

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

RESOLUTION 07-24-13-A

APPROVING THE PROCESS USED TO SELECT PROJECTS TO BE FINANCED WITH FISCAL YEAR 2014 NVTA FUNDS, THE PROJECTS TO BE FINANCED BY SUCH FUNDS AND THE CARRYOVER OF CERTAIN PROJECTS FOR FUTURE CONSIDERATION

WHEREAS, the Northern Virginia Transportation Authority ("NVTA") is a political subdivision of the Commonwealth of Virginia (the "Commonwealth") created by the Northern Virginia Transportation Authority Act (the "NVTA Act"), Chapter 48.2, Title 15.2, Code of Virginia of 1950, as amended (the "Virginia Code"); and

WHEREAS, as provided by Section 15.2-4831 of the NVTA Act, NVTA embraces the Counties of Arlington, Fairfax, Loudoun, and Prince William, and the Cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park (collectively, the "Member Localities"); and

WHEREAS, Planning District 8 established pursuant to Chapter 42 of Title 15.2 of Virginia Code is composed of the Member Localities; and

WHEREAS, NVTA prepared and on November 8, 2012, approved a regional transportation plan for Planning District 8 entitled "TransAction 2040 Regional Transportation Plan" ("TransAction 2040") pursuant to Section 15.2-4838 of the NVTA Act; and

WHEREAS, on April 3, 2013, the Virginia General Assembly adopted the Governor's substitute for House Bill 2313 ("HB 2313"), which provides, among other things, for transportation funding and related reform both on a statewide basis and on a regional basis for NVTA and Planning District 8; and

WHEREAS, HB 2313 added Section 15.2-4838.01 to the NVTA Act, under which was established the Northern Virginia Transportation Authority Fund (the "NVTA Fund"); and

WHEREAS, the NVTA Fund will receive the revenues dedicated to it under Sections 58.1-638, 58.1-802.2 and 58.1-1742 of the Virginia Code and any other funds that may be appropriated to the Fund by the General Assembly (the "HB 2313 Transportation Revenues"); and

WHEREAS, subsection B of Section 15.2-4838.1 of the NVTA Act provides that 30% of the revenues received by NVTA (the "NVTA Revenues"), including the HB 2313 Transportation Revenues, shall be distributed on a pro rata basis to the Member Localities to be applied as provided therein; and

WHEREAS, subsection C.1. of Section 15.2-4838.1 ("Subsection C.1.") provides that in Fiscal Year 2014 NVTA shall use the remaining 70% of the NVTA Revenues plus the amount of any NVTA Revenues to be redistributed pursuant to subsection B (the "Regional NVTA Funds," which term, as used below, shall include the proceeds of bonds payable from the Regional

NVTA Funds) to fund (i) transportation projects selected by NVTA that are contained in TransAction 2040 or (ii) mass transit capital projects that increase capacity; and

WHEREAS, Subsection C.1. further provides that NVTA shall give priority to selecting projects to be funded by Regional NVTA Funds 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 and that such projects shall be located (i) only in the Member Localities or (ii) 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 Member Localities; and

WHEREAS, the criteria set forth in Subsection C.1. for selecting projects to be funded shall be referred to collectively below as the "Subsection C.1. Criteria"; and

WHEREAS, subsection C.3. of Section 15.2-4838.1 provides that, with regard to the Regional NVTA Funds, each Member Locality's total long-term benefit shall be approximately equal to the proportion of the total of the Regional NVTA Funds received by NVTA that are generated by or attributable to the locality divided by total of such Regional NVTA Funds received by NVTA (together with the Subsection C.1. Criteria, the "Statutory Criteria"); and

WHEREAS, on April 25, 2013, NVTA directed the Project Implementation Working Group (the "PIWG") to recommend actions for NVTA to undertake transportation projects, including developing a list of projects to be funded in Fiscal Year 2014 through a process that, among other things, assures that each project will satisfy the Statutory Criteria; and

WHEREAS, the PIWG developed the selection process described in Attachment A.1. and Attachment A.2. (the "FY 2014 Project Selection Process") under which the Statutory Criteria and related measures were applied to 48 projects submitted by the Member Localities and transportation agencies; and

WHEREAS, NVTA invited public comment on the 48 projects from June 6, 2013, through July 1, 2013, and further public comment thereon from July 10, 2013, through July 24, 2013, and the PIWG considered the public comments received during each public comment period as well as the results of the FY 2014 Project Selection Process in developing the lists of projects attached to this Resolution; and

WHEREAS, the PIWG is recommending the list of projects in Attachment B.1. (the "Recommended FY 2014 Program") for funding with Regional NVTA Funds to be received in Fiscal Year 2014; and

WHEREAS, the PIWG is recommending the list of projects in Attachment B.2. (the "Carryover Projects") for consideration by NVTA for inclusion in a future six-year or other capital improvement program; and

WHEREAS, the PIWG developed the list of projects in the Recommended FY 2014 Program by assuming that the Regional NVTA Funds to be received in Fiscal Year 2014 would consist of a combination of pay-as-you-go monies and bond proceeds equal to not less than \$209,793,000; and

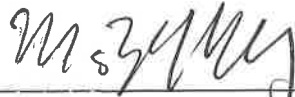
WHEREAS, NVTA desires to approve the FY 2014 Project Selection Process, the Recommended FY 2014 Program and the Carryover Projects.


After careful consideration and to further the public purposes for which NVTA was created, NOW, THEREFORE, BE IT RESOLVED BY NVTA THAT:

- 1. Approval of FY 2014 Project Selection Process.** NVTA hereby finds and determines that the FY 2014 Project Selection Process (i) considers all of the Statutory Criteria and (ii) provides a reasonable method by which to document that the projects selected for funding with Regional NVTA Funds received in Fiscal Year 2014 satisfy the Statutory Criteria. The FY 2014 Project Selection Process is hereby approved.
- 2. Approval of Recommended FY 2014 Program.** NVTA hereby finds and determines that each project included in the Recommended FY 2014 Program (i) promotes the safety, health, welfare, convenience and prosperity of the residents of the Member Localities and Planning District 8, and (ii) satisfies the Statutory Criteria, including by being located (A) only in the Member Localities 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 Member Localities. NVTA hereby approves the undertaking of the Recommended FY 2014 Program contingent upon the availability of sufficient Regional NVTA Funds in Fiscal Year 2014, which availability will be determined in separate actions of NVTA.
- 3. Approval of Carryover Projects.** NVTA hereby approves the consideration of the Carryover Projects in the development of future six-year or other capital improvement programs by NVTA.
- 4. Severability.** If any section, subsection, paragraph, sentence, clause, or phrase of, or project approved by, this Resolution is for any reason held or decided to be unconstitutional or invalid, such decision of unconstitutionality or invalidity shall not affect the validity of the remaining portions. NVTA hereby declares that it would have adopted this Resolution and each section, subsection, sentence, clause and phrase thereof and project listed therein even though any one or more sections, subsections, sentences, clauses, phrases or projects might be declared unconstitutional or invalid.
- 5. Additional Actions.** Each member, officer and authorized representative of NVTA is authorized to execute and deliver on NVTA's behalf such other instruments, documents or certificates, and to do and perform such things and acts as he or she shall deem necessary or appropriate to carry out the transactions authorized by this Resolution. Any of the foregoing previously done or performed by any member, officer, or authorized representative of NVTA is in all respects approved, ratified and confirmed. In the Chairman's absence, the Vice Chairman is authorized to take any action specifically assigned to the Chairman under this Resolution.

6. Effective Date. This Resolution shall take effect immediately.

Adopted by the Northern Virginia Transportation Authority on this 24th day of July 2013.

BY: 
Chairman

ATTEST: 
Clerk

Northern Virginia Transportation Authority FY 2014 Project Selection Process – STEP 1

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

The Project Implementation Working Group (“PIWG”) evaluated a total of 48 transportation projects submitted by NVTA member jurisdictions and transportation agencies. The following information describes the project selection process developed and supported by the Project Implementation Working Group.

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

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

The same Code section requires NVTA to give priority to projects that are expected to provide the greatest congestion reduction relative to the cost of the project, and must document this information for each project. It also requires that such projects be located (a) in NVTA member jurisdictions 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 NVTA member jurisdictions.

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

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

Project Selection Process

NVTA approved a project selection process for Fiscal Year 2014 funds only. This selection process does not prescribe specific project funding decisions; instead it provides guidance to the Authority by relating investment decisions to statutory requirements and regional goals. The selection of projects is broken down into three tiers. Qualifying information for each project is available in Attachment E.2.

Tier I Screening

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

- Contained in the regional transportation plan (TransAction 2040/CLRP/TIP)
- Mass transit project that increases capacity
- Reduces congestion

- Within a locality embraced by the Authority or in adjacent localities but only to the extent that such extension is an insubstantial part of the project and is essential to the viability of the project within the localities embraced by the Authority.

For a project to qualify and move forward under this first set of criteria, it must meet all the requirements. Projects that did not pass the tier one screening were placed on the list not considered for FY 2014 funding.

Tier II Screening

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

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

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

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

Tier III Screening

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

- **Locality's total long-term benefit shall be approximately equal to the proportion of revenues attributable to the locality.** This requirement applies to a jurisdiction's share of the regional revenues over the long-term. Consequently, the first year of regional allocations may not exactly match the proportion of revenues generated by each locality, although the regional balance of the distribution of projects is to be considered. The NVTAs working groups plan to

develop a method to track annual allocations to ensure that this statutory requirement is met over the long-term.

- **Counties and cities embraced by Authority must work cooperatively with towns and populations greater than 3,500 located within such counties to ensure that the towns receive their respective share of the revenues.** Counties and cities have been working with, and will continue to work with towns to ensure that the towns receive their respective share of the revenues. The NVTA Financial Working Group is developing revenue estimates for each of the towns. This work is being done in coordination with the towns.
- **Priority given to greatest congestion reduction relative to cost of the project.** There have been two rigorous rating processes of the projects identified as candidates for the FY 2014 NVTA regional funding. The analysis satisfies the requirement that NVTA give priority to projects that are expected to provide the greatest congestion reduction relative to the cost of the project.

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

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

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

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

The CLRP reflects a regional consensus on the projects that are of the highest priority given the fiscal constraints that exist. Projects in the CLRP were included in TransAction 2040 as the top priority projects for existing revenue sources. As such, the NVTA project selection methodology gives greater weighting to projects in the CLRP and TIP because the projects are more prepared to be implemented and therefore could address congestion reduction more readily. They have also

been vetted through a public process. With CLRP projects considered the top priority projects, NVTAs only has to determine which other projects in the regional plan meet the priority requirement.

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

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

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

In addition to looking at system level performance, effort was also undertaken to rate, score, and prioritize the individual projects making up the TransAction 2040 Plan. An important element of TransAction 2040 was ensuring that this project prioritization process was conducted using a data-driven and transparent method that provides the public and decision-makers with a clear view of why and how projects were ranked and prioritized. It also was critical to identify the projects that best met the goals and objectives of the Plan.

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

- Freight Movement
- Improved Bicycle/Pedestrian Options
- Multimodal Choices
- Urgency
- Project Readiness
- Reduce VMT

ATTACHMENT A.1.

- Safety
- Person Throughput
- Reduce Roadway Congestion
- Reduce Time Spent Traveling
- Environmental Sensitivity
- Activity Center Connections
- Land Use Supports Transportation Investment
- Management and Operations
- Cost Sharing

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

Northern Virginia Transportation Authority FY 2014 Project Selection Process – STEP II

The Project Implementation Working Group (PIWG) was directed by the Northern Virginia Transportation Authority (“NVTA” or “the Authority”) at its June 20, 2013 meeting to prepare an FY 2014 Program to include preparation of documents for an initial bond issuance for consideration by the Authority at its July 24, 2013 meeting. Pursuant to that charge, the PIWG developed and approved by consensus a list of FY 2014 bond selection criteria. The criteria do not prescribe specific project funding decisions; instead it provides guidance to the Authority by relating investment decisions to statutory requirements and regional goals. The bond selection process is provided in detail below.

Bond Selection Criteria

The PIWG developed the following selection criteria which provide the basis for selecting projects for a FY 2014 Bond List. All projects must have been evaluated through the FY 2014 Project Selection Process in order to be considered in this process. No projects that did not pass the Tier I Screening of the FY 2014 Project Selection Process were considered.

As noted in the FY 2014 Project Selection Process (Attachment A.1.) the approach focuses on selecting projects that provide rapid, noticeable improvements to address some of the region’s transportation problems. There are a total of six (6) bond selection criteria.

- **Project with 20 year lifespan.**
- **High ranking project.** Priority is given to projects on the “List of Projects for FY 2014 Funding” as presented to the Authority on June 20, 2013. In order to be considered for bond funding, projects on the “List of Projects for Consideration for the Future Six-Year Program” as presented at the June 20, 2013 NVTA meeting must receive a high rating in the Tier II analysis.
- **Leverages external funding.** Short-term priorities of the jurisdictions that are partially funded in the Commonwealth’s Six Year Improvement Program or by individual jurisdictions or agencies.
- **Monetary size of project funding request.** Projects with relatively small funding requirements are not as suitable for bonding.

Projects that met these criteria were then screened to ensure that, as a package, the following criteria were satisfied:

- **Geographic balance.**
- **Mode balance.** Transit, Road, Multimodal. Projects are coded as “R” for Roadway, “T” for Transit and “M for Multimodal.

Once the second screen was complete, the total value of the project funding requests on the draft list was evaluated to ensure that it met the Financial Working Group guidance on the overall size of the bond package, which took \$50 million to be the lower bound and \$100 million to be the upper bound, the PIWG searched for one project whose funding request could be split between the FY 2014 Bond List and the FY 2014 PAYG list.

Projects not removed from the “List of Projects for FY 2014 Funding” as presented to the Authority on June 20, 2013 were included on the FY 2014 PAYG List.

Northern Virginia Transportation Authority (NVTA)
Recommended FY 2014 Program

ATTACHMENT B.1

ROADWAY PROJECTS															
Item	Agency/Project	Funding Requested	Proposed Funding	Total Project Cost	Contributor	Status	CLB/OT/TP	TA3240	Tier I Screen			Tier II Screen			20 year lifespan (only for bond projects)
									Increases Capacity - transit only	Whitelisted to NVTA Boundary	Mets All Requirements (Y/N)	Improves Safety (max 6 pts)	Project Readiness (max 6 pts)	Mode	
1	Arlington - Columbia Pike Multimodal Improvement Project	\$12,000,000	\$12,000,000	\$12,000,000	8	Final Design	YYY	Y	Y	Y	5	R	1	7	
2	Herndon - Herndon Parkway Interchange Improvements at Blair Road	\$500,000	\$500,000	\$3,000,000	1	Design concept completed. Work to begin in June 2013 and continue with ROW in FY2014.	N	Y	Y	Y	5	R	1	7	
3	Herndon - Herndon Parkway Interchange Improvements at Blair Road	\$500,000	\$500,000	\$500,000	3	Concept design completed. Work to begin in June 2013 and continue with ROW in FY2014.	N	Y	Y	Y	3	R	1	5	
4	Prince William - Route 1 Turn Featherstone Road to Mary's Way	\$3,000,000	\$3,000,000	\$52,000,000	8	Planning complete	Y	Y	Y	Y	4	R	1	7	
5	Loudoun - Belmont Ridge Road (Route 609), North of the Dulles Drawway to approximately 5,000 linear feet. The estimated land above cost is \$20,000,000.	\$20,000,000	\$20,000,000	\$20,000,000	2	The NEPA document is complete. All permits are ready for design/bid procurement.	Y	Y	Y	Y	5	R	0	5	
6	Loudoun - The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass.	\$5,000,000	\$1,000,000	\$40,000,000	1	Planning	YYY	Y	Y	Y	5	R	0	5	
7	Fairfax - Route 28 Widening 6 to 8 lanes (SB from the Dulles Toll Road to Route 50) \$23M, 6 to 8 Lanes - SB from the Dulles Toll Road to Route 50.	\$20,000,000	\$20,000,000	\$20,000,000	3	Design can be finalized, minimal ROW acquired, and environmental and engineering studies completed. Anticipate construction could begin in late spring 2014.	Y	Y	Y	Y	5	R	1	7	
8	Fairfax - Route 28 Widening 6 to 8 lanes (NB from McLearen Road to Dulles Toll Road) \$11.0M, 6 to 8 Lanes - NB from McLearen Road to Dulles Toll Road.	\$11,000,000	\$11,000,000	\$11,000,000	3	Design can be finalized, minimal ROW acquired, and environmental and engineering studies completed. Anticipate construction could begin in late spring 2014.	Y	Y	Y	Y	5	R	1	7	
9	Loudoun - Route 287 Hot Spot Improvements	\$12,000,000	\$6,400,000	\$12,400,000	3	Design complete	Y	Y	Y	Y	5	R	1	7	
10	Arlington - Boundary Channel Drive Interchange	\$4,335,000	\$4,335,000	\$9,235,000	8	Planning and design underway. Construction to begin in FY13	Y	Y	Y	Y	4	R	1	6	
11	Prince William - Route 28 from Linton Hill Road to Fiferdale Drive	\$28,000,000	\$28,000,000	\$28,000,000	3	ROW Acquisition anticipated to begin June 2013	Y	Y	Y	Y	4	R	1	6	
12	Fairfax City - Chain Bridge Road Widening/Improvements from Route 2850 to Eblin Place	\$9,500,000	\$5,000,000	\$21,000,000	6	ROW Acquisition anticipated to begin FY14	YYY	Y	Y	Y	5	R	1	7	
		Total Requested Funding:		\$111,835,000											
TRANSIT PROJECTS															
Item	Agency/Project	Funding Requested	Proposed Funding	Total Project Cost	Contributor	Status	CLB/OT/TP	TA3240	Tier I Screen			Tier II Screen			20 year lifespan (only for bond projects)
									Increases Capacity	Whitelisted to NVTA Boundary	Mets All Requirements (Y/N)	Improves Safety (max 6 pts)	Project Readiness (max 6 pts)	Mode	
1	Alexandria - Streets and Ramps/Time Transit Information for DASH/WATA.	\$450,000	\$450,000	\$1,500,000	8	City's bus shelters currently at 95% design phase, expected 100% design by June 2013	YYY	Y	Y	Y	6	T	1	7	
2	Alexandria - DASH Bus Expansion	\$3,250,000	\$3,250,000	\$3,250,000	8	Buses can be procured in FY2014	Y	Y	Y	Y	5	T	1	7	
3	FRETC - New Charlottesville Service	\$560,000	\$560,000	\$560,000	8	Project implementation anticipated to begin in FY14. Draft schedule and finalization of routing should be accomplished by June 15, 2013. Schedule for implementation of service for \$60,000,000 for Route 1	YYY	Y	Y	Y	6	T	0	6	
4	Alexandria - Traffic Signal Upgrade/Transit Signal Priority	\$860,000	\$860,000	\$1,200,000	8	Construction of \$800,000 for Route 1	Y	Y	Y	Y	5	T	1	7	

Item	Agency	Project Description	Funding Required	Total Project Cost	Route	Status	CJRP/TP	Tier I Screen					Tier II Screen				
								Transaction 2040	Reduces Congestion	Increases Capacity	Wh/Head, to NYTA Boundary	Meets All Requirements (V/M)	Improve Safety	Project Readiness (max 8 pts)	Mode	Leverages External Funding	20 year lifespan (only for bond projects)
1	Fairfax	West Ox Bus Garage Phase II - This project expands the capacity of the West Ox facility and allows for additional Fairfax Connector service. The funding would allow project to proceed to construct 8 maintenance bays and expand facilities for bus drivers and security.	\$17,000,000	\$20,000,000		Feasibility study complete. Negotiating contract for design; 18 month contract.	N	N	Y	Y	Y	3	T	1	Y	3	
2	Fairfax	Fairfax County Parkway Bus Service (Hemdon to Fort Belvoir) - Capital Purchases 12 Buses - The County is planning a new high-quality, limited-stop bus service between Hemdon 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 three 10-passenger transit buses, plus 2 additional buses for use as spares to cover down time for bus servicing and repairs.	\$6,000,000	\$6,000,000		Buses could be purchased within 4-6 months of funding allocation; however the West Ox Bus Garage expansion must occur in FY16	Y	Y	Y	Y	Y	4	T	0	N	4	
3	Fairfax	Innovation Center Metrolink Station parking garage - Design \$10M. Design of the Silver Line Phase 2 Parking garage which will provide 2037 parking spaces in accordance with the approved project plans and environmental approvals.	\$10,000,000	\$51,000,000		Fairfax County has committed to fund outside Dulles Rail Ph II	Y	Y	Y	Y	Y	4	T	0	Y	4	
4	Fairfax	Hemdon Monroe Metrolink Station parking garage - Design \$10M. Design of the Silver Line Phase 2 Parking garage which will provide 1975 parking spaces in accordance with the approved project plans and environmental approvals.	\$10,000,000	\$49,400,000		Fairfax County has committed to fund outside Dulles Rail Ph II	Y	Y	Y	Y	Y	4	T	0	Y	4	
5	VRE	VRE Rippon station second platform. This is a 650 foot second platform and extension of the VRE Rippon station in Prince William County to accommodate trains up to 6 cars in length.	\$10,900,000	\$10,900,000		Requested funding includes NEPA, design and construction. NEPA/design would be initiated in FY14.	N	Y	Y	Y	Y	3	T	0	Y	3	
6	Falls Church	Signal Improvements: \$300,000. This project includes the intersection of Jones Street and North Washington Street to include a signal 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 WOOD multi-use trail. Signal of Way: \$20,000. Construction: \$255,000.	\$300,000	\$300,000	Corridor 6	Design.											
7	VRE	VRE Crystal City platform expansion. This project is a 400 foot extension of the existing platform at the VRE Crystal City station in Arlington County to accommodate trains up to 10 cars in length. It would alleviate existing crowding, expand VRE station capacity, and enhance operational flexibility and maintenance of VRE on-time performance.	\$4,000,000	\$4,000,000		Requested funding includes NEPA, design and construction. NEPA/design would be initiated in FY14.	N	Y	Y	Y	Y	3	T	0	Y	3	
8	WMATA	Upgrade of interlocking and platform/gate repairs at National Airport (SSW). This project will allow Metrolink trains to turn back just past the Ronald Reagan Washington National Airport station on the Yellow/Blue Line. The work will allow increased operational flexibility on the Yellow/Blue Line.	\$5,000,000	\$10,000,000 to \$15,000,000	N/A	It is expected that this \$5 million project can be completed in FY 14.	N	N	Y	Y	Y	4	T	0	Y	4	
Total Transit			\$63,200,000	\$163,300,000													

Grand Total \$163,300,000