

Project Implementation Working Group

Fairfax County Government Center
12000 Government Center Parkway

Fairfax, Virginia

Conference Room 9 &10

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

- I. Welcome and Introductions
- II. Approval of Minutes
- III. Report of Other Working Groups
- IV. Review of Final Criteria
 - a. Recap of Project Selection Criteria
 - b. Tiered Screening Methodology
- V. Review Project List and Preliminary Screening
- VI. Other Items for Discussion
- VII. Summary of Working Group Tasks and Decisions
- VIII. Adjourn

**Project Implementation Working Group
Arlington County Government
2100 Clarendon Boulevard
Arlington, VA**

Minutes

**Meeting Held On,
May 3, 2013**

Attendees:

Members:

Chris Zimmerman, Chair
Gary Garcynski, Vice Chair
Joe Swartz, Member

Jim Maslanka – Alexandria
Marti Reinfield – Alexandria
Jennifer Fioretti – Arlington
Wayne Wentz – Arlington
Karyn Moreland – Fairfax
Paul Stoddard – Falls Church
Joe Kroboth, III, PE –
Loudoun
Patrick Moore – Manassas
Rick Canizales – Prince
William
Mark Kellogg – WMATA

Mariela Garcia-Colberg –
NVTC
Cynthia Porter-Johnson –
PRTC
Rich Roisman – COG/TPB
Helen Cuervo – VDOT
Doug Allen – VRE
Christine Hoeffner – VRE
Ron Kirkpatrick – Fairfax
Calvin Grow – Leesburg

Jim LeMunyon – House of
Delegates
Josh Petty – Arlington Citizen
Tom Farley – URS
David Dickson – Sierra Club
Ray Johnson – Fairfax DOT
Rob Whitfield – Dulles
Corridor Users Group
Chris Hamilton – Arlington
Bob Chase – NoVa
Transportation Alliance
Tom Biesiadny – Fairfax
Samantha Wentling –
Arlington
Kelley Coyner – NVTC
Renee Hamilton - VDOT

I. Welcome and Introduction

Mr. Zimmerman introduced himself and the purpose of the meeting; for Project Implementation Working Group to prepare of list of approved projects by the Authority for the NVTA to seek input from the public. NVTA will then consider the recommendations and present for approval in June 2013.

This is all due to the Governor signing into effect HB2313. The taxes and fees are effective July 1, 2013. NVTA completed TransAction 2040 in November, 2012 which is intended to provide guidance for funding future transportation projects in Northern Virginia. The Group will work on creating criteria for how projects might be implemented and recommend actions.

II. General Business

Individuals are responsible for summarizing Group activities and recommendations, writing reports and circulating to Group for review and comments.

III. Explanation of Bill Revisions

- Statewide taxes and fees estimated to raise \$3.4 Billion.
- Bill imposes certain regional taxes in fees in planning districts that meet certain population, vehicle registration and transit ridership criteria. The component affects NoVa and Hampton Roads.
- The Northern Virginia has potential to generate \$300 million per year for the region annually by:
 - Imposing .7% sales and use tax
 - Imposing 2% TOT (hotel tax)
 - Imposing a grantor's tax of \$0.15 per \$100 valuation
- Of the revenues collected 30% will be returned to the localities to spend on Urban and Secondary Road Construction, Capital Improvements that reduce congestion, Public Transportation purposes or other projects that have been included in the Transaction 2040 or its updates.
- The remainder, 70% collected in the region remain with NVRTA to be used on Regional Projects.
- Preliminary estimates based on the Governor's revenue estimates for FY 2014 is approximately \$190m, this is based on an 11 months of revenue.

IV. How will NVRTA Implement Projects?

- Project Implementation implies cradle-to-grave aspects of project selection, administration/management, and a transparent and inclusive public process.
- **The Public Outreach Working Group guidance is needed on public process and is pending.**
- Bond Issue – Not all projects should be assumed to have a Bond
- Long - Term Goal – Develop 6 year plan
- Short –Term Goal – Develop the first year of the 6 year plan for FY 2014 and explains the urgency of initiating projects in FY 2014.
- Project list – Projects should be in an advanced state. (Project Readiness)
- Criteria
 - Contained in the Regional Transportation Plan – TransAction 2040 – **To Include CLRP**
 - Mass Transit Project that Increases Capacity – **Does not include any replacement of buses or train cars**
 - Reduces Congestion
 - 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. – **Legal Guidance is Needed and is Pending**
 - Provides Greatest Congestion Reduction relative to the Cost of the Project.
 - Locality's total Long-Term Benefit shall be approximately Equal to the Proportion of Revenues Attributable to the Locality
 - Counties and cities embraced by the 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. – **Currently being reviewed by the Legal and Financial Teams.**
- Other Criteria
 - Improve auto and pedestrian safety
 - "Ready to go" projects. Projects will begin next phase with funding. *
 - Projects with 20 year lifespans. **To include only if a bond is required for Short Term Projects.**

- Included in TIP/CLRP, or are air-quality neutral or are consistent with the plan.
 - Have completed (or will complete prior to project selection) **major regulatory reviews and/or public input process.***
 - Resources available to move forward with project when funding becomes available.*
 - Funding will provide expedition of project. *
 - Balance of Transit, Road, and Multimodal projects.
 - Short-Term priorities of the jurisdictions; partially funded in Commonwealth's SYIP or by individual jurisdictions or agencies. Funding will accelerate project implementation.
 - **All items with an * will be condensed to one –“Project Readiness”**
- Additional Criteria that could be Considered
 - Funding used to complete a phase (PE, ROW and Construction)
 - Contained in an approved planning document – TIP, CLRP, CIP and Comp Plan
 - Any other criteria suggested by working group: JACC or NVTA members.
- Questions/Comments:
 - **Jim Mislanka:**
 1. Long-Term Monies that are generated by jurisdictions are to go back to the jurisdictions. How do we ensure that? Rick Canizales referred to the statutory requirement which says that with regard to the regional revenues, each locality's total long-term benefit shall be approximately equal to the proportion of the total taxes and fees generated by the locality.
 2. Funds should be able to leverage other funds? The group agreed that this should be included in the selection criteria.
 - **Doug Allen:**
 1. Commended group on following the TransAction 2040 criteria.
 2. Stated would want a limit on the amount of projects that are Development but understand the importance of them in Projects.
 3. Reasonable monies needed for Planning for Future Projects.
 4. The monies spent in FY 2014 should not represent what will be spent threw out the 6 Year Plan.
 5. Wants a more descriptive definition of “Project readiness.”
 6. DRPT will not guarantee funding but if NVTA approves funding that process can continue. Responded: Tom Biesiadny concurred.
 7. What does DRPT & VDOT have available?
 - **Gary Garcynski:**
 1. Quoted from the HB2313: “The Congestion Reduction must be documented.
 2. Of the \$42m in the VDRPT – How can we acquire that money? Response: Joe Swartz - We can just apply for it.
 3. Why is the Project list different from the one JACC has? Response: Rick Canizales, Mr. Zimmerman - The initial project list forwarded by the JACC to the NVTA at their April 25, 2013 Board meeting was a list of projects for consideration. Neither the JACC nor NVTA proposed any specific projects at this point.
 4. JACC will meet on May 16th & NVTA will meet on May 23rd - Response: Rick Canizales – Will send an updated list of the Proposed Project List
 5. Projects that are not accepted in the FY 2014 can be reconsidered if the Criteria is met for FY2015. – Response: Rick Canizales – List is for FY2014 Projects and they will be ready for Advertisement on 05/23/13.

6. Recommended that we forward the Proposed List of Projects to all Elected Officials and Senate.
 7. How many projects have been presented: Response: Rick Canizales – 32 Transit Projects and 19 Roadway Projects.
- **Mark Kellogg:**
 1. In regards to Criteria in Reduces congestion: clarified that this in not just vehicle congestion but that it also included Metro.
 - **Christine Hoeffner:**
 1. In regards to Other Criteria in Improve auto and pedestrian safety – Does Grade Separation of a Track considered as a Safety Improvement?
 - **Paul Stoddard:**
 1. Questioned connection between land use and transportation and asked how to fold in the goals from the MWCOG Region Forward Plan. He stated that the plan sets out goals for creating transportation that connects TPB-identified activity centers and promoting alternative forms of transportation – Response: Chris Zimmerman – Has already been addressed in the TransAction 2040 Plan.
 2. Applicants cannot ask funding for Future Projects?
 3. Funding cannot be secured and held for future projects?
 - **Wayne Wentz:**
 1. Can Funds be used for R-O-W? Response: Funds should be used to begin Phase in FY14 (Design, ROW, and Construction) and jurisdictions should have suffice monies and administrative capability to complete each Phase.
 2. Leveraging Funds?

V. Review Calendar and Discuss Dates for Next Steps

- Date Draft List and Report forwarded to JACC – May 16, 2013
- Date Draft List and Report forwarded to NVTa – May 23, 2013
- Meeting Frequency and location - **Will be determined at the next meeting**
- Next Meeting – May 10, 2013 – **Location to be determined either at Fairfax or Alexandria – Time will be at 9:30am**

VI. Summary of Working Group Tasks and Decisions

- Chris Zimmerman, Chair asked if there is anything else to be added or needed change? Response was from the Town of Herndon. They requested to have their Project added to the Potential Project List for Herndon Metro Railway Multimodal – Access for Bus
- Jennifer Fioretti & Rick Canizales will update Criteria Lists for the following meeting. Also, they will update Potential Project list with what is the current stage of the listed Project and amounts requested are actual.
- Projects that are listed meet Legislative Rules
- Jim Mislanka has requested for the Potential Project List to show a column for Total Cost of Project and Funding Requested for Project. Chris Zimmerman agreed.
- Mariela Garcia-Colberg has volunteered to be the official Recorder of the Meetings.
- Reports need to be done prior to 05/23/13 in Memo format.

VII. Meeting was Adjourned

FY 14 Project Selection Ranking Methodology

Tier I Screening Criteria	Assigned Value
Contained in the regional transportation plan (TransAction 2040/CLRP/TIP)	"Y/N" given for each category
Mass transit project that increases capacity	"Y/N"
Reduces congestion	"Y/N"
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.	"Y/N" if project or service is contained within the geographic boundaries of the NVTAs. "TBD" if type of project request requires additional guidance.

Tier II Screening Criteria	Assigned Value
Improve auto and pedestrian safety	1 pt – Yes, 0 pts - No
Project Readiness <ul style="list-style-type: none"> 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. 	Maximum Points: 6 1 pt – Included in CLRP/AQ Neutral 1 pt – Included in TIP 1 pt – Completed major regulatory reviews and/or public input processes 1 pt – Resources available to move forward 1 pt – Funding will expedite project/phase 1 pt – Projects will begin or complete next phase in FY14
Mode Balance (Transit, Road, Multimodal)	R – Road, T – Transit, M - Multimodal
Short-term priorities of the jurisdictions that are partially funded in Commonwealth's SYIP or by individual jurisdictions or agencies. (Leverages External Funding)	1 pt – Yes, 0 pt – No
Projects with 20 year lifespans (only to be used if bond project list is developed, not for use on FY14 list).	Not applicable

Criteria Overlay
Priority given to greatest congestion reduction relative to cost.
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)
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)



Strawman Project List for Consideration for FY 2014 Funding

Northern Virginia Transportation Authority
Project Implementation Working Group

May 10, 2013



Project Selection Criteria Methodology

Tier I Screening Criteria	Assigned Value
Contained in the regional transportation plan (TransAction 2040/CLRP/TIP)	"Y/N" given for each category
Mass transit project that increases capacity	"Y/N"
Reduces congestion	"Y/N"
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.	<p>"Y/N" if project or service is contained within the geographic boundaries of the NVTA.</p> <p>"TBD" if type of project request requires additional guidance.</p>



Project Selection Criteria Methodology

Tier II Screening Criteria	Assigned Value
Improve auto and pedestrian safety	1 pt – Yes, 0 pts - No
<p>Project Readiness</p> <p>a. Project is included in TIP/CLRP or is air quality neutral.</p> <p>b. Have completed (or will complete prior to project selection) major regulatory reviews and/or public input processes.</p> <p>c. Resources available to move forward with project when funding becomes available.</p> <p>d. Funding will provide expedition of project phase.</p> <p>e. Projects will begin or complete next phase with requested funding.</p>	<p>Maximum Points: 6</p> <p>1 pt – Included in CLRP/AQ Neutral</p> <p>1 pt – Included in TIP</p> <p>1 pt – Completed major regulatory reviews and/or public input processes</p> <p>1 pt – Resources available to move forward</p> <p>1 pt – Funding will expedite project/phase</p> <p>1 pt – Projects will begin or complete next phase in FY14</p>
Mode Balance (Transit, Road, Multimodal)	R – Road, T – Transit, M - Multimodal
Short-term priorities of the jurisdictions that are partially funded in Commonwealth’s SYIP or by individual jurisdictions or agencies. (Leverages External Funding)	1 pt – Yes, 0 pt – No
Projects with 20 year lifespans (only to be used if bond project list is developed, not for useFY14 list).	Not applicable.



FY 14 Strawman Summary

- **Total 49 project submitted for consideration**
- **34 Projects in proposed FY 14 Strawman**

# Projects	Phase Start/Completed in FY14	Allocation (all phases)
12	Total FY 14 Construction Projects	\$ 54,492,000
4	Total FY 14 Revenue Service Projects	\$ 5,710,000
6	Total FY 14 Design/Build Projects	\$104,935,000
3	Total FY 14 ROW Acquisition Projects	\$ 2,100,000
8	Total FY 14 Design Projects	\$ 21,400,000
1	Total FY 14 Planning Projects	\$ 838,000
34	Total FY 14 Projects	\$189,475,000



FY 14 Strawman Summary

Mode Balance	# of Projects	Allocation	% Share of Total
Roadway	12	\$110,835,000	58%
Transit / Multimodal	22	\$78,640,000	42%
Total	34	\$189,475,000	100%

Roadway Projects

- **FY 14 Project Allocations: \$110,835,000**
- **Total Roadway Projects: 12**

# Projects	Phase Start/Completed in FY14	Allocation (all phases)
3	FY 14 Construction	\$ 48,400,000
4	FY 14 Design/Build	\$ 56,935,000
2	FY 14 ROW	\$1,500,000
2	FY 14 Design	\$ 4,000,000

Mass Transit Projects

- **FY 14 Project Allocations: \$78,640,000**
- **Total Transit and Multimodal Projects: 22**

# Projects	Phase Start/Completed in FY14	Allocation (all phases)
7	FY 14 Construction	\$ 5,432,000
4	FY 14 Revenue Service	\$ 5,710,000
2	FY 14 Design/Build	\$48,000,000
1	FY 14 ROW	\$ 600,000
5	FY 14 Design	\$15,900,000
1	FY 14 Planning	\$ 838,000

NVTA Project Implementation Working Group (May 10, 2013)
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 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	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): <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 (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 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 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 NVTA's TransAction 2040 Plan.	\$1,000,000	\$1,000,000	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
8	Prince William	Route 1 from Featherstone Road to Mary's Way - Design and Build. Widen from 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail on the west side and sidewalk on the east side of the road. Funding for design/build. Design only \$3.0 million.	\$3,000,000	\$52,000,000	1		Y	Y	Y	Y	Y	Y	1	4	R	1	-	6

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

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On Fairfax County Comp Plan

On Fairfax County Comp Plan

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