomac and Rappahannock Transportation Commission (PRTC)	Transit	PRTC - OmniRide from Woodbridge to Merrifield	implement	Eastern Prince William County (Woodbridge/Dale City)	Merrifield
I-95/I-395/US 1	Prince William County	Highway	Bonita Fitzgerald Drive	widen	Dale Blvd	Cardinal Drive
I-95/I-395/US 1	Prince William County	Highway	Cardinal Drive	widen	Minnieville Road	Jefferson Davis (Route 1)
I-95/I-395/US 1	Prince William County	Highway	Caton Hill Road	widen	Minnieville Rd	Prince William Parkway

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
I-95/I-395/US 1	Prince William County	Highway	Dale Boulevard	widen	Hoadly Road	Route 1
I-95/I-395/US 1	Prince William County	Highway	Gideon Drive	widen	Dale Blvd	Smoketown Road
I-95/I-395/US 1	Prince William County	Highway	Gordon Boulevard	widen	Fairfax County	Express Drive/Belmont Bay Drive
I-95/I-395/US 1	Prince William County	Highway	Jefferson Davis Highway (Route 1)	widen	Fairfax County Line	Stafford County Line excluding the segment between Joplin Road to Featherstone Rd
I-95/I-395/US 1	Prince William County	Highway	Neabco Mills Road	widen	Opitz Blvd	Route 1
I-95/I-395/US 1	Prince William County	Highway	Opitz Boulevard	widen	Gideon Blvd	Route 1
I-95/I-395/US 1	Prince William County	Highway	River Heritage Boulevard	widen	Route 1	Harbor Station Parkway
I-95/I-395/US 1	Prince William County	Highway	Summit School Road	widen	Minnieville Road	Telegraph Road
I-95/I-395/US 1	Prince William County	Highway	Telegraph Road	widen	Caton Hill Road	Opitz Boulevard
I-95/I-395/US 1	VDOT	Highway	Route 1 (Richmond Highway)	widen	Route 1 @ Route 235 North (Mount Vernon Highway)	Route 1 @ Alexandria City Limits
I-95/I-395/US 1	VRE	Transit	VRE Fredericksburg Line Station Platform Expansion	reconstruct	VRE Rippon, Woodbridge, and Lorton on the Fredericksburg Line	
I-95/I-395/US 1	VRE	Transit	VRE Alexandria Station Pedestrian Tunnel	construct	VRE Alexandria Station	
I-95/I-395/US 1	VRE	Transit	VRE Crystal City Station Reconstruction	construct	VRE Crystal City Station	
I-95/I-395/US 1	VRE	Transit	VRE Parking Improvements (Fredericksburg Line)	Add 1,100 parking spaces		
I-95/I-395/US 1	WMATA	Transit	Metro rail	extension	Franconia-Springfield Metro rail	Potomac Mills
I-95/I-395/US 1	WMATA	Transit	Relocated Yellow Line	construct	Pentagon Metro rail	10th & M Streets, NW
I-95/I-395/US 1	Prince William County	Highway	Harbor Station Parkway	construct	Jefferson Davis Highway/Route 1	Cherry Hill Road
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	City of Manassas	Highway: Primary Arterial	Godwin Drive	widen	Sudley Road	VA 28
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	City of Manassas	Highway	Prince William Parkway Flyover Bridge	reconstruct interchange	Prince William Parkway	Liberial Ave
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	City of Manassas	Highway	Prince William Parkway Interchange	reconstruct interchange	VA Route 28	Godwin Drive
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Loudoun County	Bicycle/Pedestrian	Claiborne Parkway	construct	Loudoun County Parkway	Ryan Road
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Loudoun County	Transit	Leesburg North Park & Ride Lot	construct	North Leesburg with direct or indirect access to Route 15 anticipated.	
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Loudoun County	Bicycle/Pedestrian	Tri-County Parkway - Loudoun Facility	construct	Braddock Road	Fairfax County Line
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Loudoun County	Bicycle/Pedestrian	VA 659 (Belmont Ridge Road)	construct	Route 7 (Harry Byrd Highway)	Ryan Road
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Loudoun County	Bicycle/Pedestrian	VA 772 (Ryan Road)	construct	Belmont Ridge Road	Ryan Road
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	City of Manassas	Bicycle/Pedestrian	Godwin Drive	construct	Nokesville Rd	Sudley Rd
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Highway	James Madison Highway	widen	Loudoun County CL	Lee Highway (Route 29)
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Highway	Manassas Battlefield Bypass	construct	Rte 234 Bypass-North	Fairfax County Line
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Bicycle/Pedestrian	Prince William Parkway	construct	Nokesville Rd	Dumfries Rd
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Highway	Route 234 Bypass North	construct	Loudoun County Line	I-66

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Bicycle/Pedestrian	Tri-County Parkway - Prince William Facility	construct	Braddock Rd	Sudley Rd
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	Prince William County	Highway: Primary Arterial	VA 234 Interchange	construct	VA 234 Bypass	Liberia Ave/VA 3000
Loudoun Cty Pkwy/Tri-County/VA 234/VA 659	VDOT	Highway	Loudoun County Parkway (extension)	construct	Route 621 (Evergreen Mills Rd)	Route 772 (Ryan Rd)
Other	Arlington County	Intelligent Transportation Systems	Traffic System and Technology Enhancement - Smart Traffic Signal System	implement		
Other	Arlington County	Transportation Demand Management	Arlington County Commuter Services - Base Program Growth	implement		
Other	Arlington County	Transportation Demand Management	Arlington County Commuter Services - Major Enhancements	implement		
Other	Arlington County	Bicycle/Pedestrian	Arlington Countywide Trail Improvements - Other Corridor	construct	Countywide (potentially region-wide)	
Other	Arlington County	Bicycle/Pedestrian	Capital Bikeshare: Other Corridor	implement	Countywide (potentially region-wide)	
Other	Arlington County	Intelligent Transportation Systems	Transportation System Management (TSM) & Communication Upgrade	implement	Countywide	
Other	Fairfax County DOT	Bicycle/Pedestrian	Fairfax County	construct	Miscellaneous	
Other	Fairfax County DOT	Transit	Priority Bus (VA 236)	implement	Alexandria City Limits	Fairfax City (GMU)/Pentagon Metro (Two Branches)
Other	Fairfax County DOT	Highway	US 50 / VA 645 (Stringfellow Road) Interchange	construct interchange	US 50	VA 645
Other	Fairfax County DOT	Highway: Primary Arterial	VA 123 Interchange	construct	@ Braddock Rd	
Other	Fairfax County DOT	Highway	VA 123 Widening (Tysons)	widen	VA 7	Old Courthouse Road
Other	Fairfax County DOT	Bicycle/Pedestrian	VA 638 (Rolling Road)	construct	South County East-West Trail	I-95
Other	Prince William County	Bicycle/Pedestrian	Gordon Blvd	construct	US 1	Commerce St
Other	Prince William County	Bicycle/Pedestrian	John Marshall Highway	construct	I-66	Lee Highway
Other	Prince William County	Bicycle/Pedestrian	Old Bridge Road	construct	Prince William Parkway	Poplar Lane
Other	Prince William County	Bicycle/Pedestrian	VA 784 (Dale Blvd.)	construct	Delany Rd	US 1
Other	WMATA	Transit	100% 8-Car Trains	expand	n/a	n/a
Other	WMATA	Transit	Farragut North/Farragut West Pedestrian Connection	construct	Farragut West Metrorail	Farragut North Metrorail
Other	WMATA	Transit	Gallery Place/Metro Center Pedestrian Connection	construct	Gallery Place - Chinatown Metrorail	Metro Center Metrorail
Other	WMATA	Transit	Interline connection between Courthouse Metrorail & Arlington Cemetery Metrorail	construct	Courthouse Metrorail	Arlington Cemetery Metrorail
Other	WMATA	Transit	Metrobus Fleet Expansion	expand	n/a	n/a
Other	WMATA	Transit	Relocated Blue Line	construct	Arlington Cemetery Metrorail	Anacostia bridge crossing
Other: Project is located in Woodbridge VA near Route 1	Prince William County	Highway	Belmont Bay Drive	construct	Gordon Blvd.	Palisades St.
Other: Route 123	VDOT	Highway	Route 123 (Chain Bridge Road)	widen	NCL Fairfax City	SCL Town of Vienna
Other: Route 123	VDOT	Highway	Route 123 (Gordon Blvd)	widen	Route 123 @ Route 1	Route 123 @ I-95 Overpass
Other: Route 123	VDOT	Highway	Route 123 (Ox Road)	widen	Davis Drive	SCL Fairfax City
Other: Rt 15	VDOT	Highway	Widen Route 15	widen	VA 234	Loudoun County line
Other: Western Transportation Corridor	2040 Subcommittee	Highway	Construct a Western Transportation Corridor	construct	I-95	I-270 in Maryland

Corridor	Agency	Type of Project	Facility (Road Name / Number or Transit Service Provider)	Type of Improvement	From / At (Starting Point of Service or Facility Location)	To (Ending Point of Service or Facility Location)
Other: Eastern Potomac River Crossing	2040 Subcommittee	Highway / Bridge	Construct Eastern Potomac River Crossing	construct	I-95 (Prince William/Stafford County)	US 301 in Maryland
Prince William Pkwy	City of Manassas	Highway	Dumfries Road	widen	Hastings Drive	Manassas City Line
Prince William Pkwy	Prince William County	Highway	Dumfries Road	widen	Brentsville Road	Route 1
Prince William Pkwy	Prince William County	Highway	Prince William Parkway	widen	Liberia Avenue	Hoadly Road
Prince William Pkwy	Prince William County	Highway	Prince William Parkway/Route 3000	widen	Minnieville Road	Jefferson Davis (Route 1)
Prince William Pkwy	Prince William County	Highway	Smoketown Road	widen	Minnieville Road	Gideon Drive
Prince William Pkwy	VDOT	Highway	Route 234 (Dumfries Rd)	widen	Rt. 1450 (Country Club Dr.)	Rt. 234 Business
Tri-County Parkway/Loudoun County Parkway/VA 234/Route 659	Loudoun County	Highway: Secondary Major Collector	Loudoun County Parkway	widen	Arcola Boulevard	Route 50
VA 28	City of Manassas	Highway: Urban	Liberia Avenue	widen	VA Route 28	Norfolk Southern Railroad
VA 28	City of Manassas	Highway	Wellington Road Overpass (Phase III of Railroad Realignment)	construct	Dean Drive	Prince William Street
VA 28	Fairfax County DOT	Transit	Light Rail (Route 28)	construct	Manassas	Dulles Airport
VA 28	Fairfax County DOT	Bicycle/Pedestrian	VA 28 (Sully Road)	construct	Walney Road	Dulles Toll Road
VA 28	Fairfax County DOT	Highway	VA 28 (Sully Road) Widening	widen	I-66	Loudoun County
VA 28	Fairfax County DOT	Highway: Primary Arterial	VA 28 Interchange	construct	@ New Braddock Rd	
VA 28	Fairfax County DOT	Highway	VA 608 (Frying Pan Road) Widening	widen	VA 28	VA 657
VA 28	Fairfax County DOT	Highway	VA 657 (Centreville Road) Widening	widen	VA 608	US 50
VA 28	Loudoun County	Bicycle/Pedestrian	Atlantic Boulevard	construct	Harry Byrd Highway (Rt. 7)	Church Road (Rt. 625)
VA 28	Loudoun County	Highway: Primary Arterial	Route 28	widen	Route 606	Loudoun Cty./Fairfax Cty. line
VA 28	Loudoun County	Bicycle/Pedestrian	VA 636 (Shaw Road)	construct	WE & OD Trail	Dulles Toll road
VA 28	Prince William County	Highway	Balls Ford Road	widen	Wellington Road	Sudley Road
VA 28	Prince William County	Highway	Bristow Road	widen	Nokesville Road	Dumfries Road
VA 28	Prince William County	Highway	Devlin Road	widen	Linton Hall Road	Wellington Road
VA 28	Prince William County	Highway	Fleetwood Drive	widen	Fauquier County Line	Aden Road
VA 28	Prince William County	Highway	Nokesville Road Widening	widen	Vint Hill Road	Fauquier County Line
VA 28	Prince William County	Highway	Prince William Parkway/Route 234	widen	I-66	Brentsville Road
VA 28	Prince William County	Highway	Sudley Road (Rte 234 Business)	widen	I-66	Manassas City Line
VA 28	Prince William County	Highway	Vint Hill Road	widen	Fauquier County Line	Nokesville Road
VA 28	Town of Herndon	Highway	Sterling Road Improvements (from Sterling Road/Herndon Parkway intersection to Sterling Road/Rock Hill Road intersection)	reconstruct	Sterling Road/Herndon Parkway intersection	Sterling Road/Rock Hill Road intersection
VA 28	VDOT	Highway	Route 28 (Centreville Road)	widen	NCL Liberia Avenue	Route 29
VA 28	VDOT	Highway: Primary Arterial	VA 28	widen	Dulles Toll Road	Route 606
VA 28	VDOT	Highway: Primary Arterial	VA 28	widen	I-66	Fairfax County Line
VA 28	VRE	Transit	VRE Service Extension to Fauquier County	construct	On MS mainline – project to extend VRE service south in PWC to Fauquier County line	

TransAction 2040

Northern Virginia
Regional Transportation Plan

presented to
**TransAction 2040
Subcommittee**

presented by
Cambridge Systematics, Inc.

June 20, 2011

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Transportation for Today and Tomorrow



Agenda



- ◆ Discussion of proposed prioritization:
 - » Relationship to TransAction 2030 Effort
 - » Approach to Developing Project Scoring (Handout)
 - » Process: Scoring
 - » Process: Weighting (Handout)
 - » Application Overview (Handout)

Relationship to TransAction 2030 Effort



- ◆ Retained/ Eliminated/ Substituted/ Added Performance Evaluation Criteria (PEC) and measures
 - » Introduced quantitative measures
- ◆ Modified scoring process
 - » Introduced a more transparent approach
 - » Treat project types separately (i.e., roadway, transit, bicycle/pedestrian, and other (e.g., ITS, TDM, etc.))
 - » Clarified scoring process as a tool for sorting projects
- ◆ Combined score and B/C into tiers
 - » Introduced greater flexibility

3

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Approach to Developing Project Scoring



- ◆ See Handout

4

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Approach to Developing Project Scoring

A score is to be generated for each project to inform its prioritization. Projects will be grouped by type for scoring (i.e., roadway, transit, bicycle/pedestrian, and other (e.g., ITS, TDM, etc.)). The work program we are currently undertaking is intended to address the two steps in developing the project scoring approach: define measures and develop weights.

Step 1: Define Measures

Confirm Goals and Performance Evaluation Criteria (PEC) that relate to them. Identify measures that inform each PEC:

Qualitative Measures

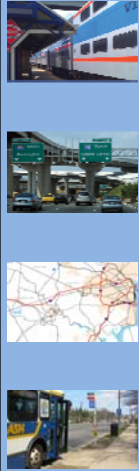
- Build on TransAction 2030 effort (high/med/low)
- Rating based analysis refers to applying familiarity with transportation network, of project, and mapping review to determine a score

Quantitative Measures


- Obtain model outputs
- Normalize outputs

Step 2: Develop Weights

- Weights bring the individual PEC together into a score for each project on a 100-point scale
- Weights can vary by project type (e.g., roadway, transit, etc.)
- Weights should reflect relative importance (Goal, PEC, measure)

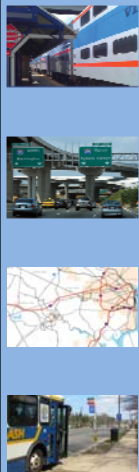


Scoring Qualitative & Quantitative




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5



- ◆ **Data Sources**
 - » 1) Model output
 - » 2) Ratings based analysis refers to applying familiarity with transportation network, of project, and mapping review to determine a score
- ◆ **Scoring**
 - » All measures assigned high/medium/low
 - » All measures scored separately
 - PECs with more than one measure are noted (1, 2, 3...)
 - PECs with more than one measure have a **combined score**:
 - Multimodal Choices
 - Urgency
 - Person Throughput



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6






Goal – Provide an integrated, multimodal transportation system

Performance Evaluation Criteria (PEC):

1. Freight Movement
2. Improved Bicycle and Pedestrian Travel Options
3. Multimodal Choices




Performance Evaluation Criteria (PEC) and Performance Measure

PEC	Measure	Data Source
Freight Movement	Project improves the capacity, reliability of freight while also improving other impacted systems such as highways or passenger rail	Rating

Rating Scale:

High	Project increases the reliability and capacity of freight and passenger rail, and improves highway system
Medium	Project improves reliability and capacity of freight rail and passenger rail, but has low impact on the highway system
Low	Project improves freight rail capacity and reliability, but has low impact on passenger rail or highway system



Performance Evaluation Criteria (PEC) and Performance Measure

PEC	Measure	Data Source
Improved Bicycle and Pedestrian Travel Options	Project supports multiple use development patterns in a walkable environment	Rating

Rating Scale:

High	Project adds or extends non-motorized facility to and within activity center
Medium	Project improves existing non-motorized facility to and within activity center
Low	Project does not improve or provide a non-motorized facility to and within activity center

9

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Performance Evaluation Criteria (PEC) and Performance Measure

PEC	Measure	Data Source
Multimodal Choices	1) Project creates multimodal choice for travelers as indicated by increases in non-SOV mode share; 2) increases in transit capacity	Model

Rating Scale:

High	Scale for Measure 1 and Measure 2 are to be determined based on normalization of output.
Medium	
Low	

10

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Goal – Provide responsive transportation service to customers

PEC:

1. Urgency
2. Project Readiness
3. Safety
4. Person Throughput
5. Reduce Roadway Congestion
6. Reduce Time Spent Driving

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Performance Evaluation Criteria (PEC) and Performance Measure



PEC	Measure	Data Source
Urgency	1) Project addresses existing significant Level of Service (LOS) deficiencies for all modes of transportation; 2) structural and maintenance deficiencies for all modes of transportation	Rating

Rating Scales:

High	1) Project addresses existing LOS F or G condition 2) Project addresses major structural and maintenance deficiencies
Medium	1) Project addresses existing LOS E condition 2) Project addresses minor structural and maintenance deficiencies
Low	1) Project addresses existing LOS A, B, C or D condition 2) Project does not address structural and maintenance deficiencies

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Performance Evaluation Criteria (PEC) and Performance Measure

PEC	Measure	Data Source
Project Readiness	Project is able to be readily implemented as indicated by percent environmental clearance complete; percent preliminary engineering complete; or other factors (e.g., right-of-way acquired)	Rating

Rating Scale:

High	Project can be implemented in the near-term (<6 years)
Medium	Project can be implemented in the short-term (6-12 years)
Low	Project can be implemented in the long-term (>12 years)

13

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Performance Evaluation Criteria (PEC) and Performance Measure

PEC	Measure	Data Source
Reduce VMT	Project effects on vehicle miles traveled (VMT)	Rating

Rating Scale:

High	Project directly reduces VMT (i.e., transit project, park-and-ride lot, new HOV lane(s), new pedestrian and bicycle trail)
Medium	Project indirectly or through expansion reduces VMT (i.e., expansion of HOV, transit improvement or expansion)
Low	Project does not reduce VMT

14

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Performance Evaluation Criteria (PEC) and Performance Measure



15

PEC	Measure	Data Source
Safety	Project (e.g., intersection improvement/ realignment / pedestrian crossing/ new lighting, etc.) improves the safety of the transportation system	Rating

Rating Scale:

High	Project designed to specifically improve system safety and/or address an existing safety deficiency
Medium	Project will generally result in a safety improvement
Low	Project will have no discernable positive effect on safety



Performance Evaluation Criteria (PEC) and Performance Measure



16

PEC	Measure	Data Source
Person Throughput	1) increases in person miles traveled by non-SOV modes; 2) increases in person miles traveled by SOV mode	Model

Rating Scales:

High	Scale for Measure 1 and Measure 2 are to be determined based on normalization of output.
Medium	
Low	



Performance Evaluation Criteria (PEC) and Performance Measure



PEC	Measure	Data Source
Reduce Roadway Congestion	Project reduces roadway congestion	Rating

Rating Scale:

High	Project will significantly improve traffic flow
Medium	Project will moderately improve traffic flow
Low	Project will have minimal to no effect on traffic flow

17

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Performance Evaluation Criteria (PEC) and Performance Measure



PEC	Measure	Data Source
Reduce Time Spent Traveling	Project reduces person hours traveled	Model

Rating Scale:

High	Scale to be determined based on normalization of output
Medium	
Low	

18

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Goal – Respect historical and environmental factors

PEC:

- Environmental Sensitivity**

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Performance Evaluation Criteria (PEC) and Performance Measure

	PEC	Measure	Data Source
	Environmental Sensitivity	Project right-of-way (ROW) impacts on sensitive areas	Rating

Rating Scale:

High	No additional ROW needed
Medium	Minimal ROW required and project does not impact sensitive area
Low	Additional ROW required and project does impact sensitive area

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Goal – Maximize community connectivity by addressing transportation and land use together

PEC:

1. Activity Center Connections
2. Land-Use Supports Transportation Investment

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Performance Evaluation Criteria (PEC) and Performance Measure



PEC	Measure	Data Source
Activity Center Connections	Project improves connections between multiple activity centers	Rating

Rating Scale:

High	Improves connectivity between three or more activity centers
Medium	Improves connectivity between two activity centers
Low	Improves connectivity to one activity center only

TransAction2040
The solution for living and working

Performance Evaluation Criteria (PEC) and Performance Measure



PEC	Measure	Data Source
Land-Use Supports Transportation Investment	Project is supported by a Comprehensive Plan	Rating

Rating Scale:

High	Project is identified in an approved Comprehensive Plan
Medium	Project is being considered for inclusion in a Comprehensive Plan
Low	Project is not identified in a Comprehensive Plan

23

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Goal – Incorporate the benefits of technology



PEC:

1. Management and Operations

24

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Performance Evaluation Criteria (PEC) and Performance Measure



PEC	Measure	Data Source
Management and Operations	Project improves the management and operation of existing facilities through technology applications	Rating

Rating Scale:

High	Project improves technological management and operations of an existing transportation facility
Medium	Project improves technological management and operations of an expansion of an existing transportation facility
Low	No improvement to management and operations of a facility

25

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Goal – Identify funding and legislative initiatives needed to implement the Plan



PEC:

1. Cost Sharing

26

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Performance Evaluation Criteria (PEC) and Performance Measure



PEC	Measure	Data Source
Cost Sharing	Project improves private or other outside funding (e.g., tax districts, ROW donations, proffers, and/or Federal and State funds beyond/above normal allocations)	Rating

Rating Scale:

High	Project leverages private or other outside funding
Medium	Project leverages modest private or other outside funding
Low	Project has no leveraged private or other outside funding

27

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Performance Evaluation Criteria (PEC) and Performance Measure



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28

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Proposal for Weighting

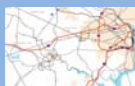


◆ See Handout

29

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Application for Prioritization



◆ See Handout

30

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Process for Applying Prioritization

Step 1: Calculate Measures for Each Project

- Assign qualitative measures based on high/medium/low
- Calculate quantitative measures using model outputs
- Normalize outputs to assign high/medium/low

Step 2: Calculate Total Score for Each Project

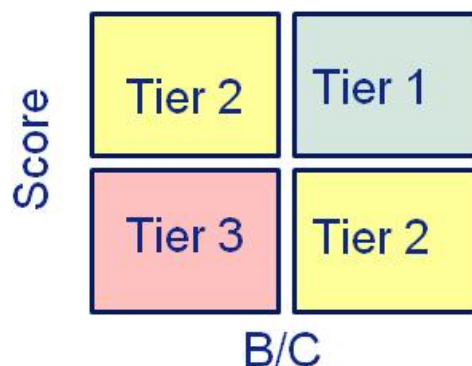
- Sum score for each project on a 100-point scale
- Sort projects by type (e.g., highway, transit, etc.)
- Sort projects based on total score by corridor

Step 3: Calculate Benefit/Cost

- Project costs will be scaled to a 100-point index to permit level B/C calculation
- Benefit / Cost (B/C) ratio calculated using score (Total Score / Project Cost Index)

Step 4: Combine Score and B/C for Tiering

- Creates prioritization tiers
- Advantages - helps to highlight projects with both a high score and a high B/C ratio; potentially provides a mechanism that could be used at projects across corridors
- Limitations - may result in unwanted spotlighting of projects with low score and low B/C ratio; potentially places higher importance on B/C ratio



Relative Importance (Weight Varies by the Number of PECs Under Each Goal)

Weighting		
Performance Evaluation Criteria (PEC)	TransAction 2040 Performance Measure	Weighting (100 Points)
GOAL: Provide an integrated, multi-modal transportation system		20
Freight Movement	Project improves the capacity, reliability of freight while also improving other impacted systems such as highways or passenger rail	7
Improved Bicycle and Pedestrian Travel Options	Project supports multiple use development patterns in a walkable environment	7
Multi-modal Choices	Project creates multimodal choice for travelers as indicated by increases in non-SOV mode share	3
	Project creates multimodal choice for travelers as indicated by increases in transit capacity	3
GOAL: Provide responsive transportation service to customers		47
Urgency	Project addresses existing significant Level of Service (LOS) deficiencies for all modes of transportation	3
	Project addresses existing structural and maintenance deficiencies for all modes of transportation	3
Project Readiness	Project is able to be readily implemented as indicated by percent environmental clearance complete; percent preliminary engineering complete; or other factors (e.g., right-of-way acquired)	7
Reduce VMT	Project effects on vehicle miles traveled	7
Safety	Project improves the safety of the transportation system	7
Person Throughput	Project provides for increased person-capacity within a corridor as indicated by increases in person miles traveled by non-SOV modes	3
	Project provides for increased person-capacity within a corridor as indicated by increases in person miles traveled by SOV mode	3
Reduce Roadway Congestion	Project reduces roadway congestion	7
Reduce Time Spent Traveling	Project reduces person hours traveled	7
GOAL: Respect historical and environmental factors		7
Environmental Sensitivity	Project right-of-way impacts on sensitive areas	7
GOAL: Maximize community connectivity by addressing transportation and land use together		13
Activity Center Connections	Project improves connections between multiple Activity Centers	7
Land Use Supports Transportation Investment	Project is supported by land use plan	7
GOAL: Incorporate the benefits of technology		7
Management and Operations	Project improves the management and operation of existing facilities through technology applications	7
GOAL: Identify funding and legislative initiatives needed to implement the Plan		7
Cost Sharing	Project improves private or other outside funding	7
Project Score		100

(Total may not equal 100 due to rounding)

Travel Demand Forecasting Model Update

- The official Version 2.3 Model is still under development and testing by TPB staff.
- The model set is expected to be adopted this fall as the official regional travel demand forecasting model for use in air quality conformity analysis.
- CS took delivery of the Version 2.3_9 model set in March 2011. This included only the base year validation run for 2007.
- CS successfully executed the model set and reviewed the outputs at the regional level. The initial run took over 50 hours.
- CS took delivery of the Version 2.3_17 model set in May 2011. This model set included the 2007 validation year inputs and the year 2040 inputs.
- CS discovered an issue with the Version 2.3_17 model execution. CS worked with TPB staff to resolve the issue. The issue was resolved by June 6, 2011. The issue related to software driver files. Preliminary testing of the model set and run time is continuing.
- CS is continuing to work on the validation of the Northern Virginia study area and coding conventions, documentation needs, and approaches for the project list. We will soon start to code the projects into the model network.
- There are continued possible areas of concern with the Version 2.3_17 model set and the stability of the highway assignment. CS has a plan for addressing these concerns if TPB in coordination with the software vendor cannot fully address it.

Level of Service Mapping

Mapping Template

- CS is developing a mapping template that can be used for the level of service maps for the highway and transit components. Regional and corridor templates will be available.
- LOS maps will be created for each corridor and at the regional level.
- There will be maps for Year 2040 CLRP and for the TransAction 2040 (Build) scenario.
- Development of the mapping will begin once a full build network is coded and tested.

Highway LOS Mapping

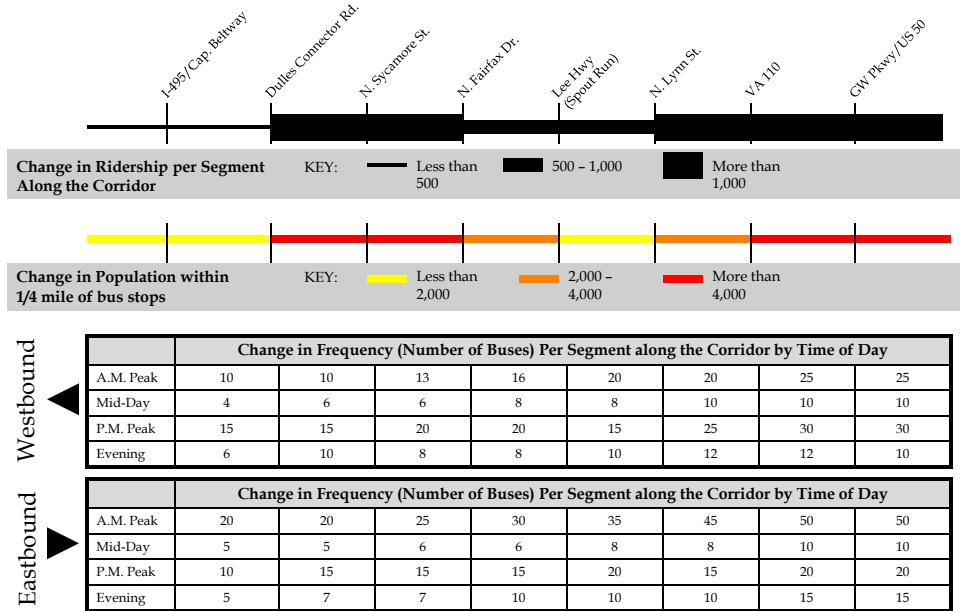
- Highway LOS will focus on consumed versus supplied metrics. That is, the segment LOS will be a function of the volume to capacity ratio.

Transit LOS Mapping

- The transit LOS will be based primarily on service supplied metrics.
- Frequency of service will determine the level of service, based on criteria outlined in the TCRP Report 100 - Transit Quality of Service Manual. Maps will have color designating the LOS by link, while the corresponding link width will represent the daily passenger volumes.
- For each corridor there will be two data tables: 1) QLOS factors related to availability and 2) QLOS factors related to convenience and comfort.
- The transit service availability data table will focus on the change between the CLRP and Build scenarios in terms of ridership, population with a quarter mile of the service, and frequency of service or headway (peak and off-peak and direction).
- The convenience and comfort data table will present the change in transit travel time between selected activity centers in the corridor, and the change in load factor (i.e., the ratio of passengers to seats).

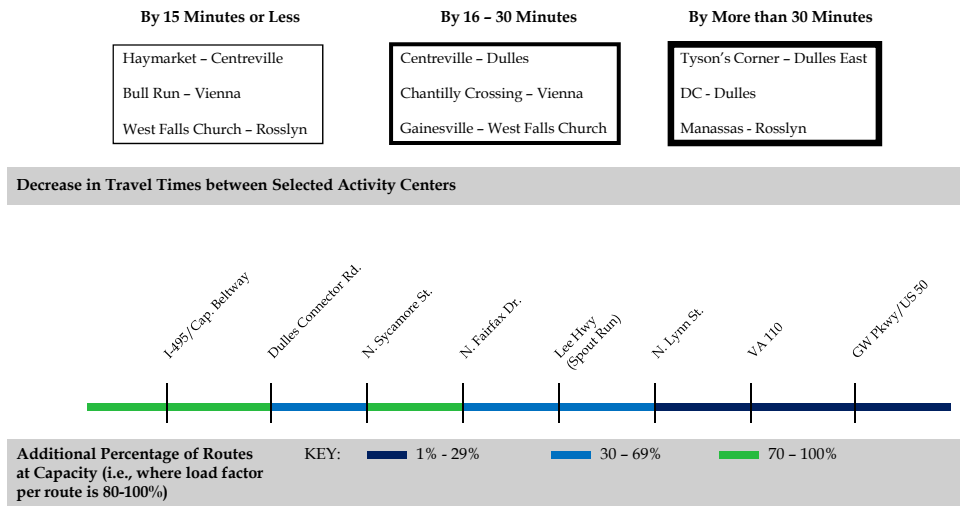
LOS Factors Related to Availability

Changes between CLRP and Build



LOS Factors Related to Comfort and Convenience

Changes between CLRP and Build



**Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority**

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Acting Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: Approval of Project List for Bonus Obligation Funding (Item 4.C.)

DATE: July 14, 2011

Recommendation:

The Jurisdiction and Agency Coordinating Committee recommends that the Northern Virginia Transportation Authority approve the attached list of projects for FY 2011 Federal Bonus Obligation funding.

Background:

Each year FHWA redistributes unallocated federal funding (typically referred to as “bonus obligation authority or bonus OA)” to those states who have met their obligation authority. The general requirements for a state to receive FY 2010 bonus obligation funds are:

- The state must have the match money available to utilize the additional federal funds.
- Projects to receive the funds must be in the adopted funding program.
- Projects must be able to meet the criteria for the funds to be obligated (under contract) by September 2011.

Based on Virginia’s current federal funding strategy and planned obligations, the state may be eligible for bonus obligation authority. VDOT staff has solicited input from NVTA regarding potential projects that would qualify, and requested a response by July 8, 2010. The Jurisdiction and Agency Coordinating Committee has developed the attached list of projects that it believe can meet the requirements for bonus obligation authority.

Mr. Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
July 14, 2011
Page Two

The projected bonus obligation timeline for award is as follows:

- June – VDOT's Programming Division sends requests to the districts, establishing a deadline for submittal of potential bonus OA projects to submit to FHWA.
- Late July – FHWA issues notice to states requesting the amount of funding that will be returned for redistribution. The amount returned will determine the amount available for bonus OA.
- August – VDOT submits its request for bonus OA, including a project list, to FHWA
- Early September – FHWA notifies the state of amount of bonus OA each state will receive
- September __, 2011 – All bonus OA must be obligated; FHWA closes its fiscal year books.

JACC Members and I will be available at the Authority meeting on July 14, 2011, to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

NVTA Agenda Item 4C - July 14, 2011

Federal Bonus Obligation Requests

	Amount Requested
Bonus Obligation Project Requests	
Bus Replacement	
WMATA - Virginia Metrobus Replacement	\$5,000,000
PRTC - Five 45-foot Replacement Buses	\$2,600,000
Transit Infrastructure Improvements	
King Street Metro Station Park-and-Ride Lot and Bus Bay redesign	\$700,000
VRE Crystal City Platform Extension	\$2,000,000
Major Infrastructure Improvements	
Route 1 Widening in Dumfries (PE Only)	\$1,000,000
Route 7 Truck Climbing Lane in Loudoun County	\$6,937,676
Route 7 - Rolling Holly to Reston Avenue	\$4,741,322
Route 15 (South King Street) Widening (PE Only)	\$250,000
Route 28 Widening Project - Godwin Drive to Southern City Limits in Manassas	\$300,000
Route 123 (Maple Avenue) Streetscape Improvements	\$7,000,000
Rolling Road Loop Ramp (PE Only)	\$1,500,000
Cottage Street Reconstruction	\$6,000,000
Install Center Turn Lane between Sudley Road and Liberia Ave in Manassas	\$1,250,000
Liberia Avenue Widening from Route 28 to Norfolk Southern Railroad	\$1,500,000
Intersection Improvements	
Route 29 Spot Improvements in Fairfax City	\$1,200,000
Transportation System Management	
Transportation System Management Phase II in Arlington	\$1,000,000
GPS Vehicle Location System for City of Manassas	\$200,000
Bicycle, Pedestrian and Spot Improvements	
Army Navy Drive - Street, Bicycle and Pedestrian Improvements	\$472,000
Total Bonus Obligation Requests	\$43,650,998

5.A.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Acting Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: Action on Hybrid Vehicle Projects within the Six-Year Improvement Program
(Agenda Item 5.A.)

DATE: July 8, 2011

Recommendation:

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority (NVTA) authorize staff to draft and transmit a letter to the Commonwealth Transportation Board (CTB) reflective of the discussions and decisions of the NVTA Board at the July 14, 2011 meeting.

Background:

Under the Final Program Guidance for the Congestion Mitigation and Air Quality (CMAQ) Improvement Program, the Federal Highway Administration Program notes that CMAQ funds may be used to purchase publicly-owned alternative fuel vehicles, including passenger vehicles, refuse trucks, street cleaners, and others. Although they are not defined by the Energy Policy Act of 1992 as alternative fuel vehicles, the Guidance also states that certain hybrid vehicles that have lower emissions rates than their non-hybrid counterparts may be eligible for CMAQ investment

At its June 15, 2011 meeting, the CTB discussed two actions regarding the use of CMAQ funds to fund hybrid vehicles for municipal fleets. During consideration of the list of transfer requests within the Six-Year Plan exceeding ten percent of the funds allocated to the donor project, the CTB voted to remove a Falls Church request to transfer funding from one hybrid vehicle project to another previously approved hybrid vehicle project. The individual vote to approve the transfer for the Falls Church project then failed by a vote of 5-8. During consideration of this item, some members of the CTB stated that Commonwealth funding should not be used towards

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
July 8, 2011
Page Two

municipal fleets and should be used for surface transportation projects or transit vehicles. Others stated that the priorities of localities differ throughout the Commonwealth that these vehicles are being used constantly throughout the day by localities, and this is a way some have found to address the air quality issues in their areas. Mr. F. Gary Garczynski said he would transfer the sentiment of the CTB to NVTA.

Following the transfer item, the CTB considered the Six-Year Improvement Program (SYIP) for 2012-2017. It was noted that SYIP included hybrid vehicles for municipal fleets. The CTB voted to approve the SYIP, but to move these hybrid purchases to a holding account until the issue could be resolved. This language is reflected in the Resolution (Attachment I)

The JACC recommends that that NVTA discuss the actions of the CTB and decide what steps should be taken. In addition, the JACC recommends that the NVTA authorize its Chairman to work with the JACC to draft a response to the CTB based on what is decided by NVTA.

JACC members and I will be available at the July 14, 2011, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

5.B.

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Acting Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: Action on I-66 TIER 1 Environmental Impact Statement (Agenda Item 5.B.)

DATE: July 8, 2011

Recommendation:

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the Northern Virginia Transportation Authority (NVTA) endorse comments regarding the I-66 TIER 1 Environmental Impact Statement (EIS).

Background:

The Virginia Department of Transportation (VDOT), in cooperation with the Virginia Department of Rail and Public Transportation (DRPT) and the Federal Highway Administration (FHWA) has initiated a study of the I-66 Corridor from the Capital Beltway (I-495) in Fairfax County to State Route 15 in Prince William County. The purpose of this study is to identify the transportation needs within the 25-mile corridor and to evaluate the impacts of proposed improvements to meet those needs. The study will examine a wide range of possible improvements to the interstate highway as well as Metrorail, Virginia Railway Express, express bus service and other transit options. These improvements are necessary to enhance safety and to provide increased capacity to meet current and projected future travel demands.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. In order to facilitate the Tier 1 proceedings, the VDOT project manager requested that the NVTA assign a representative to the study (as acting Chairman of the JACC, I will serve as the representative).

Chairman Martin E. Nohe
Members, Northern Virginia Transportation Authority
July 8, 2011
Page Two

A scoping meeting was held with the participating agencies on June 7, 2011 at VDOT. Two public hearings were held...July 8th and July 9th. VDOT has asked that participating agencies provide comments on the initial information presented to the participating agencies and the public by Friday, July 15, 2011.

The JACC has reviewed and recommends that the NVTA endorse the attached list of comments.

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JACC members and I will be available at the July 14, 2011, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

Northern Virginia Transportation Authority

4031 University Drive, Suite 200
Fairfax, Virginia 22030

July 14, 2011

Mr. Chris Collins
Project Manager
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219-2000

Reference: Comments on the I-66 Corridor Tier 1 Environmental Impact Statement

Dear Mr. Collins:

The Northern Virginia Transportation Authority (NVTa) appreciates the opportunity to comment on factors that should be considered in the reinstated I-66 Corridor Environmental Impact Statement (EIS) study. This study is vital to the success of the corridor, and will address the severely congested conditions on I-66 today, and the future travel needs in along the corridor. We are hopeful that the EIS study will build on progress made during in the I-66 Transit/ TDM Study.

In response to the Virginia Department of Transportation (VDOT)'s request for comments on the I-66 Corridor Tier I EIS Study, the NVTa would ask that the comments below be considered...

- Rapid transit rail extension should be an element of any long-term sustainable multi-modal corridor improvement solution.
- An extension of the Metrorail Orange Line must be a fundamental element of any adopted improvement alternative.
- Extension of Metrorail should be supplemented with improvements to the high occupancy vehicle (HOV) facility, enhanced feeder bus, express bus and/or bus rapid transit services, and improvements to the existing general purpose travel lanes in the corridor.
- Integration of traffic operations and travel demand management measures
- Enhancement of pedestrian and bicycle accessibility to current and future stations, and to other facilities.
- All active or planned improvements on or near I-66 should be taken into consideration in the EIS study; including extension of transit; interchange and accessibility improvements
- I-66 Active Traffic Management; real-time parking monitoring system pilot; High Occupancy Toll (HOT) lanes connections at the Capital Beltway, which should address the disconnect between HOV-2 and HOV-3; and the I-66 Inside the Beltway Study.
- A major regional trail system along I-66 must be considered
- Coordination with the existing transit providers in the corridor

- Request that a Technical Advisory Committee be established early on in the process to work closely with VDOT staff and the consulting team on this critical study. The committee should include representation from the affected local jurisdictions and participating agencies.
- The evaluation of Build options should include the extent to which they serve to complement one-another or are mutually exclusive. Complementary options should be packaged into alternatives to be evaluated in greater detail in the Tier 2 analysis phase.
- Land use and transportation coordination should be an element in the scope of the study.
- Evaluate alternatives that work to the most feasible extent within the existing right-of-way of the corridor, and minimize or avoid the need to acquire residential properties.
- Address the impacts or potential impacts of study alternatives to parklands and sensitive environmental resources in the I-66 corridor, including the Bull Run Regional Park.

Sincerely,

Martin E. Nohe
Chairman

Cc: Martin E. Nohe, Chairman, Northern Virginia Transportation Authority
Members, Northern Virginia Transportation Authority

**Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority**

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Acting Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: Update on TIP Amendments (Agenda Item 6.F.)

DATE: July 8, 2011

VDOT submitted an FY 2011-2016 Transportation Improvement Program (TIP) amendment to the Transportation Planning Board (TPB) for approval in July (attached). The amendment is summarized below. The City of Alexandria, Fairfax County, Loudoun County, the City of Manassas, Prince William County, the Metropolitan Washington Airports Authority and the Virginia Department of Transportation (VDOT) request amending the FY 2011-2016 Transportation Improvement Program (TIP) to reflect revisions to the planned obligation of funds for seven priority projects in Northern Virginia. The TPB Steering Committee will consider the amendments on July 8, 2011.

- Widening Route 28 (Nokesville Road) between the Route 234 Bypass and the SCL of the City of Manassas (UPC# 100481): The TIP Amendment is to add funding for the PE phase: \$620,000 in AC-RSTP and \$560,000 in AC-Conversion in FY 2012; \$60,000 in AC-Conversion in FY 2013.
- Expand Rolling Road/Franconia-Springfield Parkway/Fairfax County Parkway Ramp to Two Lanes (northeast quadrant) (UPC# 100391). The TIP Amendment is to add funding for the PE phase: \$2,000,000 in AC-RSTP funds in FY 2011, \$800,000 AC-Conversion for in FY 2012, and \$1,200,000 AC-Conversion in FY 2013.
- Widening of Route 1 in the Town of Dumfries from its SCL to its NCL (UPC# 90330). The TIP Amendment is to add funding for the PE phase: \$145,987 in STP funds; \$145,986 in EB; and \$134,736 in AC-STP all in FY 2011.

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
July 14, 2011
Page Two

- Construction of Park and Ride Lot I-95/PW County Parkway Telegraph Road Lot (UPC# 87984). The TIP Amendment moves \$800,000 in previous CMAQ funds to FY 2011 and adds \$1,627,711 in CMAQ funds for FY 2011 and adds \$3,723,172 in advanced construction funds in FY 2011 and includes \$400,000 in advanced construction conversion for FY 2013 and \$3,723,172 in advanced construction conversion in FY 2014.
- Construction of the Rte 234/I-66 400-450 Space Park & Ride Lot (UPC# 72803). The TIP Amendment adds \$412,800 in CMAQ funds to the PE phase in FY 2011 and releases \$342,123 in CMAQ funds in the RW phase in FY 2011 and obligates \$5,974,753 in CMAQ funds in FY 2011 for the construction phase.
- Widening of Route 28 between Godwin Drive and the SCL of Manassas from four (4) to six (6) lanes (UPC# 96721 and includes a dual left turn lane to Godwin Drive. The TIP Amendment is to add funding for the PE phase: \$192,000 in RSTP funds and \$460,000 in AC funds in FY 2011.
- Construction of an Interchange at Route 7 and Route 659 – Belmont Ridge Road (UPC#99481). The TIP Amendment is to add funding for the PE phase: \$5,600,000 in STP funds for the PE in FY 2011.
- Potomac Yard Metro in the City of Alexandria (UPC# 99516). The TIP Amendment is to add a PE phase and obligate \$800,000 in STP funds in FY 2011.
- Dulles Corridor Metrorail Project- Phase 1 (DUL0001). Phase 1 of the Dulles Corridor Metrorail Project runs from the East Falls Church Metro Station to Wiehle Avenue in Reston. The TIP Amendment moves \$15,517,000 in Section 5309 New Starts monies from FY 2016 and \$4,282,000 in Section 5309 New Starts monies from FY 2015 and adds these combined funds to the FY 2011 construction phase.

All of the projects are part of the Washington Metropolitan's Regional Air Quality Conformity Analysis. The proposed projects are outlined below. The funding proposed to be obligated in this amendment has been allocated by the Commonwealth Transportation Board (CTB) as part of the FY 2012-2017 Six Year Program it adopted on June 15, 2011.

Jurisdiction and Agency Coordinating Committee members and I will be available at the July 14, 2011, NVTa meeting to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

July 1, 2011

The Honorable Muriel Bowser, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: National Capital Region FY 2011-2016 Transportation Improvement Program Amendment

Dear Chairman Bowser:

The City of Alexandria, Fairfax County, Loudoun County, the City of Manassas, Prince William County, the Metropolitan Washington Airports Authority and the Virginia Department of Transportation (VDOT) request amending the FY 2011-2016 Transportation Improvement Program (TIP) to reflect revisions to the planned obligation of funds for seven priority projects in Northern Virginia.

All of the projects are part of the Washington Metropolitan's Regional Air Quality Conformity Analysis. The proposed projects are outlined below. The funding proposed to be obligated in this amendment has been allocated by the Commonwealth Transportation Board (CTB) as part of the FY 2012-2017 Six Year Program it adopted on June 15, 2011.

- Widening Route 28 (Nokesville Road) between the Route 234 Bypass and the SCL of the City of Manassas (UPC# 100481): The TIP Amendment is to add funding for the PE phase: \$620,000 in AC-RSTP and \$560,000 in AC-Conversion in FY 2012; \$60,000 in AC-Conversion in FY 2013.
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The Honorable Muriel Bowser

July 1, 2011

Page 2

- Widening of Route 1 in the Town of Dumfries from its SCL to its NCL (UPC# 90330). The TIP Amendment is to add funding for the PE phase: \$145,987 in STP funds; \$145,986 in EB; and \$134,736 in AC-STP all in FY 2011.
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Attached is an updated project funding table.

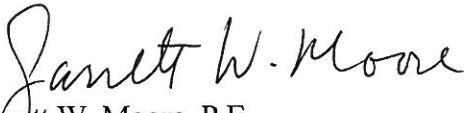
VDOT is requesting that the TPB Steering Committee consider and act on this TIP amendment request at its July 8, 2011 meeting. Staff from the City of Alexandria, Loudoun County, Prince William County, Fairfax County, the City of Manassas, and the Metropolitan Washington Airports Authority and VDOT will be in attendance at the meeting to answer any questions that the members may have.

The Honorable Muriel Bowser
July 1, 2011
Page 3

Upon approval of this amendment, please furnish copies of the approval to Ms. Renée Hamilton in VDOT's Northern Virginia office and Mr. Chad Tucker in VDOT's Transportation and Mobility Planning Division in Richmond.

Thank you for your consideration of and action on this request.

Sincerely,



Garrett W. Moore, P.E.
District Administrator
Northern Virginia District

Attachment

FY 2011-2016 TRANSPORTATION IMPROVEMENT PROGRAM - NORTHERN VIRGINIA PORTION
CAPITAL COSTS (in \$1,000)

TIP Amendment - 6/28/2011

New to TIP

Phase	Previous Funding	Funding Source	Funding Shares			FY11	FY12	FY13	FY14	FY15	FY16	Source Total
			Fed	State	Local							
VDOT-Primary												
TIP ID:		Agency ID: 100481	Title: Widening Rte 28 in the City of Manassas									Complete: 2013
Facility:	Rte 28	PE	AC	80%	20%	0%	\$775	\$0	\$0	\$0	\$0	\$775
From:	Rte 234 Bypass	PE	AC-Conv	80%	20%	0%	\$700	\$60	\$0	\$0	\$0	\$760
To:	SCL of City of Manassas											\$1,535
Description: Widening of Rte 28 (Nokesville Road) between Rte 234 Bypass and SCL of Manassas												
Jurisdiction: City of Manassas												
Amendment: TIP amend. is to add \$620,000 in AC-RSTP for PE ph. in FY11, add \$560,000 in AC-Conversion in FY12 and add \$60,000 in AC-Conversion for PE ph. in FY13.												
Air Quality: This amendment is included in the air conformity analysis for the Metropolitan Washington region.												
VDOT - Secondary												
TIP ID:		Agency ID: 100391	Title: Fairfax County Parkway - Rolling Road Loop Road									Complete: 2013
Facility:	VA 638	PE	AC	80%	20%	0%	\$2,500	\$0	\$0	\$0	\$0	\$2,500
From:	Fairfax Ctny Parkway	PE	AC-Conv	80%	20%	0%	\$1,000	\$1,500	\$0	\$0	\$0	\$2,500
To:	Rolling Road											\$5,000
Description: Expand to two lanes existing single-lane loop ramp in NE quadrant of Rolling Road/Farconia-Springfield Pkwy/Fairfax Ctny Parkway.												
Jurisdiction: Fairfax County												
Amendment: Tip Amend. Adds \$2,000,000 in AC-RSTP funds for PE in FY11; \$800,000 AC-Conv. in FY12 AND \$1,200,000 AC-Conv. FY13 PE phase.												
Air Quality: This amendment is included in the air conformity analysis for the Metropolitan Washington region.												
VDOT-Primary												
TIP ID:		Agency ID: 90339	Title: Widening Rte 1 - Town of Dumfries									Complete: 2013
Facility:	Rte 1	PE	AC	100%	0%	0%	\$135	\$0	\$0	\$0	\$0	\$135
From:	Southern Corporate Limits	PE	EB	80%	20%	0%	\$183	\$0	\$0	\$0	\$0	\$183
To:	Northern Corporate Limits	PE	STP	80%	20%	0%	\$182					\$182
Description: Widen Rte 1 northbound to allow both northbound and southbound traffic on the northbound alignment.												
Jurisdiction: Town of Dumfries												
Amendment: This TIP amendment is to add PE phase FY11 and to obligate \$145,987 STP & \$145,986 EB, \$134,736 AC-STP FY11.												
Air Quality: This amendment is included in the air conformity analysis for the Metropolitan Washington region.												
TIP ID:		Agency ID: 96721	Title: Provide 4 to 6 lane widening of Rte 28 and a dual left turn lane to Godwin									Complete: 2016
Facility:	Rte 28	PE	RSTP	80%	20%	0%	\$240	\$0	\$0	\$0	\$0	\$240
From:	Godwin Drive	PE	AC	100%	0%	0%	\$460	\$0	\$0	\$0	\$0	\$460
To:	SCL of City of Manassas											\$700
Description: Widening of Rte 28 (Nokesville Road) between Godwin Drive and SCL of Manassas from 4 to 6 lanes.												
Jurisdiction: City of Manassas												
Amendment: Tip Amend. To add PE phase and obligate \$192,000 RSTP funds for PE phase FY11 and add \$460,00 in AC.												
Air Quality: This amendment is included in the air conformity analysis for the Metropolitan Washington region.												

FY 2011-2016 TRANSPORTATION IMPROVEMENT PROGRAM - NORTHERN VIRGINIA PORTION
CAPITAL COSTS (in \$1,000)

TIP Amendment - 6/28/2011

New to TIP

Phase	Previous Funding	Funding Source	Funding Shares			FY11	FY12	FY13	FY14	FY15	FY16	Source Total	
			Fed	State	Local								
VDOT - Secondary													
TIP ID:	Agency ID: 99481		Title: Construct Interchange at Rte 7 & Rte 659										
Facility:	Rte 7	PE	80%	20%	0%	\$7,000	\$0	\$0	\$0	\$0	\$0	Complete: 2016 \$7,000	
From:	1.0 mi. west of Rte 659 Belmont Ridge Rd												
To:	0.5 mi. east of Rte 659 Belmont Ridge Road												
						Total						Funds	\$7,000
Description:	Construct Interchange at Rte 7 & Rte 659 Belmont Ridge Road												
Jurisdiction:	Loudoun County												
Amendment:	TIP Amendment to add PE phase and to obligate \$5,600,000 STP funds for the PE Phase in FY11.												
Air Quality:	This amendment is included in the air conformity analysis for the Metropolitan Washington region.												
VDOT - Urban													
TIP ID:	Agency ID: 100391		Title: Potomac Yard Metro										
Facility:	Potomac Yard	PE	80%	20%	0%	\$1,000	\$0	\$0	\$0	\$0	\$0	Complete: 2013 \$1,000	
From:	Various												
To:	various												
						Total						Funds	\$1,000
Description:	Expand to two lanes existing single-lane loop ramp in NE quadrant of Rolling Road/Franconia-Springfield Pkwy/Fairfax Ctny Parkway.												
Jurisdiction:	Alexandria												
Amendment:	Tip Amend adds PE phase and obligates \$800,000 STP for PE phase in FY11/												
Air Quality:	This amendment is included in the air conformity analysis for the Metropolitan Washington region.												
MWAA-Dulles Corridor Metrorail Project													
TIP ID:	Agency ID: DUL0001		Title: Dulles Corridor Metrorail Project - Phase 1										
Facility:	Dulles Corridor Metrorail Project	Cn	0%	0%	100%	\$423,198	\$344,201	\$143,030	\$0	\$0	\$0	Complete: 2014 \$910,429	
From:	East Falls Church Metro Station		0%	0%	100%	\$159,134	\$55,866	\$0	\$0	\$0	\$0	\$215,000	
To:	Wiehle Avenue		0%	100%	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Cn		100%	0%	0%	\$21,282	\$6,500	\$0	\$0	\$0	\$0	\$27,782	
	Cn		100%	0%	0%	\$115,799	\$96,000	\$96,000	\$96,000	\$91,718	\$0	\$495,517	
	CN		100%	0%	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
						Total Funds						\$1,648,728	
Description:	Perform engineering, design and construction of Dulles Corridor Metrorail Project (Phase 1)												
Jurisdiction:	Northern Virginia												
Amendment:	The proposed amd moves \$15,517,000 in Sect. 5309 New Starts funds from FY 16 and \$4,282,000 in Sect. 5309 New Starts in FY15 and adds these funds To FY 11 Cn												
Air Quality:	This amendment is included in the air conformity analysis for the Metropolitan Washington region.												

FY 2011-2016 TRANSPORTATION IMPROVEMENT PROGRAM - NORTHERN VIRGINIA PORTION
CAPITAL COSTS (in \$1,000)

TIP Amendment - 6/28/2011

New to TIP

Phase	Previous Funding	Funding Source	Funding Shares			FY11	FY12	FY13	FY14	FY15	FY16	Source Total
			Fed	State	Local							

VDOT - Interstate

TIP ID:	Agency ID: 87948	Title: Telegraph Road Park & Ride Facility (Former PRTC Bus garage)		Complete: 2016								
Facility:	1-95	CMAQ	80%	20%	0%	\$3,035	\$0	\$0	\$0	\$0	\$0	\$3,035
From:	1-95/PW Cty Pkwy Telegraph lot	AC	80%	20%	0%	\$4,654	\$0	\$0	\$0	\$0	\$0	\$4,654
To:	1-95/PW Cty Pkwy Telegraph lot	ACC	80%	20%	0%	\$500	\$0	\$0	\$0	\$0	\$0	\$3,754
Total						\$3,254	\$0	\$0	\$0	\$0	\$0	\$11,443

Description: Construct Park & Ride lot on Telegraph Road at old PRTC bus lot.

Jurisdiction: Prince William County

Amendment: TIP Amendment to move \$800,000 CM in previous to FY11 CN and add \$1,627,711 CM funds,\$2,922,290 AC-CM,\$800,882 AC-NH funds CN phase FY11; \$400,000 ACC FY13;\$2,522,290 ACC FY14, \$80,882 ACC FY14.

Air Quality: This amendment is included in the air conformity analysis for the Metropolitan Washington region.

VDOT-Primary

TIP ID:	Agency ID: 72803	Title: Construct 400-450 Space Commuter Park & Ride Lot		Complete: 2013								
Facility:	Rte 234 Bypass	PE	80%	20%	0%	\$513	\$0	\$0	\$0	\$0	\$0	\$513
From:	Rte 234 Bypass Corridor	RW	80%	20%	0%	\$0	\$0	\$0	\$0	\$0	\$0	\$7,468
To:		CMAQ	80%	20%	0%	\$7,468	\$0	\$0	\$0	\$0	\$0	\$7,468
		EB	80%	20%	0%	\$53	\$0	\$0	\$0	\$0	\$0	\$53
		RSTP	80%	20%	0%	\$176	\$0	\$0	\$0	\$0	\$0	\$176
Total Funds						\$0	\$0	\$0	\$0	\$0	\$0	\$8,210

Description: To Construct 400-450 Space Park & Ride lot to serve Rte 234 Bypass/-66 corridor.

Jurisdiction: Prince William County

Amendment: This TIP amendment is to add \$412,800 CM funds PE ph.; release \$342,123 in CM funds RW ph.; obligate \$5,974,753 in CM funds phase FY11.

Air Quality: This amendment is included in the air conformity analysis for the Metropolitan Washington region.

**Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority**

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Acting Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: Update on I-95 High Occupancy Toll (HOT) Lanes Project (Agenda Item 6.B.)

DATE: July 8, 2011

Since the April 14, 2011, NVTA meeting, activities related to the I-95 HOT Lanes project include:

- VDOT is preparing an environmental assessment for the HOT lanes project and a categorical exclusion for the Seminary Road ramp.
- The transit service and commuter parking lots previously identified for the I-95/395 HOT lanes project will need to be revised. There are currently two initiatives underway to address the transit component... DRPT's I-95 HOT Lanes Transit/TDM study concentrates on transit and TDM programs and services AFTER the HOT lanes are constructed. The I-95 HOT Lanes TMP Working Group concentrates on transit and TDM programs and services that can be implemented DURING construction that will mitigate traffic in the construction area.
- The National Capital Transportation Planning Board (TPB) has conducted an air quality conformity assessment that reflects the changes in the project scope. Based on the results of this assessment, TPB will consider adding this project to the 2010 Constrained Long Range Plan at their July 20th meeting.
- Construction of the I-95 HOT lanes project and the Seminary Road ramp are expected to begin during the 2012 construction season.

Jurisdiction and Agency Coordination Committee members and I will be available at the July 14, 2011, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

**Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority**

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Acting Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: Update on I-66 Projects and Studies (Agenda Item 6.C.)

DATE: DRAFT: July 8, 2011

The following is a summary of changes to several I-66 projects and studies since the April 14, 2011 NVTA meeting.

I-66 Multi-Modal Study (DC line to I -495)

VDOT has selected a preferred consultant and has organized a stakeholder group. This planning level study will determine options and recommend strategies which promote and enhance multi-modal transportation in the corridor. The study is scheduled to be completed in May 2012.

I-66 TIER 1 EIS (I-495-Rt. 15)

The I-66 EIS study team sent letters requesting agency participation in the study. The I-66 EIS study team held a scoping meeting with the participating agencies on Tuesday, June 7th to gauge further input. The EIS will identify current and future transportation needs along I-66 propose solutions and identify their environmental impacts. A draft EIS is expected by June 2012 for public review and final EIS is anticipated by June 2013.

I-66 Vienna Metro Access Ramp (I-66 at Vaden St.)

Provision of a bus-only ramp from the east and west-bound HOV lanes of I-66 to Vaden St. near the Vienna Metro Station. The project is in the design phase.

I-66 ATM - Active Traffic Management (DC line - Rt.15)

Design-Build project delivery of phased deliverables including gantry structures, lane/shoulder control display, queue/incident detectors, robust CCTV coverage, queue/speed warning DMS for

Martin E. Nohe, Chairman

lane/shoulder control, responsive incident management, emergency areas with detection/surveillance to enhance mobility/safety.

1-66 Improvements/Widening (Rt. 29 - Rt. 15)

Design-Build delivery of pavement widening to provide additional lanes on 1-66. The project also includes phased improvements to the interchange at I-66/Rt.15 interchange. Project engineering of preliminary plans as required for D/B procurement, has just started and a project delivery schedule is under development.

I-66 Reconstruction Project

On April 4, 2011, VDOT began reconstructing I-66 from Route 50 to the Beltway (I-495). Work will be conducted between 9 p.m. and 5 a.m. Sunday through Thursday. This is a Design-build project for concrete patching and asphalt overlay on the east and west bound mainline and ramps. The project also includes upgrades to corridor drainage, concrete barrier and guardrail. Construction is underway and scheduled for an October 2012 completion date.

I-66/I-495 HOT Lanes

Project team reconstruction of existing bridges, access ramps and construction of a new HOT lane access ramp at the I-66/I-495 interchange. This project is expected to be completed in Fall 2012.

I-66 Spot Improvements

I-66 Spot Improvement #1 (George Mason Dr. - Sycamore St.): Addition of a west-bound auxiliary lane by continuation of an on-ramp to an off-ramp. No right-of-way is required and no impacts outside of the immediate 1-66 corridor are proposed. The project is under construction and scheduled for a December 2011 completion.

I-66 Spot Improvement #2 (Westmorland Dr. - Haycock Rd.): Addition of a west-bound auxiliary lane by continuation of an on-ramp to an off-ramp. No right-of-way is required. A public hearing was held on October 27, 2008 and the project awaits completion of the 1-66 Multi-Modal Study before re-initiating design.

I-66 Spot Improvement #3 (Glebe Rd. - Lee Hwy.): Addition of a west-bound auxiliary lane by continuation of an on-ramp to an off-ramp. No right-of-way is required. A public hearing was held on October 27, 2008 and the project awaits completion of the 1-66 Multi-Modal Study prior to re-initiating design.

1-66 (Rt. 29/Linton Hall Rd. Interchange)

The first phase, major work along 1-66 is done. Interchange improvements at the nearby Rt. 29 and
Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
July 8, 2011

Page Three

Linton Hall Rd. which is the next phase is underway and will further improve 1-66 operations. Project completion is scheduled for June 2015.

Jurisdiction and Agency Coordinating Committee members and I will be available at the July 14, 2011, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Coordinating Committee

**Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority**

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Acting Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: Update on Constrained Long Range Plan (CLRP) Amendment (Agenda Item 6.D.)

DATE: July 14, 2011

On February 16, 2011, the Virginia Department of Transportation (VDOT) requested an amendment to the 2010 CLRP so an air quality assessment could be performed on the revised HOT lanes project and for the widening of I-66 from Route 29 to Route 15 in Prince William County, could be performed. The revised regional air quality conformity analyses indicate that the region will be able to demonstrate conformity to the previously approved emissions budgets with the proposed amendment. A comparison of the results of the amended CLRP with the original 2010 CLRP (November 2010) show the following :

- Total regional VMT decreases slightly - mainly because the decrease in capacity along I 395 and I 95 from removal of 3rd HOV/HOT lane changes the distribution of trips leading to shorter trips between some origin and destinations,
- Due to the reduced accessibility to Arlington, Alexandria, and downtown Washington, many of the longer trips from Prince William County and Stafford have been diverted / shortened and now end in Prince William, Stafford, and Fairfax (as opposed to DC Core).
- Slight decrease in HOV trips leads to slight increase in vehicle trips increase. The reduction in long distance trips makes HOV less attractive leading to shift to LOV trips.
- Arlington, Alexandria, Fairfax, and Prince William show a decrease in VMT on freeway links, while showing a small increase in VMT on other facilities, suggesting some diversion of traffic from freeway to arterials in those jurisdictions
- Transit trips decrease slightly due to decrease in transit service and changes to trip distribution

While the revised CLRP does not include a revised transit service plan, VDOT has added the following language to the CLRP form: *“Additionally, the Commonwealth remains committed to park-and-ride lots and transit improvements in the corridor. VDOT will work with local jurisdictions to address specific needs, whether this is expanded bus service or park-and-ride lots and develop these elements in the coming months.”*

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
July 14, 2011
Page Two

At the July 20th TPB meeting, the TPB will be asked to approve the amended CLRP.

Jurisdiction and Agency Coordinating Committee staff and I will be available at the Authority's July 14, 2011, meeting to answer questions.

Cc: NVTB Jurisdiction and Agency Coordinating Committee

Jurisdiction and Agency Coordinating Committee Northern Virginia Transportation Authority

MEMORANDUM

TO: Martin E. Nohe, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Acting Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: Update on Regional Air Quality (Agenda Item 6.E.)

DATE: July 8, 2011

This memorandum is intending to provide the NVRTA with a brief update on regional air quality activities.

- The Metropolitan Washington Council of Governments (MWCOCG) has received an Environmental Protection Agency (EPA) grant for consultant assistance to draft a regional climate adaptation plan which is intended to identify climate change vulnerabilities and smart growth strategies in four sectors: land use, building, transportation and water. The scope of work includes 3 major tasks: 1-Sector Selection and Framework Development, 2-Adaptation Strategies for Main Risks Identified, and 3-Outreach and Presentation of Guidebook. The Plan is expected to be completed by January 2012.
- The 2010 Ozone Season began on April 15, 2011. So far this summer there have been 21 Code Red Days and 5 Code Orange days. There have been 7 days which exceeded the 75 parts per billion federal standards for ozone. In addition, there have been no violations of the federal particulate matter standard of 35 micrograms per cubic meter. The ozone season runs until September 30, 2011.
- The Environmental Protection Agency (EPA) released a new mobile emission calculation model, known as MOVES 2010, in March 2010. This model is much more sophisticated than the current MOBILE 6 model. The EPA regulations require the MPOs to use this model in their regional air quality conformity analyses starting March 2012. Metropolitan Washington Air Quality Committee (MWAQC) and Transportation Planning Board (TPB) had established a Task Force (August, 2009) to evaluate the new model and develop sources and procedures for developing input data for the model. The Task Force completed its task in October 2010 and subsequently completed a test run of the new model using the data and procedures agreed to earlier this year. Preliminary results from these test model runs show that the estimated emissions amounts of all pollutants for Ozone and PM2.5 are considerably higher than amounts estimated by the current MOBILE 6 model. Other areas of the country are experiencing similar results.

The new emissions estimates from these test runs indicate that estimates of emissions from the region's CLRP/TIP would comply with the approved (Ozone) and submitted (PM2.5) emissions budgets in the region's State Implementation Plans (SIPs) in the outer years (2020 and beyond). The test runs also indicate that the region would not comply with the approved (Ozone) and submitted (PM2.5) emissions budgets in some of the years between 2011 and 2020. Normally such a situation would require updating the emissions budgets in the SIP and/or adopting transportation emissions reductions measures. At this time, however, the EPA has proposed (in an action not related to MOVES model) certain changes affecting the procedures for conducting air quality conformity analyses for the CLRP and TIPs including the years for which such analyses is to be conducted for. Should these proposed changes be finalized, it is likely that the TPB will be able to select an earlier than 2020 year in which CLRP/TIP emissions estimates would comply with the approved/submitted emissions budgets. Additionally members of the MOVES Task Force, working with the Association of Metropolitan Planning Organizations (AMPO) and AASHTO, have requested the EPA to consider extending the deadline for using MOVES in regional transportation conformity analyses. The EPA has agreed that such an action is merited and is currently examining the process for granting such an extension.

- On January 6, 2010, the Environmental Protection Agency (EPA) proposed strengthening the 8-hour national ambient air quality standards for ground-level ozone. The current standard is 75 parts per billion (ppb). The EPA proposed tightening the standard by lowering the design hour value to between 60 to 70 ppb. In addition, the EPA is also proposing to establish a seasonal secondary standard to protect sensitive vegetation and ecosystems. The EPA conducted public hearings on its proposed standards in several locations around the country. EPA expected to issue final standards on August 31, 2010; however, the new standard has not been issued yet. Based on the original issue date, EPA expected to make final regional non-attainment designations by July 2011. If designations are made in July 2011, non-attainment areas will have until December 2013 to complete their State Implementation Plans (SIPs). New regulations would need to be in place by 2014. EPA states that it intends to maintain the original target dates, but changes in some of these dates is likely given the amount of work involved in the different phases of this process.

On October 25, 2010, the EPA and the U.S. Department of Transportation (DOT) announced proposed greenhouse gas (GHG) and fuel efficiency standards for medium- and heavy-duty on-road vehicles and engines. In general, the proposed standards would apply to model year (MY) 2014 to 2018 vehicles with a gross vehicle weight at or above 8,500 pounds. Affected vehicles include combination tractors, heavy-duty pickup trucks and vans and vocational vehicles. Combined, these types of vehicles are the transportation sector's second largest oil consumers and GHG emitters. The proposal includes a series of fuel consumption standards based on vehicle type, as well as carbon dioxide standards and standards to, in effect, cap nitrous oxide (N₂O) and methane (CH₄) emissions. EPA and DOT estimate that the program would reduce GHG emissions by approximately 250 million metric tons and save 500 million barrels of oil over the lives of the vehicles produced within the program's first five years and provide \$41 billion in net benefits over the lifetime of the affected vehicles. EPA completed accepting comments on the proposed rule in January of 2011. The rule is yet to be finalized as of this date.

Martin E. Nohe, Chairman
Members, Northern Virginia Transportation Authority
July 8, 2011
Page Three

JACC members and I will be available at the Authority meeting on July 14, 2011, to answer questions.

Cc: Members, NVTa Jurisdiction and Agency Coordinating Committee