

# **Project Implementation Working Group**

Arlington County Government

2100 Clarendon Boulevard

Arlington, Virginia

May 3, 2013; 10:00 a.m.

I. Welcome and Introductions

II. General Business

III. Explanation of Bill Provisions

IV. How will NVTa Implement Projects?

- a. Define project implementation
- b. Long-term goal
- c. Short-term goal
- d. Short Term Project Selection Criteria
- e. FY 2014 Project List
- f. Public Process
- g. Identify additional questions/topics for discussion

V. Review Calendar and Discuss Dates for Next Steps

- a. Date draft list and report forwarded to JACC– May 16, 2013
- b. Date draft list and final report forwarded to NVTa – May 23, 2013
- c. Meeting frequency and location
- d. Next meeting – May 10, 2013 at 10AM

VI. Summary of Working Group Tasks and Decisions

VII. Adjourn

## **General Menu of Criteria from HB3202 and Chapter 766 (HB2313)**

This document is a preliminary list of recommended short-term project selection criteria. It is intended to be used for the screening of proposed FY14 projects only. The list of project criteria identified in Chapter 766 (HB2313) will serve as the first screen in selecting projects. The additional criteria recommended by the Project Implementation Working Group below will serve as the second screening process. These criteria will be re-evaluated at the time the NVTa moves forward with a six-year program. Additional criteria may be developed and used for the six-year plan that will be developed at a later date.

### **I. FY 14 Project Selection Requirements Chapter 766 (HB2313)**

- a. Contained in the regional transportation plan (TransAction 2040/CLRP) or;
- b. Mass transit project that increases capacity.
- c. Reduces congestion.
- d. Provides greatest congestion reduction relative to the cost of the project.
- e. Within locality embraced by the Authority or in adjacent localities but only to the extent that such extension is an insubstantial part of the project and is essential to the viability of the project within the localities embraced by the Authority. (Pending Legal Working Group Interpretation)
- f. Locality's total long-term benefit shall be approximately equal to the proportion of revenues attributable to the locality. \*(use for 6-year plan, but not for FY14)
- g. Counties and cities embraced by Authority must work cooperatively with towns and populations greater than 3,500 located within such counties to ensure that the towns receive their respective share of the revenues. (Pending Legal and Financial Working Groups collection/distribution process)

### **II. Criteria Recommended by Project Implementation Working Group**

- a. Improve auto and pedestrian safety.
- b. "Project Readiness".
  - a. Project is included in TIP/CLRP or is air quality neutral.
  - b. Have completed (or will complete prior to project selection) major regulatory reviews and/or public input processes.
  - c. Resources available to move forward with project when funding becomes available.
  - d. Funding will provide expedition of project phase.
  - e. Projects will begin or complete next phase with requested funding.
- c. Balance of Transit, Road, and Multimodal projects.
- d. Short-term priorities of the jurisdictions that are partially funded in Commonwealth's SYIP or by individual jurisdictions or agencies. Additional funding will accelerate or complete project implementation.
- e. Projects with 20 year lifespans (only to be used if bond project list is developed, not for use on FY14 list).

**NVTA 2007 Short-Term Project Selection Criteria and  
Project Criteria Listed as Part of Chapter 766 (HB2313)  
May 3, 2013**

**NVTA 2007 Short-Term Project Selection Criteria (HB3202)**

- a. Reduce congestion, improve auto and pedestrian safety and/or improve transit service and capacity.
- b. Are “ready to go,” with funding being the primary obstacle to moving to the next phase (right of way or construction). Once funding is received, the project will begin the next phase.
- c. Have at least a 20 year life.
- d. Are included in the region’s existing Transportation Improvement Program/Constrained Long Range Plan or the version that the Transportation Planning Board is scheduled to adopt in December 2007, or are air quality-neutral.
- e. Are included in TransAction 2030 Plan, specifically, or are consistent with the plan.
- f. Have already completed (or will complete before the bond issuance) any major regulatory reviews or major public input processes.
- g. Resources will be available to move the project when funding is provided.
- h. The funding from this initial NVTA bond issue will allow these projects to be fully funded in a shorter time frame than previously anticipated.
- i. A balance of transit, multi-modal, and roadway projects.
- j. Regionally distributed, recognizing that HB 3202 requires that “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.”

**Chapter 766**

**§15.2-4838.1.C(1)** The remaining 70 percent of the revenues-received by the Authority under subsection A, plus the amount of any revenue to be redistributed pursuant to subsection B, shall be used by the Authority solely to fund (i) transportation projects selected by the Authority that are contained in the regional transportation plan in accordance with § 15.2-4830 and that have been rated in accordance with § 33.1-13.03:1 or (ii) mass transit capital projects that increase capacity. For only those regional funds received in fiscal year 2014, the requirement for rating in accordance with § 33.1-13.03:1 shall not apply. The Authority shall give priority to selecting projects that are expected to provide the greatest congestion reduction relative to the cost of the project and shall document this information for each project selected. Such projects selected by the Authority for funding shall be located (a) only in localities embraced by the Authority or (b) in adjacent localities but only to the extent that such extension is an insubstantial part of the project and is essential to the viability of the project within the localities embraced by the Authority.

**§15.2-4838.1.C(3)** With regard to the revenues distributed under subdivision 1, each locality’s total long-term benefit shall be approximately equal to the proportion of 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.

**Enactment Clause 8** That the Northern Virginia Transportation Authority and the counties and cities embraced by the Authority shall work cooperatively with towns and populations greater than 3,500 located within such counties for purposes of implementing the provisions of this act and to ensure that such towns receive their respective share of the revenues pursuant to subdivision B 1 of §15.2-4838.1.

**NVTA Project Implementation Working Group  
Proposed Project List for Consideration for FY 2014 Funding**

5-3-2013 Updated

ROADWAY PROJECTS (in no particular order)								
	Project Description	Funding Required	Total Project Cost	Route	Status	CLRP	Transaction 2040	Comments
1	Route 1 from Featherstone Road to Mary's Way - Design and Build. Widen from 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail on the west side and sidewalk on the east side of the road. Funding for design/build. Design only \$3.0 million.	3,000,000	\$52,000,000	1				
2	Belmont Ridge Road (Route 659) (Gloucester Parkway to Hay Road). This project is a part of both the TransAction 2040 Plan and CLRP. The project is a regional north-south corridor connection and is significant as the ultimate connection to the State identified North/South Corridor of Statewide Significance. When, and if funding becomes available, VDOT estimates that the project can move forward with design/build procurement with a notice to proceed issued within six (6) months.  The project consists of two segments which will be widened to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization. • Segment 1A. - Belmont Ridge Road between Gloucester Parkway and Portsmouth Boulevard is approximately 4,400 linear feet in length and will include a grade separation of the W&OD Trail. The estimated stand alone cost is \$40,000,000.  • Segment 1B. - Belmont Ridge Road between Portsmouth Boulevard and Hay Road segment is approximately 5,800 linear feet. The estimated stand alone cost is \$20,000,000.	\$55,000,000			The NEPA document is complete and the plans are ready for design/build procurement.			
3	The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested. Route 15 serves as a major commuter route, and there are numerous large retail developments in the area that generate significant traffic volumes. Also, currently there is a large volume of pedestrian traffic, which crosses the bypass between the residential areas inside the bypass and the commercial development outside the bypass. Design \$5,000,000 Construction 35,000,000	\$40,000,000		15				
4	Herndon - East Elden Street Improvement Project - East Elden Street Improvement Project is 0.9 miles in length and is located between Van Buren Street and the Fairfax County Parkway (Route 7100) in the Town of Herndon. Elden Street is a critical town arterial (36,000VPD to 40,00VPD) that transverses through the middle of Herndon. It serves as the town's commercial corridor and is a primary state route providing connectivity between the surrounding environs of Herndon and to / from Centreville Road (Route 228), Fairfax County Parkway (Route 7100), Barron Cameron (Route 606), Dulles Toll Road (Route 267) and Route 28.							
5	Herndon Parkway Intersection Improvements at Sterling Road - Herndon Parkway & Sterling Road intersection is located along the western portion of Herndon Parkway and serves as a regional arterial intersection providing access to/from Old Ox Road (Rt. 606) / Route 28 interchange in Loudoun County. The project is for street capacity improvements to address significant traffic congestion and lengthy peak hour delays. Proposed improvements are to include road widening to accommodate major intersection traffic capacity improvements, including dedicated turning lane(s) and bike/ pedestrian improvements. The project is to include dual-left turn lanes for northbound Herndon Parkway onto westbound Sterling Road and will also include pedestrian and transit improvements where appropriate. The project is listed in NVTA's TransAction 2040 Plan.	\$400,000						
6	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.	\$28,000,000		28	ROW Acquisition anticipated to begin June 2013			

7	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.			28			
8	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.	\$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.		
9	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		244	Final Design		
10	Route 28 Widening 6 to 8 lanes (SB from the Dulles Toll Road to Route 50) \$20M. 6 to 8 Lanes - SB from the Dulles Toll Road to Route 50 .	\$20,000,000		28	30 % Design/Build has been completed		
11	Route 28 Widening 6 to 8 lanes (NB from McLearn Road to Dulles Toll Road) \$11.10M. 6 to 8 Lanes - NB from McLearn Road to Dulles Toll Road.	\$11,010,000		28	30 % Design/Build has been completed.		
12	Route 29 Widening (Fairfax City to Legato Road) \$7.5M. Add third lane NB from Legato Road to Shirley Gate Road – already funded for design and partial RW acquisition. Funding requested to complete RW acquisition, utility relocation and Construction.	\$7,500,000		29	RW Acquisition to commence by June 2013.		
13	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.	\$3,000,000					
14	Braddock Road HOV Widening; 4 to 6 Lanes (Burke Lake Road to I-495) – Design \$10 M. 4 to 6 Lanes - Burke Lake Road to I-495 - Design - In accordance with the Fairfax County Comprehensive Plan, widen Braddock Road from 4 general purpose (GP) lanes to 4 GP lanes with 1-HOV lane in each direction. Funding is for preliminary design and environmental study.	\$10,000,000					
15	Route 28 Widening; 4 to 6 lanes (Prince William County Line to Route 29) - Design \$10M. Widen Rte. 28 (NB and SB) from 4 to 6 lanes from the Bull Run Bridge/PW County Line to Machen Road/Old Centreville Road and Rte. 28/Rte. 29 Interchange – Funding for PE, Environmental Studies and Design.	\$10,000,000		28			
16	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place The project proposes the following roadway improvements (to Improve traffic flow & mobility): <input type="checkbox"/> Widen Route 123 (Chain Bridge Road) to six lanes from U.S. Route 29/50 (Fairfax Boulevard) to Eaton Place <input type="checkbox"/> 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) <input type="checkbox"/> Improve all turn lanes at intersection of U.S. Route 29/50 (Fairfax Boulevard) at Route 123 (Chain Bridge Road). <input type="checkbox"/> 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): <input type="checkbox"/> 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 R/W Acquisition: \$9.5 Million Construction: \$10 Million	\$21,000,000		123	Planning		
17	Franconia/S. Van Dorn Interchange – Design \$20M. Design - Construct Interchange at S. Van Dorn St/Franconia Road. Funding for Design. Initial PE and Environmental complete however, needs to be updated/revised since completion of I-495/Rte. 1 and I-495/Telegraph Road Interchanges.	\$20,000,000			Planning and Design		

18	Construction - This project expands the capacity of the West Ox facility and allows for additional Fairfax Connector service.	\$17,000,000			Currently under design. Design expected to be complete by mid to late FY 2014.			
19	Boundary Channel Drive Interchange. The existing Boundary Channel Drive interchange is inadequate for current demands and for planned growth in Crystal City. The addition of Long Bridge Park and the Aquatics Center accelerate the need for improvements at this location. Long Bridge Park Drive up to and through the interchange with I-395 and Boundary Channel Drive will be reconstructed to provide a safe and attractive environment for all modes of transportation, including bicyclists, pedestrians, buses, and vehicles. Project elements include new curb and gutter, sidewalks, bicycle facilities, streets trees and street lighting. Critical bike and pedestrian connections will be made from Crystal City to the Mount Vernon Trail. Two roundabouts will be constructed, which will serve as a gateway to the new aquatic center and Long Bridge Park. The redesigned interchange will improve safety and will be effective in managing emergency operations that occur frequently in that vicinity. Funds requested for construction phase expected to begin end CY14.	\$5,835,000			Planning and Design			
		<b>\$276,145,000</b>						
<b>TRANSIT (in no particular order)</b>								
	<b>Project Description</b>	<b>Funding Required</b>		<b>Route</b>	<b>Status</b>			<b>Comments</b>
1	VRE rolling stock purchase (9 additional coaches) at \$2.2M each/\$19.8 total request. This project is for the purchase of 9 VRE coaches to expand system capacity to accommodate existing and future passenger demand. VRE has an open contract with an equipment manufacturer that includes options for the purchase of additional coaches that could be exercised quickly upon selection of the project for funding.	\$19,800,000						
2	VRE Gainesville-Haymarket Extension Project Development \$1.5M local match to \$2.8M state Rail Enhancement Fund grant 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. The project would expand VRE capacity and provide additional transit options to an underserved and growing area of northern Virginia.	\$1,500,000						
3	VRE Alexandria station tunnel and platform improvements \$1.3M additional funding for the project 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. The project improves ADA/multimodal pedestrian connections and expands VRE capacity and operational flexibility at the Alexandria station. Design of the project is underway; this request provides additional funding for the project to address a shortfall in construction funds and allow the project to proceed once design is complete.	\$1,300,000						
4	VRE Crystal City platform expansion \$4M This project includes NEPA, design and construction of a 400 foot extension of the existing platform at the VRE Crystal City station in Arlington County to accommodate trains up to 10 cars in length. It would alleviate existing crowding, expand VRE station capacity, and enhance operational flexibility and maintenance of VRE on-time performance.	\$4,000,000						
5	VRE Lorton station second platform (\$7.9M) This project includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length. This project expands VRE station capacity and enhances operational flexibility and maintenance of on-time performance. NEPA and preliminary engineering for the project are complete. Final design and permitting could be completed and construction initiated within 12 months of receipt of funding.	\$7,900,000						
6	VRE Rippon station second platform (\$10.9M) This project includes NEPA, design and construction of a 650 foot second platform and extension of the existing platform at the VRE Rippon station in Prince William County to accommodate trains up to 8 cars in length. This project expands VRE station capacity and enhances operational flexibility and maintenance of on-time performance.	\$10,900,000						
7	PRTC New Gainesville Service. One (1) 40-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						

8	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						
9	Upgrade of interlocking and platform/girder repairs at National Airport (\$5M). This project will allow Metrorail trains to turn back just past the Ronald Reagan Washington National Airport station on the Yellow/Blue Line. The work will allow increased operational flexibility on the Yellow/Blue Line.	\$5,000,000						
10	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"> <li>• Richmond Highway Line (REX)</li> <li>• Columbia Pike Lines (16A,B,D,J &amp; 16G,H &amp; MetroExtra 16X,Y)</li> <li>• Leesburg Pike Lines (28A &amp; MetroExtra 28X)</li> <li>• Little River Turnpike Line (29K,N)</li> </ul> Also for consideration are recommended adjustments from Service Evaluation Studies:  <ul style="list-style-type: none"> <li>• Wilson Blvd Line (1A,BE,F,Z)</li> <li>• Washington Blvd Line (2A,B,C,G)</li> <li>• Pershing Drive-Arlington Blvd Line (4A,B,E,H)</li> <li>• Lincolnia North-Fairlington Line (7A,E,F,Y)</li> <li>• Hunting Point-Ballston Line (10B)</li> <li>• McLean-Crystal City Line (23A,C)</li> <li>• Ballston-Bradlee-Pentagon Line (25A,C,D,E)</li> <li>• Landmark-Ballston Line (25B)</li> </ul>	\$7,000,000						
11	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						
12	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						
13	Signal Improvements: \$300,000 Upgrade the traffic signal at Columbia Street and North Washington Street to include a bicycle detection system and pedestrian countdown timers and to connect to the City's coordinated traffic signal management system. This intersection is within 1 mile of the East Falls Church Metro Station, so the addition of pedestrian and bicycle infrastructure will increase accessibility and use of the Metro Rail system. Connecting this signal to the signal management system will ease traffic flow along South Washington Street for vehicles, pedestrians, and cyclists into and out of Arlington County, the I-66 corridor, East Falls Church Metro Station, and the W&OD multi-use trail.	\$300,000						
14	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.	\$300,000						
15	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.	\$200,000						

16	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.	\$500,000						
17	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.	\$700,000						
18	Fairfax County Parkway Bus Service (Herndon to Fort Belvoir) - Capital Purchases \$6M. Capital Purchases 12 Buses - The County is planning a new high-quality, limited-stop bus service between Herndon and Fort Belvoir. There is no existing Connector service linking these activity centers, so additional buses will be needed to operate the service. The \$6 million requested would cover the purchase of the 10 buses needed for peak period service, plus 2 additional buses for use as spares to cover down time for bus servicing and repairs.	\$6,000,000						
19	Innovation Center Metrorail Station \$89M. Fund 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.	\$89,000,000						
20	Innovation Center Metrorail Station parking garage – Design \$10M. Design of the Silver Line Phase 2 Parking garage which will provide 2037 parking spaces in accordance with the approved project plans and environmental approvals.	\$10,000,000						
21	Herndon Monroe Metrorail Station parking garage – Design \$10M. Design of the Silver Line Phase 2 Parking garage which will provide 1975 parking spaces in accordance with the approved project plans and environmental approvals.	\$10,000,000						
22	Phase II of the AA for the Route 7 High Capacity Transit Project. Phase II of the Alternatives Analysis for the Route 7 High Capacity Transit Project is currently the only project being considered by the Project Implementation Working Group for FY2014 that 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. To comply with that guidance, it is necessary that the Route 7 project be funded. Please accept this project for FY2014 funding.							
23	Signal Improvements: \$300,000 Upgrade the traffic signal at Columbia Street and North Washington Street to include a bicycle detection system and pedestrian countdown timers and to connect to the City's coordinated traffic signal management system. This intersection is within 1 mile of the East Falls Church Metro Station, so the addition of pedestrian and bicycle infrastructure will increase accessibility and use of the Metro Rail system. Connecting this signal to the signal management system will ease traffic flow along South Washington Street for vehicles, pedestrians, and cyclists into and out of Arlington County, the I-66 corridor, East Falls Church Metro Station, and the W&OD multi-use trail. Design: \$45,000 Right of Way: \$20,000 Construction: \$235,000	\$300,000						
24	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						

25	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						
26	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						
27	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						
28	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			N/A	N/A		
29	Crystal City Interim 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				Design		
30	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)Benefit to the Region: 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. 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. Buses can be acquired and put in operation in FY2014.	3,250,000			N/A	N/A		

31	Amtrak/VRE Parking Lot Improvements. Project will transform the existing gravel parking lot adjacent to Alexandria's Union Station, which has significant grading issues, into a paved and accessible parking lot for users of VRE and Amtrak services. Overall, this project will improve access to the regional and intra-city transit network. This project will include grading work, paving, the installation of sidewalks, and curb ramps to make the parking lot accessible for VRE and Amtrak users. Will provide parking and enhanced accessibility for VRE and Amtrak users. With this funding, a design/build contract would be pursued in FY14. Construction can begin in FY2014.	\$482,000						
32	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. 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. (\$600,000 per corridor)	\$1,200,000			Procurement can begin in FY2014			



