

Project Implementation Working Group
Fairfax County Division of Transportation
Legato Building, 4th Floor Conference Room
Fairfax, Virginia
June 14, 2013; 10:00 a.m.

- I. Welcome and Introductions
- II. Approval of Summary of June 5, 2013 Meeting Minutes
- III. Report from other Working Groups
- IV. Review of Overarching Questions
 - A. Discussion of process to select FY 2014 projects
 1. Action: Project Selection Process
 2. Action: Project Detail Sheets
 3. Action: Public Comment Period
 - B. June 20 Presentation Materials
 1. Presentation Materials
 2. Action: Volunteers for Corridor Stations
 - C. Discussion of preparation of future NVTA Six-Year Plan
 1. How will NVTA implement a Six-Year Plan?
 - a) Schedule
- V. Review Calendar and Discuss Dates for Next Steps
- VI. Summary of Working Group Decisions and Questions for other Working Groups
- VII. Adjourn

Project Implementation Working Group
Fairfax County Division of Transportation
Legato Building, 4th Floor Conference Room
Fairfax, Virginia

Minutes

Meeting Held On,
June 5, 2013; 10:00 a.m

Attendees:

Members:

Chris Zimmerman, Chair
Gary Garcynski, Vice Chair
Joe Swartz, DRPT
Jim Maslanka – Alexandria
Jennifer Fioretti – Arlington
Wayne Wentz – Arlington
Karyn Moreland – Fairfax
Paul Stoddard – Falls Church
Joe Kroboth, III, PE –
Loudoun
Patrick Moore – Manassas
Rick Canizales – Prince
William
Mark Kellogg – WMATA

Mariela Garcia-Colberg –
NVTC
Cynthia Porter-Johnson –
PRTC
Rich Roisman – COG/TPB
Helen Cuervo – VDOT
Christine Hoeffner – VRE
Ron Kirkpatrick – Fairfax
Calvin Grow – Leesburg
Wendy Block-Sanford – City
of Fairfax
Doug Allen, VRE
Mark Duceman - Herndon

Monica Backmon, Prince
William
David Dickson – Sierra Club
Tom Biesiadny – Fairfax
Nicole Dominguez - Fairfax
Kala Quintana - NVTC
Renee Hamilton - VDOT
Rob Whitfield – Dulles
Corridor Users Group
Thomas Cranmer – Fairfax
Co. Taxpayers Alliance
Mark Roeber – VRE
Joyce Picado – Prince William
Todd Wigglesworth - Fairfax

I. Welcome and Introduction

Chairman Zimmerman called the meeting to order. He summarized the guidance provided by the Authority at its last meeting. The group will have more time to scrutinize the list of projects. The group will also need to address some unresolved questions that have to do with the bond issues vs. pay as you go. A final NVTA revenue estimate should be available by the time the Authority meets on June 20, 2013.

II. Approval of Summary of May 10, 2013 Meeting Minutes

There were no substantive comments or corrections. The minutes were approved.

III. Report from other Working Groups

The following updates were provided:

A. Financial Working Group (“FWG”) – Tom Biesiadny reported that the group met twice already and discussed the bond validation issue among other issues. The group decided to set up a subcommittee that will draft a scope of work for the financial consultant. The financial consultants will analysis the bond validation issue versus the pay as you go issue. The FWG has also been working to figure out exactly how much money there is to allocate.

FWG will make no recommendations to the NVTA at the June 20, 2013 meeting. FWG will have their next meeting on Thursday, June 13th at 3:00 p.m. at Fairfax County.

B. Legal Working Group (“LWG”) - Tom Biesiadny reported that the Legal Working Group discussed the bond validation issues. Mr. Biesiadny believes that the bond validation will occur and that the PIWG should prepare for it. Mr. Garcynski suggested that the PIWG start identifying the projects that shall go in the bond validation suit. LWG meeting is scheduled for Wednesday, June 19th at 10:00 a.m. at the City of Falls Church.

C. Organizational Working Group (“OWG”) – Noelle Dominguez reported that the OWG plans to pursue the appointment of an interim Executive Director who will organize NVTA for at least 6 months. They are asking all other CEO to come up with a short list of executives who could run the organization. OWG is scheduled to meet Monday, June 17th at 1:00 p.m. at Loudoun County.

D. Public Outreach Working Group (“POWG”) – Kala Quintana reported that the committee has produced a press release, a PowerPoint presentation that all jurisdictions can use, a frequently asked question list and a Facebook page. Ms. Quintana also reported that the POWG, with jurisdictional help, have scheduled open houses to be held during the next weeks. The POWG will also hold a formal public hearing on June 20, 2013. Public comments would also be accepted through June 19th. Comments can be posted through the NVTA website via email. The POWG will meet Monday, June 17th at 9:30 a.m. at PRTC.

IV. Review of Overarching Questions

A. Discussion of process to select FY 2014 projects

1. Review of updated project lists

Paul Stoddard from Falls Church requested two changes to projects from Falls Church that were previously submitted to NVTA for funding consideration. He requested that project “W&O Trail Lighting” be removed from consideration and that the “Signal Improvement Project” be renamed “Pedestrian Signal Improvement project “ so that the title better aligns with the project description.

2. Project Information

Jennifer Fioretti explained Attachment IV.A. 3 titled “Northern Virginia Transportation Authority FY2014 Project Selection Process” which was supplied to the group. The document will be forwarded to NVTA. The document explains the selection process and how the PIWG determined Tier I, II and III. Mr. Rick Canizales will send the document to legislators’ staff for their comments. Ms. Fioretti explained that the Legal Working Group is apprised of the general selection process.

3. Report on Project Benefits

Ms. Fioretti explained the project description form (attachment IV.A.2) and asked all agencies who had submitted projects to fill out the sheet for each project. The form

shall be submitted to MS. Fioretti by close of business Monday June 10, 2013. All the project sheets will be provided to NVTA but they will be made more presentable and informative and will include maps and before pictures.

4. Public comments received

Ms. Fioretti discussed the Public comments received so far (attachment IV.A.4). She asked the PIWG to think about how the group should proceed with the comments. Mr. Zimmerman asked about the response to such comments; what should it be? He and Mr. Garcynski agreed that NVTA should have a project based response with some commonalities. Kala Quintana, Rick Canizales and Jennifer Fioretti suggested that the PIWG be responsible for sharing the comments with the interested parties as they come in.

5. Future PIWG Reports to NVTA

Ms. Fioretti asked the PIWG to review two documents related to expenditures so that they can be further discussed in a future PIWG meeting.

B. Discussion of project implementation

1. Review of 2007 responses

Mr. Rick Canizales presented the Report of the PIWG of 2007 (Attachment IV.B.1)

2. Definition of project implementation

Mr. Canizales read the project implementation definition of 2007 and proposed that the 2013 PIWG adopts the same definition. He explained that the definition still works because it has the same language of the NVTA legislation. The group was asked to review the document so that it can be discussed at the next meeting.

3. What project management options are available to the NVTA?

Mr. Canizales then discussed the project management Options Document. He asked the group to review the option so we can discuss them in our next meeting.

C. Discussion of preparation of future NVTA Six-Year Plan

1. How will NVTA implement a Six-Year Plan?

Mr. Zimmerman explained that the group needs to think about the six-year plan. What are the relevant milestones? How and when does NVTA call for projects? Again, the PIWG was asked to look at the Call for Projects and Instructions document drafted in September 28, 2007 so that the group can discuss it in the future.

a. Schedule

Mr. Rick Roisman from the Transportation Planning Board ("TPB") stated that the TPB schedule is generally the same as in 2007. The current TPB schedule is in draft and is one month ahead of the schedule in 2007. Ms. Cuevo from the Virginia Department of Transportation ("VDOT") shared the tentative schedule for the VDOT rating project. She mentioned that VDOT has hired a consultant that will be in place in July to assist VDOT in the selection of the top 25 significant projects in Virginia. Ms. Cuevo indicated she

will provide the PWIG with both the six year VDOT process schedule and the project rating schedule prior to the next PIWG meeting.

b. Criteria

Mr. Zimmerman indicated that the criterion for the 2007 Six-year plan was based on TransAction 2030. He recommends all members look at the criteria from 2007 together with current regulation and the TransAction 2040 plan. We will discuss the criteria together with the 2007 recommendations in the next meeting.

V. Review Calendar and Discuss Dates for Next Steps

The next PWIG meeting will be held June 14 at 10:00 a.m. at the Fairfax County DOT, 4050 Legato Road, Conference Room 400 East and West, Fairfax County, Virginia. The Chairman asked that the committee members reserve the date of June 28 at 10:00 a.m. for another possible PIWG meeting.

VI. Summary of Working Group Tasks and Decisions

- The Members should update their submittal by completing the project information template that Ms. Fioretti mailed to each of them.
- The members shall read all the previous 2007 documents for further discussion in our next meeting.
- Rick Canizales will contact legislators' staff and discuss with them NVTA selection process.
- Ms. Cuevo will provide the PWIG with both the CTB SYIP schedule and the top 25 projects rating schedule.
- Rich Roisman will provide PWIG with the TPB schedule.

VII. Meeting was Adjourned

Northern Virginia Transportation Authority FY 2014 Project Selection Process

The Jurisdiction and Agency Coordinating Committee (JACC) was tasked with preparing an initial list of projects for funding received in Fiscal Year 2014 to begin discussions by the Northern Virginia Transportation Authority (NVTA). The Authority forwarded this list of projects to the Project Implementation and Legal Working Groups to evaluate and ensure compliance with House Bill 2313 requirements.

The Project Implementation Working Group evaluated a total of 48 transportation projects. Using the following project selection process, the Working Group selected an initial list of 32 projects for consideration of FY 2014 regional funding. The remaining projects were placed on a list of projects to be considered for the future Six-Year Plan. The following information describes the project selection process developed and supported by the Project Implementation Working Group.

The Code of Virginia has multiple provisions designed to guide how the NVTA selects projects. NVTA is required by § 15.2-4838.01.C.1 to use the 70% funds on:

- a. transportation projects in the regional plan (TransAction 2040) that have been rated by the Commonwealth based on a project's ability to reduce congestion facilitate emergency evacuation (the Commonwealth rating is not required for funds received in FY2014); and
- b. mass transit capital projects that increase capacity.

The same Code section requires NVTA to give priority to projects that are expected to provide the greatest congestion reduction relative to the cost of the project, and must document this information for each project.

The prioritization based on congestion reduction relative to cost is statutorily distinct from the regional transportation policies and priorities NVTA sets as part of long range transportation planning under §15.2-4838, which NVTA used when adopting its regional plan, TransAction 2040.

In setting long range planning policies and priorities, § 15.2-4838 requires that NVTA to be guided by performance based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost effective manner. Several of these performance based criteria are, in essence, measures of congestion reduction.

Project Selection Process

The Northern Virginia Transportation Authority approved a project selection process for Fiscal Year 2014 funds only. This selection process does not prescribe specific project funding decisions; instead it provides guidance to the Authority by relating investment decisions to statutory requirements and regional goals. The selection of projects is broken down into three tiers. Qualifying information for each project is available in Attachment (B).

Tier I Screening

The first set of criteria is based on the required derived from statutory provisions governing NVTAs actions, both under §15.2-4838.01.C.1 and §15.2-4838. The criteria are as follows:

- Contained in the regional transportation plan (TransAction 2040/CLRP/TIP)
- Mass transit project that increases capacity
- Reduces congestion
- Within a locality embraced by the Authority or in adjacent localities but only to the extent that such extension is an insubstantial part of the project and is essential to the viability of the project within the localities embraced by the Authority.

For a project to qualify and move forward under this first set of criteria, it must meet all the requirements. Projects that did not pass the tier one screening were placed in the list of projects for consideration in the Six-Year Plan.

Tier II Screening

The second tier provides the basis for distinguishing among proposed projects that qualify under tier one, creating a relative ranking among them. The rationale for this approach was to select projects that provide rapid, noticeable improvements to address some of the region's transportation problems. Tier two has a total of five (5) criteria; however a project can receive a total of 10 points. A major of the points are weighted towards project readiness.

- **Improve auto and pedestrian safety.** Projects that improve auto and pedestrian safety receive one (1) point.
- **Project Readiness.** Readiness is described in terms of the degree to which the project is ready to be delivered (or at least advance it significantly) within FY 2014. The criterion is weighted using the following measures:
 - a. Project is included in TIP
 - b. Project is included in the CLRP or is air quality neutral.
 - c. Have completed (or will complete prior to project selection) major regulatory reviews and/or public input processes.
 - d. Resources available to move forward with project when funding becomes available.
 - e. Funding will provide expedition of project phase.
 - f. Projects will begin or complete next phase with requested funding.

Projects can receive a maximum of six (6) points if they meet all of the criteria stated above.

- **Mode Balance.** Transit, Road, Multimodal. Projects are coded as "R" for Roadway, "T" for Transit and "M" for Multimodal.
- **Leverages External Funding.** Short-term priorities of the jurisdictions that are partially funded in the Commonwealth's Six Year Improvement Program or by individual jurisdictions or agencies. Projects are assigned one (1) point if they meet this criterion.
- **Project with 20 year lifespan.** This is only to be used if bond project list is developed. This criterion is not applicable to the current FY 2014 project list and list of projects for

consideration of the Six Year Plan. Projects are assigned one (1) point if they meet this criterion or “N/A” if not applicable.

Tier III Screening

The third tier is applied as an overlay to all projects.

- **Locality’s total long-term benefit shall be approximately equal to the proportion of revenues attributable to the locality.** This requirement applies to a jurisdiction’s share of the regional revenues over the long-term. Consequently, the first year of regional allocations may not exactly match the proportion of revenues generated by each locality. The NVTA working groups plan to develop a method to track annual allocations to ensure that this statutory requirement is met over the long-term.
- **Counties and cities embraced by Authority must work cooperatively with towns and populations greater than 3,500 located within such counties to ensure that the towns receive their respective share of the revenues.** Counties and cities have been working with, and will continue to work with towns to ensure that the towns receive their respective share of the revenues. The NVTA Financial Working Group is developing revenue estimates for each of the towns. This work is being done in coordination with the towns.
- **Priority given to greatest congestion reduction relative to cost of the project.** There have been two rigorous rating processes of the projects identified as candidates for the FY 2014 NVTA regional funding. The analysis satisfies the requirement that NVTA give priority to projects that are expected to provide the greatest congestion reduction relative to the cost of the project.

The first set of analyses is conducted through the Transportation Planning Board’s 2012 Financially Constrained Long-Range Transportation Plan (CLRP) for the National Capital Region. The Plan identifies and describes all regionally significant transportation projects and programs that are planned in the Washington metropolitan area between 2012 and 2040. Over 800 projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. Of these projects, about 110 are considered to be “regionally significant”. As developed and adopted by the National Capital Region Transportation Planning Board (TPB) the Metropolitan Planning Organization (MPO) for the area, the CLRP includes an evaluation of plan performance in the following categories:

- Population and Employment Growth
- Travel Demand and Congestion
- Transit Congestion
- Regional Highway Congestion
- Job Accessibility
- Air Quality: Mobile Source Emissions

The evaluation considers the performance of the CLRP as a single package of projects relative to the base year of the plan (for the currently adopted 2012 CLRP, the base year is 2013) and horizon year of the plan (2040). Analysis of individual projects occurs as a project advances from the CLRP to the six-year Transportation Improvement Program (TIP) and undergoes traditional project planning analysis with the funding agency (VDOT, DRPT, WMATA, local jurisdictions).

All of the projects in the 2011 CLRP are included in Baseline and Build scenarios for TransAction 2040. The TransAction 2040 Plan builds on the CLRP with additional projects to address highway and transit network performance as well as the region's Round 8.0 land use assumptions.

The CLRP reflects a regional consensus on the projects that are of the highest priority given the fiscal constraints that exist. Projects in the CLRP were included in TransAction 2040 as the top priority projects for existing revenue sources. As such, the NVTA project selection methodology gives greater weighting to projects in the CLRP and TIP because the projects are more prepared to be implemented and therefore could address congestion reduction more readily. They have also been vetted through a public process. With CLRP projects considered the top priority projects, NVTA only has to determine which other projects in the regional plan meet the priority requirement.

A second set of analyses was performed in TransAction 2040 for projects not evaluated in the CLRP. This analysis was conducted in two steps: 1) System-Level Evaluation, presented performance measures showing benefits from the combined effect of the TransAction 2040 projects; and 2) benefit/cost analysis for individual projects.

A set of system-level performance criteria was developed to evaluate the benefits of adding the TransAction 2040 Plan projects. These criteria were related to the transportation planning objectives established for this Plan. The criteria described below were used to measure the performance of the entire transportation system; that is, all of the projects working together as a whole. The project team first looked at current conditions in 2007 and then evaluated conditions in the 2040 Baseline Scenario, Build Scenario, and Build 2 Scenario. The system-level performance criteria included:

- Daily vehicle-miles of travel (VMT);
- Daily person-miles of travel (PMT);
- Work trip length;
- Work trip mode share;
- Job accessibility;
- Screenline analysis; and
- Levels of service.

In addition to looking at system level performance, effort was also undertaken to rate, score, and prioritize the individual projects making up the TransAction 2040 Plan. An important element of TransAction 2040 was ensuring that this project prioritization process was conducted using a data-driven and transparent method that provides the

public and decision-makers with a clear view of why and how projects were ranked and prioritized. It also was critical to identify the projects that best met the goals and objectives of the Plan.

Each project was individually evaluated using a set of project-based performance evaluation criteria. The project-level performance assessment provided feedback on how each project addressed the region's defined goals and performance objectives. This included a quantitative evaluation to measure the effects of a project on the transportation system with respect to the performance objectives, and a qualitative policy assessment to assess how well projects met broader considerations embodied in the region's goals. In addition to identifying the performance-based benefits for each project, a benefit/cost analysis was introduced to the prioritization process. The project prioritization process was applied within corridors and by project type (e.g., bicycle/pedestrian, transit, highway) and is described in more detail in the subsections which follow. The Plan conducted a benefit/cost analysis for each project based on a number of factors:

- Freight Movement
- Improved Bicycle/Pedestrian Options
- Multimodal Choices
- Urgency
- Project Readiness
- Reduce VMT
- Safety
- Person Throughput
- Reduce Roadway Congestion
- Reduce Time Spent Traveling
- Environmental Sensitivity
- Activity Center Connections
- Land Use Supports Transportation Investment
- Management and Operations
- Cost Sharing

Projects identified for FY 2014 regional funding are either in the CLRP, TIP, and TransAction 2040 Plan. All of the projects have been evaluated based on congestion reduction relative to cost. The projects identified on the FY 2014 project list have the greatest congestion benefit relative to cost. Detailed information about each project including the stated regional benefits is provided in Attachment B.

Northern Virginia Transportation Authority (NVTA)

Proposed Project List for Consideration for FY 2014 Funding

ROADWAY PROJECTS									
Item	Agency	Project Description	Funding Required	Total Project Cost	Corridor	Route	Status	CLRP/TIP	TA2040
1	Loudoun	Route 28 Hot Spot Improvements – Loudoun Segment (Sterling Boulevard and the Dulles Toll Road) –the estimated cost is \$12,400,000.00 FOR CONSTRUCTION. If funded for construction, the work could begin after VDOT issues a notice to proceed to the Route 28 PPTA. Route 28 is a major regional roadway connecting north and south areas and the Dulles Toll Road to the Dulles International Airport.	\$6,400,000	\$12,400,000	3	28	This segment of Route 28 has been funded for design and is nearing 100% design completion by the Route 28 PPTA.	Y	Y
2	Arlington	Columbia Pike Multimodal Improvement Project. Arlington is requesting regional transportation funds for a phase of the Columbia Pike Multimodal Street Improvement Project. The project will provide for street improvements to include a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, and utility undergrounding and upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to S. Joyce Street on the east end. The goal of this project is to provide a complete street that achieves an appropriate balance of travel modes and supports future high-quality, high-frequency transit service. Project phase to begin construction FY 14.	\$12,000,000	\$12,000,000	9	244	Final Design	Y/Y	Y
3	Fairfax City	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place The project proposes the following roadway improvements (to Improve traffic flow & mobility): Widen Route 123 (Chain Bridge Road) to six lanes from U.S. Route 29/50 (Fairfax Boulevard) to Eaton Place. Improve the geometrics (lane alignments) of the roadway approaches for the intersection of U.S. Route 29/50 (Fairfax Boulevard) at Route 123 (Chain Bridge Road) Improve all turn lanes at intersection of U.S. Route 29/50 (Fairfax Boulevard) at Route 123 (Chain Bridge Road). Access Management Improvements. The project also proposes extensive culvert improvements to eliminate roadway flooding due to the inadequate existing culvert under Route 123 (Chain Bridge Road): The new culvert will allow conveyance of the 100-Year Flood for the North Fork of the Accotink Creek along U.S. Route 29/50 (Fairfax Boulevard) from Route 123 (Chain Bridge Road) to Eaton Place. Cost Breakdown: Engineering: \$1.5 Million (fully funded) R/W Acquisition: \$9.5 Million Construction: \$10 Million	\$5,000,000	\$21,000,000	6	50/123	ROW Acquisition anticipated to begin FY14	Y/Y	Y
4	Arlington	Boundary Channel Drive Interchange. The existing Boundary Channel Drive interchange is inadequate for current demands and for planned growth in Crystal City. The addition of Long Bridge Park and the Aquatics Center accelerate the need for improvements at this location. Long Bridge Park Drive up to and through the interchange with I-395 and Boundary Channel Drive will be reconstructed to provide a safe and attractive environment for all modes of transportation, including bicyclists, pedestrians, buses, and vehicles. Project elements include new curb and gutter, sidewalks, bicycle facilities, streets trees and street lighting. Critical bike and pedestrian connections will be made from Crystal City to the Mount Vernon Trail. Two roundabouts will be constructed, which will serve as a gateway to the new aquatic center and Long Bridge Park. The redesigned interchange will improve safety and reduce conflict points on the main line of I-395 through reconfiguring of the interchange. It will also improve traffic flow, safety and manage emergency operations that frequently occur in the vicinity. Funds requested for construction phase expected to begin end CY14.	\$4,335,000	\$9,335,000	8		Planning and design underway. Construction to begin CY 14, early FY15	Y	Y
5	Prince William	Route 28 from Linton Hall Road to Fitzwater Drive - Wide from 2 undivided to 4 lanes divided roadway. Include multiuse trail on the south side and a sidewalk on the north side. Project funds will eliminate the need to phase project construction. Funds will be used for construction. Construction in FY14.	\$25,000,000	\$28,000,000	3	28	ROW Acquisition anticipated to begin June 2013	Y	Y

6	Herndon	Herndon Parkway Intersection Improvements at Van Buren Street - Herndon Parkway & Van Buren Street intersection is located on the southern portion of Herndon Parkway and serves as a regional arterial intersection providing access to/from Monroe Street, Route 666 and Herndon-Monroe Park & Ride Garage in Fairfax County. The project is for street capacity improvements to address traffic congestion and lengthy peak hour delays. Proposed improvements are to include road widening to accommodate major intersection traffic capacity improvements, including dedicated turning lane(s) and bike / pedestrian improvements. And, the project will include transit improvements where appropriate.	\$500,000	\$3,000,000	1	606 / 666	Design concept completed. Town to begin PE in June 2013 and continue with ROW in FY2014.	N	Y
7	Herndon	Herndon Parkway Intersection Improvements at Sterling Road - Herndon Parkway & Sterling Road intersection is located along the western portion of Herndon Parkway and serves as a regional arterial intersection providing access to/from Old Ox Road (Rt. 606) / Route 28 interchange in Loudoun County. The project is for street capacity improvements to address significant traffic congestion and lengthy peak hour delays. Proposed improvements are to include road widening to accommodate major intersection traffic capacity improvements, including dedicated turning lane(s) and bike/ pedestrian improvements. The project is to include dual-left turn lanes for northbound Herndon Parkway onto westbound Sterling Road and will also include pedestrian and transit improvements where appropriate. The project is listed in NVTA's TransAction 2040 Plan.	\$500,000	\$500,000	3	606	Concept design completed. Town to begin PE in June 2013 and continue with ROW in FY2014.	N	Y
8	Prince William	Route 1 from Featherstone Road to Mary's Way - Design and Build. Widen from 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail on the west side and sidewalk on the east side of the road. Funding for design/build. Design only \$3.0 million.	\$3,000,000	\$52,000,000	8	1		Y	Y
9	Loudoun	Belmont Ridge Road (Route 659) (Gloucester Parkway to Hay Road). This project is a part of both the TransAction 2040 Plan and CLRP. The project is a regional north-south corridor connection and is significant as the ultimate connection to the State identified North/South Corridor of Statewide Significance. When, and if funding becomes available, VDOT estimates that the project can move forward with design/build procurement with a notice to proceed issued within six (6) months. • Segment 1B. - Belmont Ridge Road between Portsmouth Boulevard and Hay Road segment is approximately 5,800 linear feet. The estimated stand alone cost is \$20,000,000.	\$20,000,000	\$20,000,000	2	659	The NEPA document is complete and the plans are ready for design/build procurement.	Y	Y
10	Leesburg	The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested. Route 15 serves as a major commuter route, and there are numerous large retail developments in the area that generate significant traffic volumes. Also, currently there is a large volume of pedestrian traffic, which crosses the bypass between the residential areas inside the bypass and the commercial development outside the bypass. Design \$5,000,000 Construction 35,000,000	\$1,000,000	\$40,000,000	1	15	Planning	Y/Y	Y
11	Fairfax	Route 28 Widening 6 to 8 lanes (SB from the Dulles Toll Road to Route 50) \$20M. 6 to 8 Lanes - SB from the Dulles Toll Road to to Route 50 .	\$20,000,000	\$20,000,000	3	28	Design can be finalized, minimal ROW acquired, and environmental permitting accomplished. Anticipate Construction could begin in late spring 2014.	Y	Y
12	Fairfax	Route 28 Widening 6 to 8 lanes (NB from McLearen Road to Dulles Toll Road) \$11.10M. 6 to 8 Lanes - NB from McLearen Road to Dulles Toll Road.	\$11,100,000	\$11,100,000	3	28	Design can be finalized, minimal ROW acquired, and environmental permitting accomplished. Anticipate Construction could begin in late spring 2014.	Y	Y
Total Requested Funding:			\$108,835,000						

TRANSIT PROJECTS									
Item	Agency	Project Description	Funding Required	Total Project Cost	Corridor	Route	Status	CLRP/TIP	TA2040
1	Alexandria	Shelters and Real-Time Transit Information for DASH/WMATA. This project would fund the replacement and expansion of bus shelters at high ridership locations throughout the City. The shelters would include amenities, such as real-time transit information to improve riders' access to information and customer satisfaction. Real time transit data infrastructure installed at 25 high ridership stops. Improve transit service across the region by integrating real-time transit information system and providing high quality transit stops for bus patrons traveling into and out of the City of Alexandria. Bus shelter construction and installation of real time transit signs will begin in FY2014.	\$450,000	\$1,500,000	8		WMATA recently awarded real-time transit information contract (City will ride contract to procure signs), City's bus shelters currently at 95% design phase, expected 100% design by June 2013	Y/Y	Y
2	Alexandria	DASH Bus Expansion. Five new hybrid buses to provide additional service and increased headways to regional activity centers, including BRAC-133 at Mark Center and VRE Station at King Street. Four buses for increased frequency of existing AT1 route to urban standards. One bus will be contributed to the launch of a new crosstown route that will provide new connectivity to regional transit hubs such as Mark Center, Shirlington Transit Center, and the future Potomac Yard Metrorail station. (\$650,000/bus) The AT1 improvements will strengthen transit connectivity between Van Dorn Metro, Landmark Mall, Mark Center, and Southern Towers. They will also provide increased regional support and connectivity to the regional Metrorail, Metrobus, Fairfax Connector, VRE service, Amtrak service, and future Van Dorn-Beauregard transitway. The new crosstown route will provide increased regional support and connectivity to the regional Metrorail, Metrobus, Arlington Transit, and the Crystal City-Potomac Yard and Van Dorn-Beauregard transitways. Buses can be acquired and put in operation in FY2014.	\$3,250,000	\$3,250,000	8	N/A	Buses can be procured in FY2014.	Y	Y
3	PRTC	PRTC New Gainesville Service. One (1) 45-ft. commuter bus to provide for the new PRTC Gainesville to DC Service that is expected to begin in the Fall of 2013. With the restructuring of two commuter routes (Linton Hall and Manassas OmniRide), PRTC had a net savings of 3 buses, but the Gainesville to DC service needs four buses hence the request for one bus. The total cost for the commuter bus is estimated at \$580,000. This project is included in TransAction 2040 and the CLRP and will increase capacity. Once ordered, the manufacturing of the bus would take less than one (1) year.	\$580,000	\$580,000	8	N/A	Project implementation planned for Fall of FY14. Passenger surveys conducted in December 2012, draft routing has been produced. Timings for draft schedule and finalization of routing should be accomplished by June 15, 2013. Schedule finalized by July 31, 2013.	Y/Y	Y

4	Alexandria	Traffic Signal Upgrades/Transit Signal Priority. The first phase of this project will leverage existing infrastructure and improve system efficiencies by funding transportation technologies such as traffic signal upgrades, Transit Signal Priority (TSP), and queue jumps. These technologies will help maximize efficiency of the transportation system without large investment in new infrastructure. The systems will be implemented on the Duke Street corridor from the western City limit to Route 1 and on the Route 1 Transitway corridor from the Braddock Road Metrorail station to Potomac Yard. Some of the funds may also be used to upgrade traffic signals on Route 1, south of Braddock Road Metro without providing TSP. The TSP work will improve transit service and systems operations in the Duke Street and Route 1 corridors which provide direct connections to Fairfax and Arlington Counties. These corridors will support mobility, as well as improved travel times for SOVs and transit users along both corridors. The project will improve the efficiency of existing and planned transit service within the City of Alexandria, Fairfax County, and Arlington County.	\$660,000	\$1,200,000	8		Design in FY2014 for Duke St. for \$60,000. Construction of \$600,000 for Route 1	Y	Y
5	WMATA	Traction Power Upgrades on the Orange Line in Virginia (\$5M). WMATA's strategic plan includes a project to expand the Metrorail fleet to enable the operation of 100 percent eight-car trains. The eight-car train project includes not only the purchase of rolling stock and railyard expansion, but also associated traction power upgrades. This project will begin the process of upgrading traction power along the Orange Line in Virginia, a very busy Metrorail corridor. The eight-car train project is included in TransAction 2040	\$5,000,000	TransAction 2040's estimate of VA share for 100% 8-car trains is \$496m; cost and schedule are being updated	6	N/A	It is expected that this \$5 million project can be completed in FY 14.	Y	Y
6	Loudoun	Leesburg Park and Ride – The estimated cost \$1,000,000.00 right of way acquisition. This project entails funding of land acquisition for a second Leesburg Park-n-Ride Facility. This will be a new (minimum) 300 space park-n-ride facility to be located near the Town of Leesburg, and will allow for expanded connecting transit service to the Silver Line of Metro. The County has programmed funding for the construction in FY 2016; however no funds are available at this time to purchase land. Between 8 and 10 acres may be needed based on terrain, environmental conditions, accessibility, etc.	\$1,000,000	\$1,000,000	1	N/A	ROW acquisition and construction completed in FY 14 with regional funds.	Y	Y
7	Arlington	Crystal City Multimodal Center. This project expands bus capacity at the Crystal City Metrorail station. It will provide for additional sawtooth bus bays, seating, dynamic information signage, lighting, additional bicycle parking, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets. The contemplated improvements constitute an interim condition until a full intermodal center is constructed as part of redevelopment under the Crystal City Sector Plan. Interim improvements are needed to support the operations of the Crystal City Potomac Yard transitway and future streetcar. Transit agencies from suburban jurisdictions provide longer distance commuter bus service in the Crystal City area. These buses would compete for space in the dedicated transit lanes and for dwell time at the transitway (and future streetcar) station stops. Bus capacity expansion at the Crystal City Metrorail station will allow commuter bus passengers to transfer to the frequent, convenient local circulation provided by the transitway (and future streetcar) service without interfering with transitway operation. Funds would cover construction in FY14.	\$1,500,000	\$1,500,000	8		In design. Construction to begin in FY14	N	Y

8	Arlington	Blue/Silver Line Mitigation (ART Fleet Expansion) Purchase four Arlington Transit (ART) buses in FY 2014. This is a short-term measure to moderately increase ART's north-south bus capacity within Arlington to coincide with the opening of the Silver Line.	\$1,000,000	\$1,000,000	1,6,8		Buses should begin revenue service in FY 2014	Y	Y
9	Loudoun	Transit Buses – 40-foot transit buses will be purchased to introduce Silver Line connecting transit service from a new Park-n-Ride facility known as East Gate Park-n-Ride along Tall Cedars Parkway. The estimated cost per bus is \$440,000 based on contract pricing available in the region.	\$880,000	\$880,000	1	N/A	Initiate revenue service FY 14	Y	Y
10	VRE	VRE Alexandria station tunnel and platform improvements. This project includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King St. Metrorail station and the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000	\$1,300,000	8		NEPA/design of the project is underway; estimated completion March 2014.	Y/Y	Y
11	Herndon	Herndon Metrorail Intermodal Access Improvements - Project concept plans show right-of-way acquisition for vehicle and bus pull-off bays along a section of Herndon Parkway (vicinity of the north-side pedestrian access facility associated with future Herndon Dulles Metrorail Station). The project also includes major intersection enhancements to include ADA accessible paver crosswalks, traffic and bike-ped signalization, refuge median islands and bus shelter / transit facilities. The purpose is for improved enhancements, connectivity and accessibility to transit-oriented development along Herndon Parkway and to improve intermodal connectivity to/from the northside area of the future Herndon Metrorail Station. MWAA/Dulles Corridor Metrorail Project will provide a wide sidewalk connecting approximately 450 feet between Herndon Parkway and the Metrorail pedestrian access facility. The project will provide a drop-off lane for both directions to accommodate Fairfax Connector buses and for drivers to pull off of Herndon Parkway, stop and drop off Metrorail passengers in a safe manner.	\$1,100,000	\$2,000,000	1	228	Concept design completed; approved by Town Council. PE to begin July 2013 and continue with ROW during FY2014	N	Y
12	VRE	VRE Gainesville-Haymarket Extension Project Development The project includes project development, NEPA and preliminary engineering for an 11 mile VRE extension from Manassas to the Gainesville-Haymarket area of Prince William County.	\$1,500,000	\$1,500,000	6		Requested funding is for NEPA/PE phase of the project and provides \$1.5M local match to \$2.8M state Rail Enhancement Fund grant. A consultant contract for planning/engineering services is ready to award pending identification of the local match.	Y	Y

13	VRE	VRE Lorton station second platform (\$7.9M) This project includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length. This project expands VRE station capacity and enhances operational flexibility and maintenance of on-time performance. NEPA and preliminary engineering for the project are complete.						Final design and permitting could be completed and construction initiated within 12 months of receipt of funding.	Y	Y
			\$7,900,000	\$9,240,000	8					
14	WMATA	Ten new buses on Virginia routes (\$7M). This project will allow for the purchase of ten new buses to serve Virginia routes. Capital funds could be obligated in FY 14 and be available to support services in the beginning of FY 15. This assumes an increased operating subsidy associated with the new routes. Candidate corridors as part of the Priority Corridor Network include: <ul style="list-style-type: none"> • Richmond Highway Line (REX) • Columbia Pike Lines (16A,B,D,J & 16G,H & MetroExtra 16X,Y) • Leesburg Pike Lines (28A & MetroExtra 28X) • Little River Turnpike Line (29K,N) Also for consideration are recommended adjustments from Service Evaluation Studies: <ul style="list-style-type: none"> • Wilson Blvd Line (1A,BE,F,Z) • Washington Blvd Line (2A,B,C,G) • Pershing Drive-Arlington Blvd Line (4A,B,E,H) • Lincolnia North-Fairlington Line (7A,E,F,Y) • Hunting Point-Ballston Line (10B) • McLean-Crystal City Line (23A,C) • Ballston-Bradlee-Pentagon Line (25A,C,D,E) • Landmark-Ballston Line (25B) 								
			\$7,000,000	\$66.4m	(also 1,6,8)	Various		Pending agreement by the local jurisdictions on the routes and operating funding requirements. Funds could be obligated in FY 14 and service could begin at the beginning of FY 15.	N	Y
15	Falls Church	Pedestrian Bridge: \$300,000 Expand the pedestrian portion of a bridge on Van Buren St. The current bridge forces pedestrians to leave the sidewalk and cross the bridge using a parking lane before returning to the sidewalk on the far side of the bridge. This bridge is part of a frequently used pedestrian path to the East Falls Church Metro Station and is important for expanding access to Metro Rail. Design: \$45,000 Right of Way: \$0 Construction: \$235,000							AQN	Y
			\$300,000	\$300,000	6	Corridor 6	Assessment of Existing Conditions			
16	Falls Church	Funding for Bus Shelters: \$200,000 Increase funding available for bus shelters and wayfinding information. Additional bus shelters and wayfinding will facilitate alternative modes of transportation. These monies will leverage an existing city project to install bus shelters on the highly-utilized, regional routes connecting Tysons Corner, Falls Church, Seven Corners, Baileys Crossroads, the Mark Center, and Old Town Alexandria. Design: \$20,000 Right of Way: \$30,000 Construction: \$150,000							N	Y
			\$200,000	\$350,000	1	Corridor 6	Design 30% Complete.			

17	Falls Church	Pedestrian Access to Transit: \$700,000 Improve pedestrian access to the soon to be built Intermodal Plaza at South Washington Street and Hillwood Avenue. The new plaza currently lacks key pedestrian connections along Rt 29 to existing neighborhoods as well as recent mixed-use developments in the vicinity. These new pedestrian connections will provide better and safer routes throughout the local area, increasing pedestrian access to local activities. The new connections will also provide residents of Falls Church and Fairfax County better access to Metro Bus stops, which in turn will increase access to the East Falls Church Metro Station. Design: \$100,000 Right of Way: \$30,000 Construction: \$570,000							Y	Y
			\$700,000	\$700,000	6	Corridor 6	Design 30% Complete.			
18	Fairfax	Innovation Center Metrorail Station. Funds the capital costs of the Innovation Center Metro Rail Station located at Route 28 and the Dulles International Airport Access Highway (DIAAH). This is the total project estimate for design/construction of the metrorail station to be completed by 2018.							Y	Y
			\$41,000,000	\$89,000,000	1		MWAA will select a design/build contractor in May 2013			
19	NVTC (Falls Church)	Transit Alternatives Analysis Study in the Route 7 Corridor (King Street, Alexandria to Tysons Corner). (PHASE II) The study will identify a range of current and visionary high-capacity transit solutions to transportation issues with due regard for related corridor management approaches (operational, transit, bike, pedestrian, TDM, HOV lanes, variable pricing, ITS) that can be implemented to reduce highway and transit congestion for the purposes of increasing accessibility for residents both inside and outside of the study area to existing and planned activity centers in the study area. Phase 1 of the study has already been funded and has started. It will be completed in October 2013.							N	Y
			\$838,000	\$838,000	1	7	By October 2013, Phase 1 of the Alternative Analysis shall be complete. Four or less alternatives will be selected for further analysis in Phase 2			
20	Alexandria	Potomac Yard Metrorail Station EIS. This project provides for additional studies, planning, and the development of a design-build package for a new Metrorail infill station at Potomac Yard. Currently, the station is in the Environmental Impact (EIS) phase and additional funding will be needed to finalize the EIS and enter into preliminary engineering. This facility will provide access to the entire region to the existing and planned mixed-use activity center at Potomac Yard. The new station will allow for increased development at Potomac Yard, mitigating development of open space and increasing traffic congestion throughout the region. The EIS is currently underway. Alexandria's City Council will select a Locally Preferred Alternative this year, and preliminary engineering and the development of a design-build package will begin in FY2014.							Y/Y	Y
			\$2,000,000	\$250,000,000	8		(Planning, PE, Construction): Planning transitioning to PE in FY2014.			

Total Requested Funding:

\$78,158,000

Grand Total

\$186,993,000

Tier I Screen			Tier II Screen							
Reduces Congestio	Increases Capacity - transit only	Within/adj. to NVRTA Boundary	Meets All Requirements (Y/N)	Improves Safety	Project Readiness (max 6 pts)	Mode	Leverages External Funding	20 year lifespan (only for bond projects)	Tier II Total Points	Comments
Y	Y	Y	Y	1	5	R	1	-	7	
Y	Y	Y	Y	1	5	R	1	-	7	
Y	Y	Y	Y	1	5	R	1	-	7	Detailed Design - Summer/Fall 2013 Begin Right of Way Acquisitions - Spring 2014 Construction Plans - Spring 2015 Advertisement for Construction Bids - Spring 2015 Begin Construction - Winter 2016
Y	Y	Y	Y	1	4	R	1	-	6	
Y	Y	Y	Y	1	4	R	1	-	6	

Y	Y	Y	Y	1	5	R	1	-	7	FY 14 Design Complete, ROW
Y	Y	Y	Y	1	3	R	1	-	5	FY 14 Design Complete, ROW
Y	Y	Y	Y	1	4	R	1	-	6	
Y	Y	Y	Y	1	5	R	0	-	6	
Y	Y	Y	Y	1	5	R	0	-	6	
Y	Y	Y	Y	1	5	R	1	-	7	On Fairfax County Comp Plan
Y	Y	Y	Y	1	5	R	1	-	7	On Fairfax County Comp Plan

Tier I Screen			Tier II Screen							
Reduces Congestion	Increases Capacity	Within/adj. to NVTA Boundary	Meets All Requirements (Y/N)	Improves Safety	Project Readiness (max 6 pts)	Mode	Leverages External Funding	20 year lifespan (only for bond projects)	Tier II Total Points	Comments
Y	Y	Y	Y	1	6	T	1	-	8	
Y	Y	Y	Y	1	5	T	1	-	7	Ability to Leverage Other Funds: Funds can be used to provide the local match for DRPT funds which the City has applied for in the FY2014 Six Year Improvement Plan (SYIP), or can be used to purchase the vehicles if DRPT funds are not allocated to this project in the SYIP.
Y	Y	TBD	Y	1	6	T	0	-	7	

Y	Y	Y	Y	1	5	T	1	-	7	Project in CLRP. Part of Route 1 Transitway Project.
Y	Y	Y	Y	1	5	T	0	-	6	This project represents an initial step toward addressing traction power as part of the eight car train project. Traction power on the Orange Line in Virginia represents the greatest need at this time.
Y	Y	Y	Y	1	4	T	1	-	6	
Y	Y	Y	Y	1	4	M	1	-	6	

Y	Y	Y	Y	1	5	T	0	-	6	
Y	Y	Y	Y	1	4	T	1	-	6	
Y	Y	Y	Y	1	6	T	1	-	8	<p>The requested funding fills a shortfall in construction funds for the project and allow it to proceed to the next phase (construction phase).</p> <p>The project expands VRE capacity, enhances operational flexibility for VRE, Amtrak and freight trains, improves pedestrian safety by eliminating an at-grade pedestrian crossing of the railroad tracks, and improves ADA/multimodal pedestrian connections at the Alexandria station. As the station serves both the VRE Fredericksburg and Manassas Lines it will benefit riders from all VRE member jurisdictions, including jurisdictions beyond the NVTA boundaries.</p>
Y	Y	Y	Y	1	4	M	1	-	6	<p>FY 14 Design Complete, ROW. External Funding - Federal.</p>
Y	Y	Y	Y	1	4	T	1	-	6	<p>The requested NVTA funding leverages \$2.8M in state funds that would not be available without the local match. The extension is estimated to attract an additional 1,500 + new riders/day (3,000+ trips/day removed from highways). It would expand VRE capacity and provide additional transit options to an underserved and growing area of northern Virginia. By enhancing VRE Manassas Line frequency, the project benefits travelers in Prince William County (and the Town of Haymarket), the City of Manassas, Fairfax County and jurisdictions beyond the NVTA boundaries.</p> <p>The project is also included in the Prince William County Comprehensive Plan</p>

Y	Y	Y	Y	1	4	T	1	-	6	
Y	Y	TBD	Y	1	3	T	0	-	4	This project assumes an increased operating subsidy associated with the new routes.
Y	Y	Y	Y	1	4	M	0	-	5	
Y	Y	Y	Y	1	4	T	1	-	6	

Y	Y	Y	Y	1	5	T	1	-	7	
Y	Y	Y	Y	1	4	T	1	-	6	On Fairfax County Comp Plan
Y	Y	Y	Y	1	2	T	1	-	4	This project directly affects the City of Falls Church. At the April 25 NVTA board meeting, Secretary Connaughton stressed that projects must be chosen such that smaller jurisdictions receive their fair share of funding. (TPB Comment: Road expansion in CLRP for 2025 completion year)
Y	Y	Y	Y	1	4	T	1	-	6	Project requesting funding for planning.

**Northern Virginia Transportation Authority (NVTA)
Projects for Consideration for the Authority's Six-Year Plan**

ROADWAY PROJECTS (in no particular order)									
Item	Agency	Project Description	Funding Required	Total Project Cost	Corridor	Route	Status	CLRP /TIP	Transaction 2040
1	Herndon	Herndon - East Elden Street Improvement Project - East Elden Street Improvement Project is 0.9 miles in length and is located between Van Buren Street and the Fairfax County Parkway (Route 7100) in the Town of Herndon. Elden Street is a critical town arterial (36,000VPD to 40,000VPD) that transverses through the middle of Herndon. It serves as the town's commercial corridor and is a primary state route providing connectivity between the surrounding environs of Herndon and to / from Centreville Road (Route 228), Fairfax County Parkway (Route 7100), Barron Cameron (Route 606), Dulles Toll Road (Route 267) and Route 28.	\$2,600,000	\$20,400,000	1	606	Concept design and NEPA completed. VDOT to begin PE in June 2013 estimated at \$2.2M; ROW estimated at \$400K	Y/Y	Y
2	Manassas Park	Route 28 Widening - 4 to 6 lanes from Old Centreville Road in PWC to Route 29 in Centreville. This nearly 5 mile long segment of the Route 28 Corridor continues to be one of Northern Virginia's worst bottlenecks. Travelled by 54,000 to 63,000 vehicles per day, this segment is well over capacity and offers travelers with extremely poor levels of service. New housing developments along the corridor, including Orchard Bridge Apartments, a 772-unit apartment complex that is less than 1/4 mile from the Fairfax County line, is under construction and will come online soon. Orchard Bridge is expected to bring nearly 5,000 additional vehicles per day to Route 28 at build-out. Serving four of NVTA's 9 member jurisdictions (Manassas Park, Manassas, Prince William County, and Fairfax County), this particular segment of Route 28 offers one of the greatest opportunities to improve the quality of life for residents of these localities.			3			N	-
3	Fairfax	Braddock Road HOV Widening; 6 to 8 Lanes (Burke Lake Road to I-495) – Design \$10 M. 6 to 8 Lanes - Burke Lake Road to I-495 - Design - In accordance with the Fairfax County Comprehensive Plan, widen Braddock Road from 6 general purpose (GP) lanes to 6 GP lanes with 1-HOV lane in each direction. Funding is for preliminary design and environmental study.	\$10,000,000	TBD	9	620	Planning to start FY 14	N	Y
4	Fairfax	Route 28 Widening; 4 to 6 lanes (Prince William County Line to Route 29) - Design \$10M. Widen Rte. 28 (NB and SB) from 4 to 6 lanes from the Bull Run Bridge/PW County Line to Machen Road/Old Centreville Road and Rte. 28/Rte. 29 Interchange – Funding for PE, Environmental Studies and Design.	\$10,000,000	TBD	3	28	Design to begin FY14	N	Y
5	Fairfax	Franconia/S. Van Dorn Interchange – Design \$20M. Design - Construct Interchange at S. Van Dorn St/Franconia Road. Funding for Design. Initial PE and Environmental complete however, needs to be updated/revised since completion of I-495/Rte. 1 and I-495/Telegraph Road Interchanges.	\$20,000,000	\$84,000,000	7	644/613	Conceptual design and Environmental document completed, but need to be updated	N	Y
6	Fairfax	Route 29 Widening (Fairfax City to Legato Road) \$7.5M. Add third lane NB from Legato Road to Shirley Gate Road – already funded for design and partial RW acquisition. Funding requested to complete RW acquisition, utility relocation and Construction.	\$7,500,000	\$7,500,000	6	29	Utility relocation June 2014 to Sep 2015, Construction Sep 2015 to Sep 2016	Y	Y

7	Loudoun	<p>Belmont Ridge Road (Route 659) (Gloucester Parkway to Hay Road). This project is a part of both the TransAction 2040 Plan and CLRP. The project is a regional north-south corridor connection and is significant as the ultimate connection to the State identified North/South Corridor of Statewide Significance. When, and if funding becomes available, VDOT estimates that the project can move forward with design/build procurement with a notice to proceed issued within six (6) months.</p> <ul style="list-style-type: none"> Segment 1A. - Belmont Ridge Road between Gloucester Parkway and Portsmouth Boulevard is approximately 4,400 linear feet in length and will include a grade separation of the W&OD Trail. The estimated stand alone cost is \$40,000,000. 	<p>\$40,000,000</p>	<p>\$40,000,000</p>	<p>2</p>	<p>The NEPA document is complete and the plans are ready for design/build procurement.</p>	<p>Y</p>	<p>Y</p>
			<p>\$90,100,000</p>					

TRANSIT PROJECTS									
Item	Agency	Project Description	Funding Required	Total Project Cost	Corridor	Route	Status	CLRP/TIP	Transaction 2040
1	Fairfax	West Ox Bus Garage Phase II - This project expands the capacity of the West Ox facility and allows for additional Fairfax Connector service. This funding would allow project to proceed to construct 9 maintenance bays and expand facilities for bus drivers and security	\$17,000,000	\$20,000,000	9		Feasibility study complete. Negotiating contract for design; 18 month contract.	N	Y
2	Fairfax	Fairfax County Parkway Bus Service (Herndon to Fort Belvoir) - Capital Purchases 12 Buses - The County is planning a new high-quality, limited-stop bus service between Herndon and Fort Belvoir. There is no existing Connector service linking these activity centers, so additional buses will be needed to operate the service. The \$6 million requested would cover the purchase of the 10 buses needed for peak period service, plus 2 additional buses for use as spares to cover down time for bus servicing and repairs.	\$6,000,000	\$6,000,000	5		Buses could be purchased within 4-6 months of funding allocation; however the West Ox Bus Garage expansion must occur first. Anticipate revenue service in FY16	Y	Y
3	Fairfax	Innovation Center Metrorail Station parking garage – Design \$10M. Design of the Silver Line Phase 2 Parking garage which will provide 2037 parking spaces in accordance with the approved project plans and environmental approvals.	\$10,000,000	\$51,000,000	1		Fairfax County has committed to fund outside Dulles Rail Ph II	Y	Y
4	Fairfax	Herndon Monroe Metrorail Station parking garage – Design \$10M. Design of the Silver Line Phase 2 Parking garage which will provide 1975 parking spaces in accordance with the approved project plans and environmental approvals.	\$10,000,000	\$49,400,000	1		Fairfax County has committed to fund outside Dulles Rail Ph II	Y	Y
5	VRE	VRE rolling stock purchase (9 additional coaches) at \$2.2M each/\$19.8 total request. This project is for the purchase of 9 VRE coaches to expand system capacity to accommodate existing and future passenger demand.	\$19,800,000	\$19,800,000	6,8		VRE has an open contract with the equipment manufacturer that includes options for the purchase of additional coaches. Option could be exercised within 2 months of NVTA selection of the project for funding.	Y/Y	Y
6	VRE	VRE Rippon station second platform This is a 650 foot second platform and extension of the existing platform at the VRE Rippon station in Prince William County to accommodate trains up to 8 cars in length.	\$10,900,000	\$10,900,000	8		Requested funding includes NEPA, design and construction. NEPA/design would be initiated in FY14.	N	Y
7	Falls Church	Pedestrian Signal Improvements: \$300,000 The project will install pedestrian signals at the intersection of East Columbia Street and North Washington Street. As part of the project, new poles must be installed to support the pedestrian countdown times as well as wiring. Required wiring changes to the existing traffic light are ancillary to the pedestrian signal components. This intersection is within 1 mile of the East Falls Church Metro Station, so the addition of pedestrian and bicycle infrastructure will increase accessibility and use of the Metro Rail system. Connecting this signal to the signal management system will ease traffic flow along South Washington Street for vehicles, pedestrians, and cyclists into and out of Arlington County, the I-66 corridor, East Falls Church Metro Station, and the W&OD multi-use trail. Design: \$45,000 Right of Way: \$20,000 Construction: \$235,000	\$300,000	\$300,000	6	Corridor 6	Design.	N	Y

8	VRE	VRE Crystal City platform expansion This project is a 400 foot extension of the existing platform at the VRE Crystal City station in Arlington County to accommodate trains up to 10 cars in length. It would alleviate existing crowding, expand VRE station capacity, and enhance operational flexibility and maintenance of VRE on-time performance.	\$4,000,000	\$4,000,000	8		Requested funding includes NEPA, design and construction. NEPA/design would be initiated in FY14.	N	Y
9	WMATA	Upgrade of interlocking and platform/girder repairs at National Airport (\$5M). This project will allow Metrorail trains to turn back just past the Ronald Reagan Washington National Airport station on the Yellow/Blue Line. The work will allow increased operational flexibility on the Yellow/Blue Line.	\$5,000,000	\$10,000,000 to \$15,000,000	8	N/A	It is expected that this \$5 million project can be completed in FY 14.	N	N
			\$83,000,000						

Tier I Screen				Tier II Screen						
Reduces Congestion	Increases Capacity	Within/adj. to NVTA Boundary	Meets All Requirements (Y/N)	Improves Safety	Project Readiness (max 6 pts)	Mode	Leverages External Funding	20 year lifespan (only for bond projects)	Tier II Total Points	Comments
Y	Y	Y	Y	1	5	R	1	-	7	
Y	Y	Y	N	-	-	-	-	-	-	
Y	Y	Y	Y	1	3	R	0	-	4	On Fairfax County Comp Plan
Y	Y	Y	Y	1	3	R	0	-	4	same request as #7, on Fairfax County Comp Plan
Y	Y	Y	Y	1	3	R	1	-	5	On Fairfax County Comp Plan
Y	Y	Y	Y	1	5	R	1	-	7	On Fairfax County Comp Plan

Y	Y	Y	Y	1	5	R	0	-	6	
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Tier I Screen			Tier II Screen							
Reduces Congestion	Increases Capacity	Within/adj. to NVTA Boundary	Meets All Requirements (Y/N)	Improves Safety	Project Readiness (max 6 pts)	Mode	Leverages External Funding	20 year lifespan (only for bond projects)	Tier II Total Points	Comments
Y	Y	Y	Y	1	3	T	1	-	5	TRANSIT project. Included in Fairfax County Transit Development Plan. Transaction 2040 and the CLRP include bus service expansion, which will require
Y	Y	Y	Y	1	4	T	0	-	5	Included in Fairfax County Transit Development Plan
Y	Y	Y	Y	1	4	T	0	-	5	On Fairfax County Comp Plan
Y	Y	Y	Y	1	4	T	0	-	5	On Fairfax County Comp Plan
Y	Y	TBD	Y	1	5	T	0	-	6	The additional rolling stock will allow VRE to lengthen existing trains and/or add new trains that otherwise would not be possible without the purchase. The project expands VRE on-board carrying capacity by approx. 1,230 persons/day (approx. 2,460 trips/day removed from highways).
Y	Y	Y	Y	1	3	T	0	-	4	The requested funding expedites the delivery of the project. The project will double VRE station capacity, alleviate existing crowding, and enhance operational flexibility and
Y	Y	Y	Y	1	3	M	0	-	4	

Y	Y	Y	Y	1	3	T	0	-	4	The requested funding expedites the delivery of the project. The project will double VRE station capacity (from 10,000 trips/day to 20,000 trips/day), alleviate existing crowding, and enhance operational
Y	Y	Y	Y	1	4	T	0	-	5	This project would enable Metro to decrease headways in this section of the system in the event that single tracking is necessary. This is particularly important where a train or equipment/vehicle malfunctions occur.

Proposed Project List for Consideration for FY 2014 Funding (June 3, 2013)
Geographic Balance and Summary

	Phase/s	Allocation
<u>Alexandria</u>		
DASH Bus Expansion (5 new buses)	FY 14 Revenue Service	3,250,000
Traffic Signal Upgrades/Transit Signal Priority	FY 14 Construction / FY 14 Design Start	660,000
Shelters and Real-Time Transit Information for DASH/WMATA.	FY 14 Construction Start	450,000
Potomac Yard Metrorail Station EIS	FY 14 Planning Complete, Begin Design	2,000,000
Subtotal		6,360,000
<u>Arlington</u>		
Columbia Pike Multimodal Street Improvements	FY 14 Construction Start	12,000,000
Boundary Channel Drive Interchange	FY 14 Design Complete, FY 15 Const.	4,335,000
Silver/Blue Line Mitigation (ART Fleet Expansion) (4 buses)	FY 14 Revenue Service	1,000,000
Crystal City Multimodal Center	FY 14 Construction Start	1,500,000
Subtotal		18,835,000
<u>Fairfax City</u>		
Chain Bridge Road Widening/Improvements	FY 14 ROW and Construction Start	5,000,000
<u>Fairfax County</u>		
Route 28 Widening 6 to 8 lanes (SB from the Dulles Toll Road to Route 50)	FY14 Design/Build	20,000,000
Route 28 Widening 6 to 8 lanes (NB from McLearen Road to Dulles Toll Road)	FY14 Design/Build	11,100,000
Innovation Center Metrorail Station	FY14 Design/Build	41,000,000
Herndon Parkway Intersection Improvements at Van Buren St.	FY 14 Design Complete, ROW	500,000
Herndon Parkway Intersection Improvements at Sterling Road	FY 14 Design Complete, ROW	500,000
Herndon Metrorail Intermodal Access Improvements	FY 14 Design Complete, ROW	1,100,000
Subtotal		74,200,000
<u>Falls Church</u>		
Pedestrian Access to Transit	FY 14 Design Complete	700,000
Funding for Bus Shelters	FY 14 Construction Start	200,000
Pedestrian Bridge at Van Buren Street	FY 14 Design Start	300,000
Subtotal		1,200,000
<u>Loudoun</u>		
Belmont Ridge Road between Portsmouth Boulevard and Hay Road	FY 14 Design/Build Start	20,000,000
Route 28 Hot Spot Improvements – Loudoun Segment (Sterling Boulevard and the Dulles Toll Road)	FY 14 Construction Start	6,400,000
(Leesburg) Edwards Ferry Road at the Route 15 Leesburg Bypass Grade Separation.	FY 14 Design Start	1,000,000
Leesburg Park and Ride	FY 14 ROW and Construction Complete	1,000,000
2 New Transit Buses	FY 14 Revenue Service	880,000
Subtotal		29,280,000
<u>Prince William</u>		
Route 1 from Featherstone Road to Mary's Way	FY 14 Design Start	3,000,000
Route 28 form Linton Hall Road to Fitzwater Drive	FY 14 Construction Start	25,000,000
Subtotal		28,000,000
<u>NVTC</u>		
Transit Alternatives Analysis Study in the Route 7 Corridor (King Street, Alexandria to Tysons Corner). (PHASE II)	FY 14 Planning Start	838,000
<u>PRTC</u>		

PRTC New Gainesville Service (1 bus)	FY 14 Revenue Service	580,000
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VRE

VRE Lorton station second platform	FY14 Design	7,900,000
VRE Alexandria station tunnel and platform improvements	FY 14 Construction	1,300,000
VRE Gainesville-Haymarket Extension Project Development	FY 14 Planning and Design Start	1,500,000
Subtotal		10,700,000

WMATA

Traction Power Upgrades on the Orange Line in Virginia	FY 14 Design Start	5,000,000
Ten New Buses on Virginia Routes	FY 14 Contract Start / FY 15 Rev Svc.	7,000,000
Subtotal		12,000,000

Total FY 14 Construction Projects	10	53,510,000
Total FY 14 Revenue Service Projects	4	5,710,000
Total FY 14 Design/Build Projects	6	103,435,000
Total FY 14 ROW Acquisition Projects	3	2,100,000
Total FY 14 Design Projects	8	21,400,000
Total FY 14 Planning Projects	1	838,000
Total FY 14 Projects (1)	32	186,993,000

(1) All FY 14 construction/rev svc projects included in Strawman

Mode Balance	Projects	Allocation	% Share
Total Roadway Projects	12	108,835,000	58%
Total Transit/Multimodal Projects	20	78,158,000	42%
	32	186,993,000	100%

**Project Implementation Working Group
Northern Virginia Transportation Authority**

MEMORANDUM

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

Members
Northern Virginia Transportation Authority

FROM: Christopher Zimmerman, Chairman
Gary Garczynski, Vice-chairman

Project Implementation Working Group

SUBJECT: Preliminary Report of the Project Implementation Working Group:
FY 2014 project selection process

DATE: June 14, 2013

Pursuant to its charge to consider how projects might be implemented and to recommend actions that the NVTA can take to successfully undertake transportation projects, the Working Group has prepared the attached Project Selection Process (Attachment A) which describes the methodology used to evaluate the initial set of projects for consideration by the NVTA for Fiscal Year 2014 funding. Also attached are detailed project description forms (Attachment B) for each of the projects identified on the initial FY 2014 project list and list of projects for consideration for the future Six-Year Program (Attachments D and E). The Working Group will spend the remainder of June and July on both the immediate work related to the FY 2014 project list as well as its longer-term mission to establish processes and recommendations for the development of a Six-Year Program.

Recommendations of Working Group:

The Working Group recommends that NVTA take the following actions on June 20, 2013:

1. Authorize a Public Comment period for the FY 2014 Initial Project List that runs from June 6, 2013 (date initial project list was advertised) to July 1, 2013 (eleven days following the date of the first public hearing).
2. Authorize a Public Comment period for the FY 2014 Project List that runs from July 10, 2013 (date of second advertisement) to the end of the July 24, 2013 NVTA public hearing.

3. Direct the Project Implementation Working Group to prepare a FY 2014 Project List and Project Implementation Report for the July 24, 2013 NVTA public hearing and meeting. In doing so, the Working Group shall take into consideration public comment received during the Public Comment period.
4. Authorize the Project Implementation Working Group to accept requests by the project owners to amend the project list between June 21, 2013 and July 10, 2013 (the date of advertisement for the July 24, 2013 public hearing).
5. Direct the Jurisdiction and Agency Coordinating Committee (JACC) to release the NVTA FY 2014 Project List developed by the Project Implementation Working Group, for public comment on July 10, 2013.

Background and Discussion:

The Project Implementation Working Group held two meetings on June 5, 2013 and June 14, 2013. A synopsis of the discussion points, grouped by topic is below:

At its June 5, 2013 meeting, the Working Group reviewed and by consensus, approved changes to the initial project list as requested by the City of Alexandria, City of Falls Church, Arlington County, and the Town of Herndon (Attachment C). The Working Group's revised FY 14 Proposed Project List recommends a total of 32 projects; 12 roadway (58%) and 20 mass transit / multimodal (42%) (Attachment D). The total funding requested is \$186,993,000. Projects not selected for the FY 14 Proposed Project List include a total of 16 projects; 7 roadway and 9 mass transit / multimodal (Attachment E). The total funding requested for this set of projects is \$173,100,000. This list of projects will be considered as part of the forthcoming NVTA Six-Year Program. Both lists were advertised on June 6, 2013 for the scheduled June 20, 2013 NVTA public hearing.

The Working Group reviewed the draft Project Selection Process document (Attachment A) which describes the methodology used to evaluate the initial set of projects for consideration by the NVTA for Fiscal Year 2014 funding as well as the project detail information form (Attachment B). Following the June 5th meeting, staff coordinators gathered additional project information from the applicants needed to complete the project detail information forms.

The Working Group discussed additional project implementation information needed for the July 24, 2013 report as well as how best to handle public comment received on the initial FY 2014 project list. The Group agreed to group comments by topic and post responses, as appropriate, on the Authority web-site. The Group also discussed the Public Comment Period. It was suggested that the public comment period close some time after the June 20, 2013 public hearing.

The Group then turned its focus to its longer-term mission to establish processes and recommendations for the Six-Year Program, which included a review of the 2007 approved Call for Projects documentation, schedule and project selection criteria.

On June 14, 2013, the Working Group _____ on the draft Project Selection Process report (Attachment A) and project detail information forms (Attachment B).

The Group _____ that the Public Comment Period run from _____ to _____.
The Group _____ that the Public Comment Period for the July 24, 2013 public hearing would be from _____ to _____.

The Working Group will spend the remainder of June and July on both the immediate work related to the FY 2014 project list as well as its longer-term mission to establish processes and recommendations for the development of a Six-Year Program.

Additional thoughts for NVTA Consideration:

- While the consensus project list presented here now comes to \$186,993,000, NVTA may ultimately choose to move forward with an FY 14 project list totaling somewhat less.
- Although the Working Group staff coordinators conducted a cursory review of the draft Commonwealth Transportation Board (CTB) Six Year Improvement Plan (SYIP) released on May 15, 2014, it is suggested that applicants of NVTA FY 2014 project funding requests conduct an independent review of draft to ensure that there isn't overlap between funding proposed in the CTB SYIP and funding requested through the Authority.
- Although other working groups are discussing whether the Authority should pursue a bond issuance in FY 14, the Project Implementation Working Group is making no recommendation at this time.

Next Steps:

The Working Group plans to meet next on June 28th, and prepare a FY 2014 project list for consideration at the July 24, 2013 NVTA public hearing and meeting as well as to begin work to develop recommendations for the initial Six-Year Program if directed by the Authority to do so.