



# Northern Virginia Transportation Authority FY2024-2029 Six Year Program

## City of Falls Church Signal Prioritization Project

Date Submitted: 07/28/2023

APPLICATION #: CFC-011

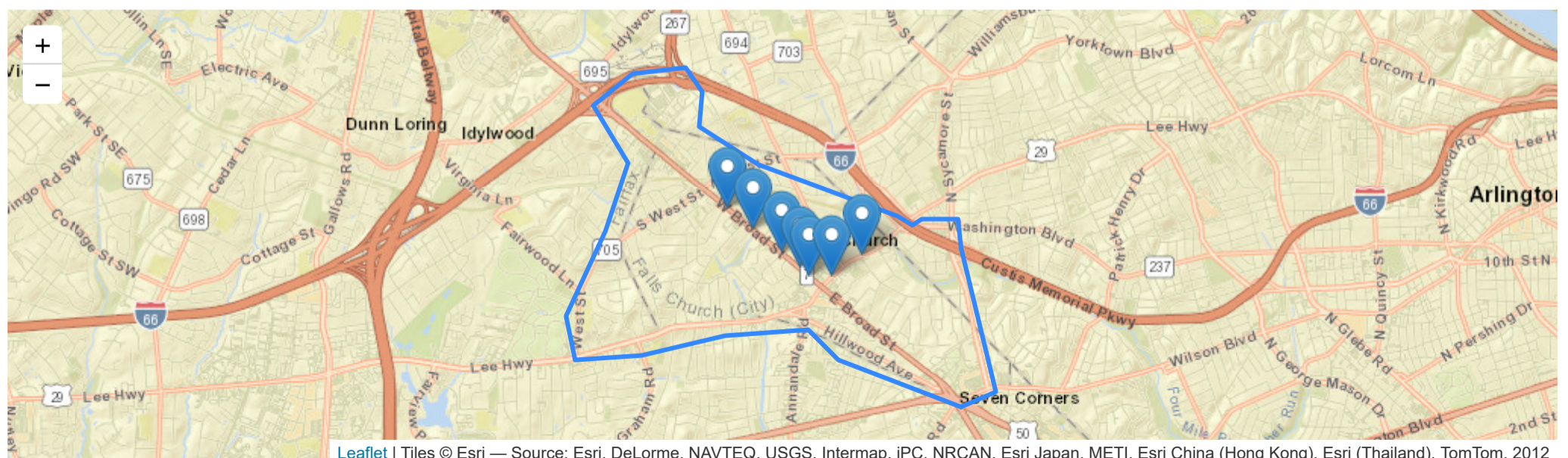
Transit Signal Priority in and around the City of Falls Church

### Project Description

This project includes the installation of Transit Signal Priority (TSP) technology at up to seven intersections in the City of Falls Church. Updates to cabinets, controllers, communications, and artificial intelligence, to connect the TSP technology with the City's existing Smart Cities demonstration project, are also included with the project. TSP is proposed to be installed along the future Route 7 BRT route within and adjacent to the City of Falls Church. Installing TSP improves transit operations and encourages the use of travel options other than the automobile, and is often a component of BRT systems. In addition, the City is designated as a regional activity center and has recently been a focus of infill development. Getting more people using transit will help to reduce congestion, and reduce pressure on the regional road and highway system, as the City continues to add new residents and workers.

Primary Mode(s)	Secondary Mode(s)
Application Number	CFC-011
Primary TransAction ID Number	358
Submitting Jurisdiction/Agency	City of Falls Church
Location	Transit Signal Priority will be installed along the future Route 7 BRT route within the City of Falls Church, which mirrors the current 28A bus route. The route in the City starts on W Broad St in West Falls Church and continues east until Washington St. The route continues north towards the East Falls Church Metrorail Station in Arlington County. The route comes back through the City following Roosevelt St and Roosevelt Blvd. The intersections of: (1) W Broad St & Lee St (2) W Broad St & Spring St (3) W Broad St & S Virginia Ave (4) W Broad St & Little Falls St, (5) W Broad St & S Maple Ave, (6) N Washington St & Park Pl, and (7) N Washington St & Columbia St, are included in the project.
Requested NVTA Funds	\$1,400,000.00
NVTA Funds Approved	\$1,400,000
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$1,400,000.00

### Project Location



Leaflet | Tiles © Esri — Source: Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2012

## Project Milestones

	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY23					
FY24					
FY25					
FY26					
FY27					
FY28		X			
FY29				X	
Beyond					

Year of expected project completion: FY2029

## Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$103,245	\$0	\$1,296,755	\$0	\$1,400,000
NVTA Funds Applied	\$0	\$103,245	\$0	\$1,296,755	\$0	\$1,400,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

## Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	653.57
Congestion Reduction Relative to Cost (CRRC) Rank	1
TransAction Project Rating	25.70
TransAction Project Rank	9
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2023)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2023)	50.94%
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0.00%
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	2
Number of NVTA-Funded Project(s) Nearby	10
Regional Funds allocated to NVTA-Funded Project(s) Nearby	\$63,661,644