

Project Implementation Working Group
Fairfax County Division of Transportation
Legato Building, 4th Floor Conference Room
Fairfax, Virginia
June 5, 2013; 10:00 a.m.

- I. Welcome and Introductions
- II. Approval of Summary of May 10, 2013 Meeting Minutes
- III. Report from other Working Groups
- IV. Review of Overarching Questions
 - A. Discussion of process to select FY 2014 projects
 1. Review of updated project lists
 2. Project Information
 3. Report on Project Benefits
 4. Public comments received
 5. Future PIWG Reports to NVTA
 - B. Discussion of project implementation
 1. Review of 2007 responses
 2. Definition of project implementation
 3. What project management options are available to the NVTA?
 - C. Discussion of preparation of future NVTA Six-Year Plan
 1. How will NVTA implement a Six-Year Plan?
 - a) Schedule
 - b) Criteria
 - c) Review of 2007 recommendations
 2. How will Six Year Program, TIP and CLRP be handled?
- V. Review Calendar and Discuss Dates for Next Steps
- VI. Summary of Working Group Decisions and Questions for other Working Groups
- VII. Adjourn

Northern Virginia Transportation Authority (NVRTA)
Proposed Project List for Consideration for FY 2014 Funding

ROADWAY PROJECTS								Tier I Screen					Tier II Screen					
Item	Agency	Project Description	Funding Required	Total Project Cost	Route	Status	CLRP/TIP	TA2040	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
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	28	This segment of Route 28 has been funded for design and is nearing 100% design completion by the Route 28 PPTA.	Y	Y	Y	Y	Y	Y	1	5	R	1	-	7
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	244	Final Design	Y/Y	Y	Y	Y	Y	Y	1	5	R	1	-	7
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	50/123	ROW Acquisition anticipated to begin FY14	Y/Y	Y	Y	Y	Y	Y	1	5	R	1	-	7
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 roundabout 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		Planning and design underway. Construction to begin CY 14, early FY15	Y	Y	Y	Y	Y	Y	1	4	R	1	-	6
5	Prince William	Route 28 form 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	28	ROW Acquisition anticipated to begin June 2013	Y	Y	Y	Y	Y	Y	1	4	R	1	-	6
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	606 / 666	Design concept completed. Town to begin PE in June 2013 and continue with ROW in FY2014.	N	Y	Y	Y	Y	Y	1	5	R	1	-	7
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 NVRTA's TransAction 2040 Plan.	\$500,000	\$500,000	606	Concept design completed. Town to begin PE in June 2013 and continue with ROW in FY2014.	N	Y	Y	Y	Y	Y	1	3	R	1	-	5

TRANSIT PROJECTS			Tier I Screen											Tier II Screen				
Item	Agency	Project Description	Funding Required	Total Project Cost	Route	Status	CLRP/TIP	TA2040	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
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		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	Y	Y	Y	Y	1	6	T	1	-	8
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	N/A	Buses can be procured in FY2014.	Y	Y	Y	Y	Y	Y	1	5	T	1	-	7
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	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	Y	Y	TBD	Y	1	6	T	0	-	7
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		Design in FY2014 for Duke St. for \$60,000. Construction of \$600,000 for Route 1	Y	Y	Y	Y	Y	Y	1	5	T	1	-	7

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	N/A	It is expected that this \$5 million project can be completed in FY 14.	Y	Y	Y	Y	Y	Y	1	5	T	0	-	6
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	N/A	ROW acquisition and construction completed in FY 14 with regional funds.	Y	Y	Y	Y	Y	Y	1	4	T	1	-	6
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	N/A	In design. Construction to begin in FY14	N	Y	Y	Y	Y	Y	1	4	M	1	-	6
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	N/A	Buses should begin revenue service in FY 2014	Y	Y	Y	Y	Y	Y	1	5	T	0	-	6
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	N/A	Initiate revenue service FY 14	Y	Y	Y	Y	Y	Y	1	4	T	1	-	6
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	N/A	NEPA/design of the project is underway; estimated completion March 2014.	Y/Y	Y	Y	Y	Y	Y	1	6	T	1	-	8

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. MWA/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	228	Concept design completed; approved by Town Council. PE to begin July 2013 and continue with ROW during FY2014	N	Y	Y	Y	Y	Y	1	4	M	1	-	6
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		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	Y	Y	Y	Y	1	4	T	1	-	6
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.	\$7,900,000	\$9,240,000		Final design and permitting could be completed and construction initiated within 12 months of receipt of funding.	Y	Y	Y	Y	Y	Y	1	4	T	1	-	6
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	TransAction 2040's estimate of capital cost for expanding the Metrobus fleet in VA to serve region in 2040 is \$66.4m	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	Y	Y	TBD	Y	1	3	T	0	-	4
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	\$300,000	\$300,000	Corridor 6	Assessment of Existing Conditions	AQN	Y	Y	Y	Y	Y	1	4	M	0	-	5

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	\$200,000	\$350,000	Corridor 6	Design 30% Complete.	N	Y	Y	Y	Y	Y	1	4	T	1	-	6
17	Falls Church	W&OD Trail Lighting: \$500,000 Provide lighting for the portion of the W&OD Trail in the City of Falls Church. The W&OD Trail, a major commuting route, lacks basic lighting as is provided on other major commuting routes. This portion of the trail currently serves approximately 1,200 daily trips to and from DC, Arlington, Alexandria, and Fairfax. Providing lighting would significantly increase capacity by making the trail available to more users after dark, especially during the winter months when the sun sets very early in the evening. Design: \$75,000 Right of Way: \$0 Construction: \$425,000	\$500,000	\$500,000	Corridor 6	Design 5% Complete.	AQN	Y	Y	Y	Y	Y	1	4	M	0	-	5
18	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	\$700,000	\$700,000	Corridor 6	Design 30% Complete.	Y	Y	Y	Y	Y	Y	1	5	T	1	-	7
19	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.	\$41,000,000	\$89,000,000		MWAA will select a design/build contractor in May 2013	Y	Y	Y	Y	Y	Y	1	4	T	1	-	6
20	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.	\$838,000	\$838,000	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	N	Y	Y	Y	Y	Y	1	2	T	1	-	4
21	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.	\$2,000,000	\$250,000,000		(Planning, PE, Construction): Planning transitioning to PE in FY2014.	Y/Y	Y	Y	Y	Y	Y	1	4	T	1	-	6

Total Requested Funding:

\$78,658,000

Grand Total

\$187,493,000

Comments
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
FY 14 Design Complete, ROW
FY 14 Design Complete, ROW

On Fairfax County Comp Plan
On Fairfax County Comp Plan

Comments

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.

Project in CLRP. Part of Route 1 Transitway Project.

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.

The requested funding fills a shortfall in construction funds for the project and allow it to proceed to the next phase (construction phase).
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 NVTVA boundaries.

FY 14 Design Complete, ROW. External Funding - Federal.

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. The project is also included in the Prince William County Comprehensive Plan,

This project assumes an increased operating subsidy associatd with the new routes.

On Fairfax County Comp Plan

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)

Project requesting funding for planning.

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
PROJECT DESCRIPTION FORM**

BASIC PROJECT INFORMATION

- 1. Submitting Agency:
- 2. Project Title:
- 3. Project Type: Roadway Multimodal Transit
- 4. Project Description/Scope:
- 5. Route (if applicable):
- 6. Total Project Cost:
- 7. Total Funds Required:
- 8. Phase/s of Project Covered by Funding:
- 9. Project Milestones (by phase, include all phases):
- 10. In TransAction 2040 plan?
- 11. In CLRP, TIP or Air Quality Neutral?
- 12. Leverages Sources: Local State Federal Other (please explain)

STATED BENEFITS (1-2 paragraphs maximum for each question)

- 1. Regional benefit? (Y/N) Yes (Please explain)
- 2. Does the project reduce congestion? (Y/N) Yes (Please explain)
- 3. Does the project increase capacity (mass transit projects only)? (Y/N) Yes

(Please explain)

- 4. Does the project improve auto and pedestrian safety? (Y/N) Yes (Please explain)**

- 5. Links to supporting documentation (Optional): List internet address/link to any additional information in support of project benefits.**

- 6. PROJECT PICTURES/ILLUSTRATIVES (Insert before picture)**

Project Implementation Working Group
Fairfax County Division of Transportation
Legato Building, 4th Floor Conference Room
Fairfax, Virginia
June 5, 2013; 10:00 a.m.

PUBLIC COMMENT

From: Varvaglione, Barbara R [<mailto:bvarvagl@ida.org>]
Sent: Wednesday, May 29, 2013 6:36 AM
To: 'fy14projects@thenovaauthority.org'
Subject: Approval on Transportation Projects for FY14

I support these projects as strongly needed in the Northern Virginia Area. I especially support the Alexandria plan, Arlington Plan, Fairfax County plan and city of Fairfax plan. I believe transportation will be enhanced and where pedestrian additional will be added will enhance the safety of the area.

Thank you.

Barbara R. Varvaglione
Sr. Publications Coordinator
Institute for Defense Analyses
4850 Mark Center Drive
Alexandria, VA 22311
bvarvagl@ida.org
703-845-2172

From: Mark Scheufler [<mailto:scheufler@gmail.com>]
Sent: Saturday, May 25, 2013 11:04 PM
To: fy14projects@thenovaauthority.org
Subject: NVTA FY 2014 project list feedback

NVTA,

Attached and below are comments to proposed NVTA FY 2014 project lists and new recommended projects near the PWC/Fairfax County Line.

Thanks,
Mark Scheufler
9402 Wilcoxon Dr.
Manassas Park, VA 20111

Current Projects:

Project(s):

Route 28 Widening 6 to 8 lanes (SB from the Dulles Toll Road to Route 50) –
FY14 Design/Build

- Route 28 Widening 6 to 8 lanes (NB from McLearen Road to Dulles Toll Road) –
FY14 Design/Build

Comment:

It is recommended this projects listed above be removed from the FY2014 Project List

Justification:

While these projects are easier to implement, they do not provide any congestion relieve to the *current* traffic conditions compared to other areas of the Route 28. It is recommended the resources allocated for these projects be transferred to the Route 28/I-66 Interchange improvement (currently funded in FY2018 in VDOT six-year plan) project.

Project(s): 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.

Comment:

It is recommended this project be changed to “Route 28 Widening - 4 to 6 lanes from Old Centreville Road in PWC to the Fairfax County Line/Bull Run Bridge.”

Justification:

The project: “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.” overlaps with the subject project.

New Project(s):

- Stone Rd/New Braddock Rd/I-66 Connection
- Old Centreville Rd/Compton Road Intersection
- Balls Ford Road/Bull Run Dr Connection

Comments:

It is recommended the subject projects be added to the NVTA Six Year Plan

Justification:

Stone Rd/New Braddock Rd/I-66 Connection

- This project will reduce congestion on the US Route 29 through Centreville. An off ramp from I-66 Eastbound to New Braddock Road is also recommended to provide access to Route 29 South/West. The current access point from I-66 to Route 29 South/West is inadequate.

Old Centreville Rd/Compton Road Intersection

- The current configuration forces Old Centreville Rd coming from Manassas in the Peak AM rush hour onto Route 28. It is recommended a Roundabout be implemented at this location – <http://goo.gl/maps/qmhS7>

Balls Ford Road/Bull Run Dr Connection

- This will provide an addition access point between Prince William County and Fairfax County over the Bull Run. This will relieve congestion at the 234 Business/I-66 Interchange and support the closure of Route 29 through Manassas Battlefield Park - <http://goo.gl/maps/9jl51>

**(2007) Northern Virginia Transportation Authority
Estimate of Start-Up Costs**

Assumptions

1. State continues to provide \$50,000 annual grant.
2. NVTA taxes become effective January 08 with revenue postings beginning in March 08.
3. State provides revenue anticipation loans, per HB 3202.
4. NVTA adopts 6-year construction plan in November 07, bonds issued in January 08, verified by bond validation suit.
5. Project six staff by end of FY 08 (Exec. Director, CFO, accountant, admin. staff, two proj. mgmt. staff)
6. Assume building lease will include basic build-out, furniture provided by lessee.
7. 20% contingency covers unanticipated expenditures/underassumptions.

Initial Phase (Thru March 2008)

Legal	\$100,000	Per working group recommendation
Public Outreach	20,000	Per working group recommendation
Organizational	150,000	Hire executive director and temporary support staff in September 07
Financial	100,000	Contractual financial management through March 08.
Project Implementation	60,000	Hire 2 project management staff in January 08
Office Space Lease	52,500	Shared space with VDRPT, est. 3,000 sf @ \$35/sf beginning in September 07
Office Space Build-Out	81,000	Estimate 2 hardwall offices, 8 systems furniture
Office Equipment	9,000	Estimate \$3,000 one-time cost for additional employees (computers, fax, etc.)
Vehicle/Transportation	26,530	Purchase one vehicle, add transit allowance for employees
Operating Expenses	15,000	Estimate \$10,000 annual rate per employee (supplies, telecommunications, etc.)
Insurance	5,000	Estimate \$10,000 per year for NVTA board coverage and liability insurance
Subtotal:	619,030	
<u>Contingency (20%):</u>	<u>123,806</u>	
Total Initial Phase:	\$742,836	

State Grant: \$50,000

Revenue Anticipation Loan: \$692,836

Balance of FY 08 (Thru June 30, 2008)

Legal	\$25,000	
Public Outreach	5,000	Contingency for continued outreach, website maintenance
Organizational	62,500	
Financial	62,500	Hire CFO & accountant in April 08
Project Implementation	60,000	
Office Space Lease	26,250	
Office Equipment	9,000	
Vehicle/Transportation	9,030	Vehicle depreciation + transit allowance
Operating Expenses	15,000	
Insurance	2,500	
Subtotal:	276,780	
<u>Contingency (20%)</u>	<u>55,356</u>	
Total Balance of FY 08:	\$332,136	Paid by NVTA Tax Revenue

Annual Transportation Expenditures

DRAFT: May 28, 2013

<u>Source</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013*</u>	<u>Three Year Total</u>	<u>Three Year Average</u>
Local General Fund				0	0
Commercial and Industrial Property Tax				0	0
Proffers or Developer Contributions				0	0
Transit Fares				0	0
Advertising Revenues				0	0
Special Tax District Revenues				0	0
Regional Gas Tax				0	0
Other (Please Specify)				0	0
Totals	0	0	0	0	0

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

MEMORANDUM

TO: Christopher Zimmerman, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Gerry Connolly, Chairman
Project Implementation Working Group
Northern Virginia Transportation Authority

SUBJECT: Report of the Project Implementation Working Group

DATE: June 1, 2007

Recommendations of Working Group:

The Working Group recommends that the NVTA take the following actions on June 6, 2007:

1. Task the Interim Technical Committee to prepare a list of projects that are ready to be advertised for construction, along with the estimated amount of funding needed and recommended funding source (state funds, bond, NVTA funds, local funds). The list shall be submitted to the NVTA at its July 12, 2007, meeting.
2. Task the Interim Technical Committee to recommend, by November 1, 2007, a general project development process that can be tailored to specific projects. The process should include general considerations regarding the choice of project implementation methods (consultant, design-build, local jurisdiction staff, VDOT, DRPT, regional agency, PPTA, etc.) as well as requirements for design reviews, environmental reviews, permits, consultant selection, right-of-way acquisition and utility relocation, maintenance of traffic, public outreach, and project document archiving.
3. Task the Financial Working Group, in coordination with the Project Implementation Working Group, to identify the amount of funding available for bond sales and initial project implementation, and task the Project Implementation Working Group to recommend a process for funding projects. The process shall address such considerations as the percentage of estimated project cost to be available upon project advertisement, project payment schedule, maximum percentage of allowable project cost increase, a process for determining responsibility for project cost overruns, and project accounting requirements.
4. Consider including in the FY2008 Legislative Program a recommendation that the General Assembly pass legislation that will permit streamlining NVTA project implementation. Such legislation should raise the dollar limit on on-call consultant task orders.

Christopher Zimmerman, Chairman

5. Task the Interim Technical Committee to recommend a project prioritization process for projects in the adopted regional Constrained Long Range Plan and any long range plan adopted by the NVTA using previously adopted NVTA criteria for project evaluation and selection.
6. Task the Interim Technical Committee to recommend a six-year project implementation program not later than November 1, 2007. Such program will identify projects and phases to be initiated in each year of the program, along with estimated funding requirements, source of funding (NVTA funds, state funds, bond funds, local funds, PPTA), and the recommended approach for implementing the project (PPTA, consultant, local forces, VDOT, etc.). The Working Group recommends that this Six Year Program be coordinated annually with the Commonwealth Transportation Board.
7. Task the Interim Technical Committee to develop by November 1, 2007, based on coordination with VDOT, a list of highways that have already been "Federalized" through past use of Federal funds and therefore must comply with provisions of the National Environmental Policy Act (NEPA).
8. Task the Legal Work Group, in conjunction with the Interim Technical Committee, to draft a general project management agreement that can be tailored as needed for specific circumstances.
9. Based on the recommendation of the Organizational Work Group, include a small initial project implementation function within the NVTA organization. This function could be performed by hired staff or by a consultant, as the NVTA chooses.
10. While recognizing that PPTA proposals can be an effective project implementation tool, adopt a policy that until the NVTA has sufficient project management resources, in accordance with an organization plan approved by the NVTA, no unsolicited PPTA proposals will be accepted.

Response to Overarching Question. (*"How will NVTA implement projects once funding is available? In addition, how will earmarks for WMATA and VRE be handled?"*)

In order to take advantage of project development that has already occurred, the NVTA should first implement projects that are 1) already listed in the adopted Constrained Long Range Plan, 2) substantially complete in terms of designs and required Federal or state permits, 3) only need funding to proceed to land acquisition, advertisement, and construction, or 4) enhanced transit services that can be quickly implemented due to the availability of transit vehicles and support facilities. Such approach will take maximum advantage of work already completed and enable the NVTA to quickly show accomplishments. A six-year program of planned projects should be developed and updated annually to facilitate programming of funds, provide a blueprint of planned work to the public, and enable "cradle-to-grave" project development processes to be institutionalized. Depending on the specific project characteristics (complexity, modes involved, jurisdictional considerations, estimated cost, and other factors), different approaches will be needed (e.g. PPTA, contractor design-build, use of jurisdiction / regional agency / VDOT or DRPT staff, use of a general engineering consultant) since one approach will not be best for all situations.

Christopher Zimmerman, Chairman

Members, Northern Virginia Transportation Authority

June 1, 2007

Concerning annual earmarks for the Washington Metropolitan Area Transit Authority (WMATA) and the Virginia Railway Express (VRE), the Working Group recommends that the WMATA funding be transferred to the Northern Virginia Transportation Commission (NVTC) to be held in trust for the WMATA jurisdictions, in an interest bearing account (with the interest retained by each individual account), to be used for capital improvements benefiting the area embraced by WMATA. These funds should first be used to provide such annual distribution as may be necessary under the requirements of Federal law for the payment of Federal funds to WMATA, but only if the matching Federal funds are exclusive of, and in addition to, the amount of other Federal funds appropriated for such purposes and are in an amount not less than the amount of such funds appropriated in the Federal fiscal year ending September 30, 2007. NVTC should allocate these funds to the WMATA jurisdictions' accounts based on the WMATA capital formula for the fiscal year in which the funds are received.

NVTA should allocate VRE funds to NVTC and the Potomac Rappahannock Transportation Commission (PRTC) based on the percentage of ridership attributable to each VRE jurisdiction that is also a member of NVTA. NVTC and PRTC should hold these funds in trust for these jurisdiction, in an interest bearing account (with the interest retained by each individual account), to be used for VRE operating and capital improvements, including, but not limited to, track lease payments, construction of parking, dedicated rail on the Fredericksburg line, rolling stock, expanded service to Prince William County, and service as may be needed as a result of the Base Realignment and Closure Commission's action regarding Fort Belvoir. NVTC and PRTC should allocate these funds to VRE and NVTA jurisdiction's accounts based on the percentage of ridership attributable to the jurisdiction for the fiscal year in which the funds are received. VRE staff will meet staff from the NVTA jurisdictions that are also members of VRE annually while VRE's budget is being prepared to discuss how these funds could be spent during the upcoming fiscal year. The goal of this meeting is to prepare a recommendation for the VRE Operations Board, the local governments and NVTA that, if approved, can be included in VRE's budget.

Responses to Other Questions Submitted to Working Group

In response to a question from the Finance Committee ("how much money will be needed for business start-up?"), the Group believes that \$5 million is a realistic initial estimate for the first year or two of NVTA project implementation until annual financial requirements are determined and an annual budget is adopted. That amount should cover initial annual salaries (or consultant fees) for a small project implementation function, obtain office space / equipment / initial supplies, plus provide seed funding for one or more initial projects.

Responses to Additional Questions Asked by Working Group

What does Project Implementation mean to the group? Project implementation involves a policy / decision-making body, a project manager, a technical team, contractors, an advisory committee, and public involvement. These entities, however, may not necessarily fall under the responsibilities executed by NVTA. As an example, for local projects within one jurisdiction the NVTA role might be to oversee but

Christopher Zimmerman, Chairman
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not to implement and manage the project. For such projects, it may be appropriate merely to have a project management agreement between the jurisdiction and NVTA similar to, but possibly not as comprehensive as, the agreement between VDOT and jurisdictions for locally administered projects. In the case when the project site involves more than one jurisdiction, an option for project implementation is to have NVTA serve as the project manager on behalf of, and in coordination with, the participating jurisdictions.

Additional thoughts for NVTA consideration:

- In order to preclude creating a bureaucratic organization parallel to existing project implementing agencies, the Working Group envisions the NVTA to be more a skeletal organization that takes maximum advantage of existing expertise and capability at the level of local jurisdictions and state and regional agencies. In terms of technical involvement in projects and its decision-making role, the NVTA is seen as the regional body that approves a Six Year Program of projects, approves project funding requests and allocates funding to approved projects, and establishes processes for projects implemented under its aegis. While the NVTA may be involved with individual project details, design considerations, and contractor selection for projects it manages, its involvement in projects implemented by local jurisdictions or transit agencies may be more a funding and oversight role.
- The NVTA role will be different depending on whether the project is a single-jurisdiction or agency project, or involves more than one jurisdiction / agency. The NVTA may implement projects on a reimbursable basis for a member jurisdiction or agency, or provide coordination among jurisdictions / agencies implementing larger, more complex projects.
- State agencies (DRPT and VDOT) will continue to have a major role in project implementation. For NVTA or jurisdiction / agency projects, the role of these state agencies will likely include any necessary coordination with Federal and Commonwealth regulatory agencies and regional planning organizations, among other roles including right-of-way acquisition, use of Master Agreements for utilities, congestion management plan implementation / administration, financial planning, communications / public outreach, permitting, etc. For highway projects, VDOT will continue to have a construction inspection and street acceptance role to facilitate state maintenance (except in Arlington and the independent Cities).
- In order to minimize disruption resulting from project implementation, NVTA should make maximum practicable use of VDOT, DRPT and local jurisdiction practices to maintain traffic flow and minimize construction congestion. This is particularly true for very complex or multi-jurisdictional projects. The jurisdiction or agency managing the individual project should be responsible for implementing these congestion mitigation measures. The jurisdiction or agency should also seek to coordinate congestion management measures with other on-going projects, as appropriate, to ensure the efficiency and effectiveness of the mitigation measures.

- To receive funding from NVTA, a project must be in NVTA's short-term or long-range plan. This will ensure regional review of, and support for, those projects funded with the 60% funding from HB 3202 that is controlled by the NVTA. Each jurisdiction remains free to use its own revenues from HB 3202 (the 40% share) for projects it desires to implement. The NVTA Six Year Program should be updated annually, to account for project cost or scope changes as well as to accept new projects. The Program should be coordinated with VDOT and DRPT, and submitted upon adoption to the Commonwealth Transportation Board for information.

Background and Discussion

This Working Group's charge was to discuss how projects might be implemented and recommend actions that the NVTA can take to successfully undertake transportation projects. A synopsis of the discussion points, grouped by topic, is:

Funding HB 3202 gives the NVTA the potential to receive more than \$300 million annually. Following a review of the NVTA bylaws (regarding voting provisions) the group reviewed the Northern Virginia package of potential fees and taxes. While the combination of NVTA-imposed fees and locally imposed taxes could provide about \$400 million annually, an amount in the range of \$160 million to \$200 million may be an appropriate amount for initial project planning purposes. The NVTA's TransAction 2030 Plan provided a roughly equal highway / transit balance, and it is felt that the NVTA may continue that balance, thus providing about \$80 - \$100 million for each mode (with the transit amount including the \$75 million earmarked for WMATA and VRE). An amount of \$10 million set aside for debt service might support a \$100 million bond sale. Development of a programming document will provide NVTA members and interested citizens a list of projects to be implemented in the near future, along with funding streams for those projects. To synchronize with the region's Transportation Improvement Program (TIP) and VDOT's Six Year Improvement Program, the recommended NVTA programming document should cover a period of six years.

Project selection There was agreement that the NVTA should focus first on projects that are already in the VDOT or local jurisdiction project development process and chiefly need additional funding to be advertised and constructed. Such a choice of projects will take advantage of work already completed, permits already obtained, design already completed, public hearings already conducted, and right-of-way already acquired. Additionally, such projects are already in the regional Constrained Long Range Plan (CLRP) and thus have regional acceptance and have undergone air quality conformity analysis. In addition to highway projects already in the project development process there should be a review of transit projects in the CLRP. There was recognition that the NVTA's funds will be "local", not Federal, and that may help expedite projects. However, projects providing a highway capacity increase or having regional significance will still need to be included in the Transportation Planning Board's (TPB's) Transportation Improvement Program (TIP) and air quality conformity analysis. At least for the near term, TIP activity (submitting new

Christopher Zimmerman, Chairman

projects or amendments to existing projects) should continue to be performed by VDOT since its staff already has that responsibility and an established working relationship with the TPB. Additionally, the process for implementing transit projects should be reviewed for ways to improve it. While the TransAction 2030 Plan provides an overall priority listing of needs, there was agreement that the NVTA should develop a near-term plan / programming document akin to the Commonwealth's Six Year Program that identifies projects proposed for funding over the next several years. To dovetail with the state's Six Year Program and the TPB TIP the programming document should cover a six year period and be available on the NVTA website. Such a document will also assist the NVTA in ensuring that individual jurisdictions receive their proportional share of revenues as mandated by HB 3202 as well as provide planning information to interested citizens.

Existing consultant contracts To aid in quickly implementing selected projects, the NVTA should make maximum use of existing on-call contracts. Staff discussions have found that local jurisdictions and agencies are currently making use of opportunities to engage consultants to supplement in-house staff. Some jurisdictions use only one or two consultants as their on-call resource while others use several, depending on the particular area of technical expertise needed (general engineering, surveying, geotechnical, environmental, and so forth). The current statutory limitation on on-call consultant task orders (\$200,000 or \$250,000, depending on the jurisdiction / agency with a total of \$1 million annually) should be increased to \$1 million per task order and a total of \$3 million annually to permit the NVTA to hire a General Engineering Consultant (GEC), when appropriate, that can organize and employ a team of sub-consultants on large projects. The current statutory limitation will limit the amount of project design and preparation that can be accomplished and lengthen the time needed for project implementation.

Project oversight Participants discussed the need for a project management and programming function within NVTA, with such staff or consultant hired by the Executive Director subject to NVTA's consent. Participants also discussed the need for increased responsiveness from VDOT's NoVA District (via increasing the District staff and giving the District more authority to make project level decisions rather than needing to obtain such decisions from VDOT's Central Office). Initially, the NVTA project implementation function may be a small group of NVTA staff or a consultant. In either case, the Executive Director, with the consent of the NVTA, would hire the resources for such a function. In addition to programming and consultant management functions, this function might also be involved in project scoping, writing project specifications, selecting and negotiating with consultants, reviewing project design plans, coordinating with appropriate agencies for needed permits, managing construction change orders, and inspecting construction or managing a project inspection contractor. There was also recognition that different levels of projects will require different degrees of management – no one approach will be optimal for all projects. For example, a turn-lane addition project, involving only one jurisdiction, may require a VDOT permit and might be managed by local jurisdiction staff. At the other end of the spectrum, a multi-million dollar multi-modal multi-jurisdiction project may require Federal (Corps of Engineers, FHWA and / or FTA) or state environmental agency approvals, air quality conformity analysis,

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land acquisition and utility relocation, inclusion in the regional TIP, a dedicated project manager (or general engineering consultant to manage several sub-consultants and building contractors) and coordination with jurisdiction staff in addition to a VDOT permit.

Management processes Since “project implementation” implies cradle-to-grave planning and management, it was suggested that the NVTA develop a project management process to assist the project management function in identifying regulatory and local requirements that must be met in order to get a project to the construction stage, as well as identifying plans and other project documents that should be retained following construction completion. Such a process will assist project coordinators in recognizing the differences in regulatory requirements between small local projects and larger multi-jurisdiction projects. The VDOT concurrent engineering process can serve as a basis for such an NVTA process. Similarly, existing local project management agreements and memoranda of understanding (MOUs) can be modified for use by the NVTA and its jurisdictions for NVTA projects. A more detailed discussion of typical project management / construction processes available to the NVTA is provided at Attachment A but such processes include management by in-house staff, local jurisdiction staff, state agencies, regional agencies, use of a GEC, or by PPTA or design-build processes.

Streamlining project implementation Coordination with VDOT and DRPT, and support by those agencies, will still be needed to successfully implement projects. Based on local jurisdiction experience, a change to current VDOT practice that will provide greater authority for the Northern Virginia District to approve project actions might help expedite the project review, approval, and construction process. Additionally, other aspects of project implementation and management have been suggested that might help expedite NVTA projects. These suggestions are discussed in more detail in Attachment B.

Transit funding. While it has been recommended that “designated recipients” be established to receive and distribute funds to NVTC for WMATA and NVTC and PRTC for VRE, there are statutory complexities that must be considered in providing NVTA funds to those agencies for transit improvements. A discussion of funding for WMATA and VRE is provided at the beginning of this report.

Activities that Working Group is Still Undertaking

The Working Group will continue developing a project implementation process if the NVTA desires.

Members of the Working Group

The members of the Project Implementation working Group are listed on Attachment C.

Project Management Options

The Northern Virginia Transportation Authority (NVTA) may have an estimated \$160-200 million a year (not including the \$75 million earmarks to WMATA and VRE) to implement transportation projects in the region. These projects will need to be monitored by NVTA staff to make sure that they are being completed as proposed. As for how and who implements these projects, there are many choices for the NVTA to consider. Each unique project will lend itself to a project management option suited to its need. The following is a listing of viable options the NVTA may have when determining how a project will be managed.

- The Northern Virginia Transportation Authority – The NVTA could determine that the best way to handle a project is by managing it in-house. Although all projects done with NVTA funds should be monitored by NVTA staff, some projects could be managed by the NVTA itself, once staff has been established. This option may not be feasible with initial recommended staffing, but could be an option as the NVTA grows. Projects that would best be suited for NVTA management include large regional road projects and inter-jurisdictional projects.
- Local Jurisdictions – The NVTA could allow a member jurisdiction to manage projects through the local processes established by the jurisdictions. NVTA staff or management consultant would oversee the project to ensure that desired quality standards are met. Local jurisdictions could choose to either manage the project in-house or have a consultant / contractor (PPTA / design-build) manage the project. Projects that would best be suited for local jurisdiction management are those projects proposed by the NVTA which are located solely in the jurisdiction that would manage them.
- State Agencies – The NVTA could allow a Commonwealth agency to manage projects through the State / Federal processes. The Commonwealth agencies that could manage transportation projects in Northern Virginia include the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT). Both these agencies have extensive experience in managing both Commonwealth and Federal transportation projects. VDOT would best be suited to implement large scale Federal road projects, while DRPT would best be suited to manage large Federal transit projects. Both of these agencies would use consultant / contractor support, and both would be overseen by the NVTA to assure project quality. VDOT and DRPT also have experience with Public-Private Transportation Act (PPTA) projects, and could choose to implement a project through that method.
- Regional Agencies – The NVTA could allow a regional transit agency to manage projects through the processes established by those agencies. The regional transit agencies that could accomplish such project management include (1) The Washington Metropolitan Area Transit Authority (WMATA), (2) The Virginia Railway Express (VRE), (3) The Northern Virginia Transportation Commission (NVTC), and (4) The Potomac-Rappahannock Transportation Commission (PRTC). All of these agencies have experience managing Commonwealth and Federal projects and could be chosen to do regional and local transit projects. NVTA staff would oversee the projects to assure project quality. The agencies could choose to do the project in-house or seek consultant / contractor support. Projects best suited for these agencies are regional transit capital projects and / or local transit projects (when the project is located within the

agency's member jurisdiction).

- General Engineering Consultant (GEC) – The NVTA could allow projects to be managed by a GEC, under supervision of NVTA staff. This method of managing a project is not limited to the NVTA, but could be used by any of the project managers / implementing agencies mentioned above. A GEC is ideal when an agency is low on staff, but the contract and project need to be monitored closely by an accountable agency or governing body in order to assure desired project quality, so staff will still be needed to implement a project or an entire program through this method.
- Public-Private Transportation Act (PPTA) / Design-Build Processes – PPTA proposals and design-build contracts can be an effective tool for project implementation. The NVTA could allow for projects to be done through these state-established processes. Any PPTA proposals accepted or design-build projects that may be pursued in the future should respect the priorities established by the NVTA in its long range plan (currently TransAction 2030). The NVTA may wish to develop its own guidelines for considering PPTA proposals when it has the staff capabilities to do so. These guidelines should recognize the successes and concerns with recent PPTA projects. These processes could be used by any project managers / implementing agencies mentioned above. VDOT, DRPT and other some jurisdictions have experience in using these methods for project implementation. Although these methods have private consulting firms / consortiums managing the project, staff is needed to oversee the project and negotiate solutions to issues that may occur during the lifetime of the project. These methods can be used to complete an entire construction program or to do local, State, and / or Federal projects individually. Until staff or consultant resources identified in an approved organization plan are available, the Working Group recommends that NVTA choose not to accept any unsolicited proposals.

As outlined above, the NVTA will have many choices in who implements and how to implement its projects, but the NVTA needs to be aware that as it assigns projects to different agencies or consultants certain issues must be addressed. These issues include, but are not limited to: (1) clearly establishing the roles of the NVTA and agencies involved, (2) payroll reimbursements to the jurisdictions or agency managing the projects, (3) having project management agreements / MOUs in place, and (4) determining how the cash flow would occur for a project.

The NVTA needs to consider all of these and other factors before deciding on a project management team or method, but the above list gives the NVTA some available options. All of these options include the NVTA needing staff to oversee projects, so a minimal staff will be needed before initial project inception. Each NVTA project will be different and may need a different approach, but this initial list should help determine how and who is best suited to complete a project.

Suggestion for Streamlining the Project Implementation Process

In 1998, Congress enacted the Transportation Equity Act for the 21st Century (TEA-21), which includes provisions that coordinate Federal agency involvement in major highway projects under the National Environmental Policy Act (NEPA) process. According to the American Association of State Highway and Transportation Officials (AASHTO) Center for Environmental Excellence, the provisions were intended to address concerns relating to delays in implementing projects, unnecessary duplication of effort, and added costs often associated with the conventional process for reviewing and approving surface transportation projects.

Section 1309 of TEA-21 directs the transportation entities to meet the goals of expedited transportation project delivery and integrate review and permitting processes that identify key decision points and potential conflicts as early as possible. Section 1309 also encourages full and early participation by all relevant agencies that must review a highway construction or transit project or issue a permit, license, and opinion relating to the project. This provision also promotes coordinating time schedules for agencies to act on a project and establishing dispute resolution procedures while furthering NEPA decision making.

The overall goal of this project implementation coordination is to continue to find ways to streamline the process between the Northern Virginia Transportation Authority members and Virginia Department of Transportation (VDOT). Listed below are a few recommendations and suggestions that could be explored during the establishment of NVTA processes and procedures:

Streamlining VDOT Approvals in Northern Virginia Region

- Most construction projects within VDOT's Northern Virginia (NoVA) District need approvals from VDOT's Central Office at some point during the design review and permitting phases. This is particularly true when design exceptions are needed. Often, the Central Office staff have not seen the project site and are not familiar with the project details or the stakeholder concerns. It would be helpful if the Northern Virginia District Office could have more autonomy regarding project approvals and provide these approvals since NoVA District staff are more familiar with the projects and site conditions.
- Examine whether some final project approval authority may be delegated by VDOT's Chief Engineer, who is located in Richmond, to the NoVA District Administrator.
- Local jurisdictions have found staff in the Local Assistance Division very helpful in implementing projects expeditiously. A small branch of that Division should be established within the Northern Virginia District Office to provide such support to the NVTA as well as to local jurisdictions.
- Discuss with VDOT the possibility of changing the present permitting process (can the NVTA be exempted from paying for a permit, can blanket permits be issued for certain types of projects), jointly developing expedited project review and street acceptance processes, and jointly developing master project management agreements that would include multiple projects of the same type and complexity.

Granting Eminent Domain Powers to NVTA in the future

The legislation establishing the NVTA authorizes the NVTA to acquire land by purchase, lease, or gift. NVTA has not been given eminent domain powers. Currently, VDOT, local jurisdictions and transit agencies have the power to condemn privately owned land that is needed for public projects. VDOT and local governments have the ability to execute “quick takes” for roadway projects only. Initially, the NVTA may prefer to rely on the ability of VDOT, local jurisdictions and transit agencies to acquire any right-of-way that may be needed for NVTA projects. However, without the power of eminent domain, NVTA may be at a disadvantage in negotiating with property owners to purchase their land. Land acquisition, by whomever accomplished, can have significant personnel staffing implications if performed in-house, or these typical tasks (appraisal, negotiation, sale and deed transfer) could be accomplished by using a consultant. While not essential initially, NVTA may find such powers necessary in the future since VDOT and local jurisdiction / transit agency right-of-way acquisition staff are already fully engaged. This opportunity should be evaluated in more detail in the future.

Considerations for NVTA Project Implementation Process

- NVTA project coordinators should obtain a comprehensive list of documentation and develop a timeline of VDOT approval points at the start of the project. Some of the necessary material and information are listed on the VDOT website (www.VirginiaDOT.org). However, since every project is slightly different, and project documentation / approvals can change while the project is advancing through preliminary phases, it would be helpful to the project coordinator to ensure that he / she has a clear understanding of necessary approvals and project documentation to enable smooth construction initiation.
- Establish, and adhere to, a firm deadline for comments during design review. Having all comments at the same time reduces the need for project coordinators to respond constantly to issues or changing plans. This adds time and extra expense to projects.
- Scope expansion (“scope creep”) should be minimized, both to control costs as well as permit adherence to initial project timelines. While unforeseen site conditions (soils or drainage issues, for example) may require scope changes, such changes can be reduced by thorough project scoping and site investigation during the project planning stages. Additionally, changes in scope on a multi-jurisdiction project could lead to questions regarding which jurisdictions should be responsible for any cost increase, or how such a cost increase should be shared. There should be some agreement about cost sharing when NVTA members fund improvements on VDOT roads.
- Explore financial mechanisms that help reduce the burden on local jurisdictions of carrying the cost of reimbursement funding on major projects. Many projects administered by local jurisdictions must have costs paid first and reimbursed later – this is the normal case when Federal funding is involved. This presents a hardship if the project is a costly major one.
- Obtain prorated authority for the NVTA for utility relocations.
- Establish authority, procedures and policies for procurement of architect/engineering service consultant contracts, and land acquisition building on existing documents already in use by the local jurisdictions, the state and regional agencies.

- Effort should be given to the new context sensitive design standards in the very urbanized areas. *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*, a proposed recommended practice from the Institute of Transportation Engineers (ITE), is an excellent guide document.
- Proposed projects that are not projected to affect the function of roadway segments or intersections should be allowed to proceed through an abbreviated or "fast-track" approval process coordinated with VDOT. Such projects may demonstrate any of the following characteristics:
 1. Sidewalk-only projects - Projects that involve the creation or expansion of pedestrian access along a roadway, with no proposed alteration to the vehicular travel way.
 2. Accessibility-only projects - Projects that expand / improve an existing pedestrian crossing to meet current VDOT or the Americans with Disabilities Act (ADA) accessibility guidelines.
 3. Curb & Gutter projects - Projects that include the creation or repair of curb & gutter along a roadway segment. (Must meet VDOT design requirements.)
 4. Bike lane projects - Projects that include the creation or expansion of bike lanes along roadway segments. (Must meet VDOT / AASHTO requirements.)
 5. Signal Modification projects- Projects that improve pedestrian and vehicular flow. Strong consideration to approval of modifications on state-system roadways in limited right-of-way urban areas. Since the highway signal system in Northern Virginia is coordinated to support major incident management or evacuation, any signal modification project will need to be coordinated with VDOT and adjoining jurisdictions before implementation.
- Additionally, below are other, smaller improvements that could also help the process:
 1. Continuity of contacts at jurisdictions and agencies. When project reviewers change throughout the course of a project, new review comments might be generated with each new person in the position, thus lengthening the project development process.
 2. A more transparent TIP / STIP (State Transportation Improvement Program) process. In the past year VDOT has switched from an allocation format to an obligation format for these documents, in response to Federal guidelines, and has coordinated more extensively with local jurisdictions and agencies regarding input to the TPB's TIP. It will help NVTA members and programming staff if real-time read-only access to these documents can be provided.
 3. Access by NVTA project coordinators to all VDOT / DRPT approved documentation. This will enhance NVTA record keeping and minimize confusion and project development delays resulting from state agency personnel turnover.

To further help the process, the AASHTO Center for Environmental Excellence Technical Assistance Program offers a team of highly qualified and experienced experts on-call and ready to assist transportation and environmental agency officials in improving environmental performance and program delivery. According to the Program, the team members individually, or as a team, supply strategic environmental analysis and focused environmental management technical advice through short-term assignments. Technical experts are currently available for assignments in a variety of subject matters. This may provide some additional assistance in the short-term as the NVTA matures its organization and functions.

Attachment C

Project Implementation Working Group Members

	Role / Jurisdiction	Name
NVTA Members	Chairman	Gerry Connolly
	Vice Chairman	Judy Connally
	Member	Bryan Polk
	Member	Del Jeff Frederick
	Member	Sen. Jeannemarie Devolites-Davis
	Member	Dennis Morrison
Transportation Staff Appointment:		
	ALEXANDRIA	Jim Maslanka
	ARLINGTON	Steve Del Giudice
	ARLINGTON	Bee Buerger
	DRPT	Corey Hill
	DRPT	Charles Badger
	FAIRFAX CITY	Alex Verzosa
	FAIRFAX	Kathy Ichter
	FALLS CHURCH	Wendy Block Sanford
	FALLS CHURCH	Cindy Mester
	LEESBURG	Jim Chandler
	LOUDOUN	Charles Yudd
	MANASSAS	Mike Moon
	MANASSAS PARK	Vanessa Watson
	MWCOG	Gerald Miller
	NVTC	Adam McGavock
	PRTC	Betsy Massie
	PRINCE WILLIAM	Tom Blaser/ Ricardo Canizales
	VDOT	Bob McDonald
	VRE	Christine Hoeffner
	VRE	Jennifer Straub
	WMATA	Shiva Pant
	WMATA	Nat Bottigheimer
	WMATA	Wendy Jia
Public Works Staff Appointment if different from above:	ALEXANDRIA	Rich Baier
	ALEXANDRIA	Eleonore Cox
	ARLINGTON	Terry Bellamy
	FAIRFAX	Ron Kirkpatrick
	FAIRFAX	Larry Ichter
	MANASSAS PARK	Kathy Gammell
	PRINCE WILLIAM	Dave Tyeryar

Northern Virginia Transportation Authority

Call for Projects and Instructions

September 28, 2007

Introduction

The Northern Virginia Transportation Authority was established by the Virginia General Assembly on April 17, 2002. The Authority embraces the Cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park and the Counties of Arlington, Fairfax, Loudoun and Prince William. Among other things, the Authority was given the following responsibilities:

- The Authority shall prepare a regional transportation plan for Northern Virginia, to include, but not necessarily be limited to, transportation improvements of regional significance, and shall from time to time revise and amend the plan.
- Once the plan is adopted, the Authority may construct or otherwise implement the transportation facilities in the plan.
- The Authority may contract with others to provide transportation facilities or to operate its facilities, or it may provide and/or operate such facilities itself.
- The Authority may prepare a plan for mass transportation services and may contract with others to provide the necessary facilities, equipment, operations, etc., needed to implement the plan.

On April 4, 2007, the Virginia General Assembly approved the Transportation Finance and Reform Act (HB3202) which authorized the Northern Virginia Transportation Authority to raise more than \$300 million per year in new funding for transportation by implementing up to seven taxes and fees. On July 12, 2007, the NVTA adopted all of the taxes and fees, set an effective date of January 1, 2008, and directed staff to continue planning for the implementation of this legislation. The NVTA's Jurisdiction and Agency Coordination Committee (JACC) established several subcommittees to make recommendations to the NVTA regarding the development of an NVTA Six Year Program. These recommendations will be presented at NVTA's November 8, 2007, meeting.

In the meantime, the National Capital Region Transportation Planning Board (TPB) has begun planning for the FY 2009-2014 Transportation Improvement Program (TIP) and 2008 Constrained Long Range Plan (CLRP) for the Washington region. Project submissions for these documents are due on January 11, 2008. TPB will release the projects submitted for public comment on January 16, 2008. Any projects requiring inclusion in TPB's air quality conformity analysis must be released for public comment

at this time. Projects may subsequently be deleted prior to TPB final adoption of project submissions on February 20, 2008; however no additional projects may be added. Any regionally significant project not included in this adoption by TPB will need to undertake an individual air quality conformity analysis or wait for the FY 2010-2015 TIP cycle which will begin in January 2009.

To comply with TPB's deadline, NVTA must adopt any final project submissions at its meeting on January 10, 2008.

This Call for Projects is being issued to allow NVTA to undertake a condensed schedule for development of the first two and one-half years of a Six Year Program (FY 2008, FY 2009 and FY 2010). The JACC has recommended this approach to allow the initial implementation of some transportation projects and services while more detailed work is completed on the process and procedures for an entire NVTA Six Year Program. JACC will be returning with these recommendations in mid 2008.

NVTA's Vision

The following vision was originally adopted by the Transportation Coordinating Council of Northern Virginia in 1999 and was ratified by NVTA in September 2006:

“In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that supports our economy and quality of life. It will be fiscally sustainable, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network.”

This vision guided NVTA's development of its TransAction 2030 Long-Range Transportation Plan and will guide its decision-making related to its short-term Six Year Program.

Six Year Program and Funding Levels

As indicated above, NVTA will initially be considering the first two and one-half years of what will ultimately be a Six Year Program. A Six Year Program was selected to coincide with the duration of the Virginia Department of Transportation's Six Year Program and the TPB's Transportation Improvement Program. Since work is continuing on the process and procedures for this NVTA Six Year Program, NVTA is only soliciting projects for two and one-half years (second half of FY 2008, FY 2009 and FY 2010). FY 2008 is only a partial year, since the taxes and fees will not be implemented until January 1, 2008.

It is anticipated that the seven taxes and fees adopted by NVTA on July 12, 2007, will raise approximately \$300 million per year. For the second half of FY 2008, NVTA expects to raise approximately \$100 million.

HB 3202 requires 40 percent of the revenue raised by NVTA (an estimated \$120 million annually) be returned to the jurisdiction in which the revenue was raised. The jurisdiction must use these funds for transportation purposes. With the exception of Alexandria, Arlington County and Falls Church, the jurisdictions must use half of these funds for improvements to secondary and urban roadways. The remaining funds returned to these jurisdictions and all funds returned to Alexandria, Arlington and Falls Church *“as determined solely by the applicable locality, shall be used either for additional urban or secondary road construction; for other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by the Authority; or for public transportation purposes.”*

Of the revenues that NVTA retains (an estimated \$180 million annually), NVTA must first pay debt service on any outstanding bonds annually and then allocate \$50 million annually for Washington Metropolitan Area Transit Authority capital projects and \$25 million annually for Virginia Railway Express capital and operating projects. The remaining funds can be used *“solely for transportation projects and purposes that benefit the counties and cities embraced by the Authority.”*

HB 3202 also requires that *“All revenues deposited to the credit of the Authority shall be used for projects benefiting the localities embraced by the Authority, with each locality's total long-term benefits being approximately equal to the total of the fees and taxes received by the Authority that are generated by or attributable to the locality divided by the total of such fees and taxes received by the Authority.”*

Project Identification

NVTA is requesting that its member jurisdictions, as well as the transportation agencies that serve Northern Virginia, identify proposed projects for the 60 percent revenues that NVTA will retain. The JACC, in conjunction with state and regional transportation agencies, will then prepare a draft Six Year Program (FY 2008 to FY 2010) for NVTA's and the public's consideration.

Coordination

Since HB 3202 requires that each locality's long-term benefits be approximately equal to the funding raised in each jurisdiction, transportation agencies or others submitting proposed projects or services must coordinate with the staff(s) of the affected jurisdiction(s) prior to submission.

Conversely, any jurisdiction submitting a project or service that it will not implement directly must coordinate with the proposed implementing agency's staff prior to submission.

NVTA is seeking action from local governing bodies indicating support for projects and services submitted for NVTA consideration.

Prioritization

As part of TransAction 2030, the NVTA adopted a set of criteria to be used for prioritization of transportation projects. These criteria are included as Attachment I. These criteria were applied to the new projects included in TransAction 2030. However, TransAction 2030 assumed that all projects in the existing regional Transportation Improvement Program (TIP) and the Constrained Long Range Plan (CLRP) were the highest priority. The TransAction 2030 effort did not attempt to rank the projects within the TIP and CLRP.

This effort to prepare a Six Year Program will be the NVTA's first large scale attempt to apply these criteria. As such, this will be a test case for the application of these criteria. The lessons learned from this exercise will be used to recommend refinements and a more robust prioritization process for future Six Year Programs. NVTA is interested in comments on the prioritization effort that will be undertaken this year.

As part of each application, NVTA requests that each submitter rank its submissions against the criteria adopted as part of TransAction 2030. The submitter should be prepared to defend the rankings for each project. NVTA will retain the right to modify the submitter's rankings, based on contrary evidence.

Selection Criteria

For the initial Six Year Program, submitters should consider the following things when submitting project requests:

- Reduce congestion, improve auto and pedestrian safety and/or improve transit service and capacity.
- Projects should be "ready to go," to the greatest extent possible, with funding being the primary obstacle to moving to the next phase (right of way or construction).
- Projects should be included in the region's Constrained Long Range Plan and NVTA's TransAction 2030 Regional Transportation Plan, specifically, or are consistent with the plan.
- Projects have (or will have before funding is available) resources available to implement the project when funding is provided.
- Projects are short-term priorities of the jurisdictions; many projects should already be partially funded in the Commonwealth's Six Year Program or by individual jurisdictions or agencies. In general, the funding from this initial NVTA Six Year Program should allow projects to be fully funded and implemented in a shorter time frame than previously anticipated.
- A Project Submission Form must be complete for each project, and include jurisdictional support and prioritization information.
- Projects must be able to use FY 2008, FY 2009 and/or FY 2010 funding.
- Submitters should recognize that NVTA has consistently sought to achieve a balance between modes when funding projects.

- NVTA must ensure that the long-term benefits each of its nine jurisdictions receives is approximately equal to the taxes and fees raised in each jurisdiction.

Review and Evaluation

It is anticipated that the JACC will review the project submissions following the November 9, 2007, submission deadline and undertake a project prioritization exercise using the criteria adopted in TransAction 2030. Subsequently, the JACC will coordinate with the Virginia Department of Transportation and Department of Rail and Public Transportation to avoid duplication of funding for projects.

Based on the outcome of the prioritization exercise and the coordination with state agencies, the JACC will prepare a draft Six Year Program for FY 2008 to FY 2010. The JACC will review the procedures used and this draft list of projects with the NVTA's Planning Coordination Advisory Committee and Technical Advisory Committee. Ultimately, the JACC will submit a recommended Six Year Program to the NVTA to be released for public comment. Following a public hearing on January 10, 2008, the NVTA will be asked to consider adopting a Six Year Program for FY 2008 to FY 2010.

Schedule

Project Submission Forms are due to NVTA by Friday, November 9, 2007. A complete schedule of activities associated with the development of this Six Year Program is included as Attachment II.

Submission Forms and Instructions

NVTA's Project Submission Form is included as Attachment III. Completed forms should be submitted to: tom.biesiadny@fairfaxcounty.gov by November 9, 2007. Forms should be as complete as possible; however, if information is not available at the time of submission, it should be noted.

For more information, please contact: Betsy Massie at (703) 580-6113 or bmassie@omniride.com .

PROJECT CRITERIA

Activity Center Connections

Projects that improve connections between multiple activity centers as defined by the TransAction 2030 Plan. This criterion will be revisited with the TransAction 2030 Plan update.

Full moon	Improves connectivity between three or more activity centers
Half moon	Improves connectivity between two activity centers
Empty moon	Improves connectivity to one activity center only

Multimodal Choices

Projects that create multimodal choices for travelers. Modes include travel by car, train, bus, bicycle or on foot.

Full moon	Adds new mode or extension of existing mode to corridor
Half moon	Major service improvement to existing mode in corridor
Empty moon	Minor service improvement to existing mode in corridor

Major service improvements could include:

1. Roadway widening
2. Multiple grade separations along one roadway
3. Widening of High Occupancy Vehicle (HOV lanes)
4. Transit service improvements such as increased frequency and other capacity improvements to an existing line
5. Addition of park-and-ride lots
6. Enhancements to existing Intelligent Transportation Systems (ITS)
7. Construction of bicycle or pedestrian trails

Minor service improvements could include:

1. Expansion of park-and-ride lot
2. Intersection/interchange reconstruction
3. Grade separation of existing intersections
4. Access and parking improvements

Person Throughput

Projects that provide for increased person-capacity within a corridor, with the goal of moving the most people, rather than vehicles.

Full moon	Project significantly increases corridor person throughput
Half moon	Project has minor effect on corridor person throughput
Empty moon	No effect on corridor person throughput

Intermodal Connections (i.e., between existing modes)

Projects that provide enhanced connections among modes (auto, bus, rail, bicycle, walking).

Full moon	Adds new intermodal connection
Half moon	Improves existing intermodal connection
Empty moon	No effect on intermodal connection

Management and Operations – Technology

Projects that improve the management and operation of existing facilities through technology applications.

Full moon	Project improves technological management and operations of an existing transportation facility
Half moon	Project improves technological management and operations of an expansion of an existing transportation facility
Empty moon	No improvement to management and operations of a facility

Urgency

*Projects that address existing significant Level of Service (LOS) deficiencies for all systems **as defined in the TransAction 2030 Plan.***

Full moon	Project addresses existing LOS F or G condition
Half moon	Project addresses existing LOS E condition
Empty moon	Project addresses existing LOS A, B, C or D condition

Need for Rehabilitation

*Projects that address major maintenance for aging infrastructure, whether roads, bridges, **bicycle/pedestrian facilities, multi-modal** or transit facilities.*

Full moon	Facility is seriously dilapidated (e.g. weight restrictions put into effect)
Half moon	Facility is in need of more than routine maintenance
Empty moon	Facility does not need rehabilitation (maintenance inferred)

Right-of-Way (ROW)

Project ROW impacts on sensitive areas.

Full moon	No additional ROW needed
Half moon	Minimal ROW required and project does not impact sensitive area
Empty moon	Additional ROW required and project does impact sensitive area

Mode Share

Projects' effects on mode share.

Full moon	Project will generally encourage an increase in non-Single Occupant Vehicle (SOV) travel through the addition or expansion of an HOV or transit facility
Half moon	Project will generally encourage an increase in non-SOV travel through addition or expansion of bicycle or pedestrian facilities, park and ride lots and/or operational improvements to existing transit services
Empty moon	Project will result in no discernable reduction in non-SOV travel

Reduce VMT

Projects' effects on vehicle miles traveled (VMT). When analyzing VMT for transit projects a standard formula –similar to the formula used for CMAQ funding–will be developed and applied.

Full moon	Project directly reduces VMT (i.e., transit project, park-and-ride lot, new high occupancy vehicle (HOV) lane(s), new pedestrian and bicycle facility)
Half moon	Project indirectly or through expansion reduces VMT (i.e., expansion of HOV, transit improvement or expansion)
Empty moon	Project does not reduce VMT

Compatibility with Local Comprehensive Plans

Projects are included in transportation element of jurisdiction comprehensive plans.

Full moon	Project is in adopted transportation plan for jurisdiction or agency strategic plan
Half moon	Project is being considered for adoption into transportation plan or agency strategic plan
Empty moon	Project is not being considered for adoption into transportation plan or agency strategic plan

Land-Use Supports Transportation Investment

Projects within each corridor to be scored based on relative number of jobs and households within ¼ mile of investment based on jurisdictions comprehensive plans. *Service coverage will be used as the threshold for transit projects per the TransAction 2030 Plan.*

Full moon	High number of jobs and households within ¼ mile of investment
Half moon	Moderate number of jobs and households within ¼ mile of investment
Empty moon	Low number of jobs and households within ¼ mile of investment

Improved Non-Motorized Travel Options (Bicycle and Pedestrian) to and within Activity Centers

Project supports multiple use development patterns in a walkable environment.

Full moon	Project adds or extends non-motorized facility to and within activity center
Half moon	Project improves existing non-motorized facility to and within activity center
Empty moon	Project does not improve or provide a non-motorized facility to and within activity center

Improved Transportation System Operations to and within Activity Centers

Project encourages development to be located where it can be served by existing infrastructure.

Full moon	Project improves operation of existing transportation system to and within activity center
Half moon	Project improves operation of an expanded transportation system to and within activity center
Empty moon	No improvement to operations of existing transportation system to and within activity center

Reduce Roadway Congestion

Project reduces roadway congestion.

Full moon	Project will significantly improve traffic flow. Significant improvement is defined as a "letter" improvement to the Level of Service on the roadway or intersection.
Half moon	Project will moderately improve traffic flow. Moderate improvement is defined as the reduction of LOS delay on the roadway or intersection.
Empty moon	Project will have minimal to no effect on traffic flow

Safety

Project improves the safety of the transportation system.

Full moon	Project designed to specifically improve system safety and/or address an existing safety deficiency
Half moon	Project will generally result in a safety improvement
Empty moon	Project will have no discernable or negative effect on safety

Cost Sharing

Project leverages private or other outside funding. Cost sharing will be used in the screening of projects more heavily for the first two years.

Full moon	Project leverages private or other outside funding (e.g. tax districts, ROW donations, proffers, and/or Federal and State funds beyond/above normal allocations)
Half moon	Project leverages modest private or other outside funding
Empty moon	Project has no leveraged private or other outside funding

Freight Movement

Projects that improve the capacity, reliability of freight - while also improving other impacted systems such as highways or passenger rail

Full moon	Project increases the reliability and capacity of freight and passenger rail, and improves overall highway system
Half moon	Project improves reliability and capacity of freight rail and passenger rail but has little or no impact on the overall system
Empty moon	Project improves freight rail capacity and reliability but has no or negative impact on passenger rail efficiencies or overall system efficiencies

Northern Virginia Transportation Authority
Proposed Schedule for the FY 2008 - 2010 Program of Projects

- September 19, 2007: TPB Reviews Draft Call for Projects
- September 27, 2007: NVTA Issues Call for Projects**
- October 1, 2007: Begin Federal Fiscal year – 2008
VDOT begins preparation of obligation information for MPO FY09 TIPs (non-attainment areas first)
- October 17, 2007: TPB Releases Final Call for Projects--
Transportation Agencies Begin Submitting Project Information through On-Line Database
- November 8, 2007: NVTA approves Six Year Plan Process, Project Prioritization and Project Development**
- November 9, 2007 Project Submissions for FY 2009 and 2010 due with prioritization matrix**
- November 13, 2007: CTB's – Fall Transportation Public Hearing in No. Va.**
- November 26-30, 2007: Possible meeting dates for VDOT, Jurisdictions, Agencies, etc to meet and discuss project list**
- November 29, 2007: JACC reviews Draft Program of Projects VDOT provides project lists with phase starts to MPOs**
- December 2007: Review of Projects and Procedures with NVTA Technical Advisory Committee and Planning Coordination Advisory Committee**
- December 6, 2007: Draft Six Year Program to NVTA**

- December 13, 2007:** **NVTA reviews draft Program of Projects and Releases Program for Public Comment**
- VDOT provides obligation information to non-attainment MPOs for TIPs
- December 27, 2007: VDOT provides annual list of obligations for public release
- January 11, 2008: DEADLINE: Transportation Agencies Complete On-Line Project Submissions for MPO TIP
- January 10, 2008:** **NVTA Holds Public Hearing, Reviews Public Comments and Will be Asked to Approve Program of Projects**
- January 16, 2008: TPB Briefed on Project Submissions and Draft Scope of Work and Releases for Public Comment
- February 20, 2008: TPB reviews Public Comments and is asked to Approve Project Submissions for FY09-14 TIP and Plan and draft Scope of Work
- March 20, 2008: VDOT presents draft FY09-14 SYIP to CTB
Public Hearings on draft FY09-14 SYIP at end of March
- May 15, 2008: FY09-14 SYIP adopted by the CTB
- May 21, 2008: TPB Receives Status Report on Conformity Assessment
- June 12, 2008: TPB releases Conformity Assessment for Public Comment
- July 16, 2008: TPB Reviews Public Comments and Adopts Plan, FY09-14 TIP, and Conformity Assessment
State Transportation Improvement Program (STIP) submitted to FHWA/FTA for approval
- September 2008: FHWA/FTA approval of STIP.
- October 1, 2008: Begin Federal Fiscal Year 2009