

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 NVTa. "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 Proposed Project List for Consideration for FY 2014 Funding (May 10, 2013)
Geographic Balance and Summary

	Phase/s	Allocation
<u>Alexandria</u>		
DASH Bus Expansion (5 new buses)	FY 14 Revenue Service	3,250,000
Amtrak/VRE Parking Lot Improvements.	FY 14 Construction Start	482,000
Traffic Signal Upgrades/Transit Signal Priority	FY 14 Construction / FY 14 Design Start	660,000
Shelters and Real-Time Transit Information for DASH/WMATA.	FY 14 Construction Start	450,000
Potomac Yard Metrorail Station EIS	FY 14 Planning Complete, Begin Design	2,000,000
Subtotal		6,842,000
<u>Arlington</u>		
Columbia Pike Multimodal Street Improvements	FY 14 Construction Start	12,000,000
Boundary Channel Drive Interchange	FY 14 Design Complete, FY 15 Const.	5,835,000
Silver/Blue Line Mitigation (ART Fleet Expansion) (4 buses)	FY 14 Revenue Service	1,000,000
Crystal City Interim Multimodal Center	FY 14 Construction Start	1,500,000
Subtotal		20,335,000
<u>Fairfax City</u>		
Chain Bridge Road Widening/Improvements	FY 14 ROW and Construction Start	5,000,000
<u>Fairfax County</u>		
Route 28 Widening 6 to 8 lanes (SB from the Dulles Toll Road to Route 50)	FY14 Design/Build	20,000,000
Route 28 Widening 6 to 8 lanes (NB from McLearen Road to Dulles Toll Road)	FY14 Design/Build	11,100,000
Innovation Center Metrorail Station	FY14 Design/Build	41,000,000
Herndon Parkway Intersection Improvements at Van Buren St.	FY 14 ROW	500,000
Herndon Parkway Intersection Improvements at Sterling Road	FY 14 ROW	1,000,000
Herndon Metrorail Intermodal Access Improvements	FY 14 ROW	600,000
Subtotal		74,200,000
<u>Falls Church</u>		
Pedestrian Access to Transit	FY 14 Design Complete	700,000
Funding for Bus Shelters	FY 14 Construction Start	200,000
Pedestrian Bridge at Van Buren Street	FY 14 Design Start	300,000
W&OD Trail Lighting connecting to Future Intermodal Plaza	FY 14 Design Complete / Const. Start	500,000
Subtotal		1,700,000
<u>Loudoun</u>		
Belmont Ridge Road between Portsmouth Boulevard and Hay Road	FY 14 Design/Build Start	20,000,000
Route 28 Hot Spot Improvements – Loudoun Segment (Sterling Boulevard and the Dulles Toll Road)	FY 14 Construction Start	6,400,000
(Leesburg) Edwards Ferry Road at the Route 15 Leesburg Bypass Grade Separation.	FY 14 Design Start	1,000,000
Leesburg Park and Ride	FY 14 ROW and Construction Complete	1,000,000
2 New Transit Buses	FY 14 Revenue Service	880,000
Subtotal		29,280,000
<u>Prince William</u>		
Route 1 from Featherstone Road to Mary's Way	FY 14 Design Start	3,000,000
Route 28 form Linton Hall Road to Fitzwater Drive	FY 14 Construction Start	25,000,000
Subtotal		28,000,000
<u>NVTC</u>		
Transit Alternatives Analysis Study in the Route 7 Corridor (King Street, Alexandria to Tysons Corner). (PHASE II)	FY 14 Planning Start	838,000
<u>PRTC</u>		
PRTC New Gainesville Service (1 bus)	FY 14 Revenue Service	580,000

VRE

VRE Lorton station second platform	FY14 Design	7,900,000
VRE Alexandria station tunnel and platform improvements	FY 14 Construction	1,300,000
VRE Gainesville-Haymarket Extension Project Development	FY 14 Planning and Design Start	1,500,000
Subtotal		10,700,000

WMATA

Traction Power Upgrades on the Orange Line in Virginia	FY 14 Design Start	5,000,000
Ten New Buses on Virginia Routes	FY 14 Contract Start / FY 15 Rev Svc.	7,000,000
Subtotal		12,000,000

Total FY 14 Construction Projects	12	54,492,000
Total FY 14 Revenue Service Projects	4	5,710,000
Total FY 14 Design/Build Projects	6	104,935,000
Total FY 14 ROW Acquisition Projects	3	2,100,000
Total FY 14 Design Projects	8	21,400,000
Total FY 14 Planning Projects	1	838,000
Total FY 14 Projects (1)	34	189,475,000

(1) All FY 14 construction/rev svc projects included in Strawman

Mode Balance	Projects	Allocation	% Share
Total Roadway Projects	12	110,835,000	58%
Total Transit/Multimodal Projects	22	78,640,000	42%

NVTA Project Implementation Working Group (May 10, 2013)
Proposed Project List for Consideration for FY 2014 Funding

5/10/2013

ROADWAY PROJECTS			Tier I Screen										Tier II Screen					Tier II Total Points	Comments
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	Comments
1	Loudoun	Route 28 Hot Spot Improvements – Loudoun Segment (Sterling Boulevard and the Dulles Toll Road) –the estimated cost is \$12,400,000.00 FOR CONSTRUCTION. If funded for construction, the work could begin after VDOT issues a notice to proceed to the Route 28 PPTA. Route 28 is a major regional roadway connecting north and south areas and the Dulles Toll Road to the Dulles International Airport.	\$6,400,000	\$12,400,000	28	This segment of Route 28 has been funded for design and is nearing 100% design completion by the Route 28 PPTA.	Y	Y	Y	Y	Y	Y	1	5	R	1	-	7	
2	Arlington	Columbia Pike Multimodal Improvement Project. Arlington is requesting regional transportation funds for a phase of the Columbia Pike Multimodal Street Improvement Project. The project will provide for street improvements to include a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, and utility undergrounding and upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to S. Joyce Street on the east end. The goal of this project is to provide a complete street that achieves an appropriate balance of travel modes and supports future high-quality, high-frequency transit service. Project phase to begin construction FY 14.	\$12,000,000	\$12,000,000	244	Final Design	Y/Y	Y	Y	Y	Y	Y	1	5	R	1	-	7	
3	Fairfax City	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place The project proposes the following roadway improvements (to improve traffic flow & mobility): Widen Route 123 (Chain Bridge Road) to six lanes from U.S. Route 29/50 (Fairfax Boulevard) to Eaton Place; Improve the geometrics (lane alignments) of the roadway approaches for the intersection of U.S. Route 29/50 (Fairfax Boulevard) at Route 123 (Chain Bridge Road); Improve all turn lanes at intersection of U.S. Route 29/50 (Fairfax Boulevard) at Route 123 (Chain Bridge Road); Access Management Improvements. The project also proposes extensive culvert improvements to eliminate roadway flooding due to the inadequate existing culvert under Route 123 (Chain Bridge Road); The new culvert will allow conveyance of the 100-Year Flood for the North Fork of the Accotink Creek along U.S. Route 29/50 (Fairfax Boulevard) from Route 123 (Chain Bridge Road) to Eaton Place. Cost Breakdown: Engineering: \$1.5 Million (fully funded) R/W Acquisition: \$9.5 Million Construction: \$10 Million	\$5,000,000	\$21,000,000	50/123	ROW Acquisition anticipated to begin FY14	Y/Y	Y	Y	Y	Y	Y	1	5	R	1	-	7	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
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, street 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 from 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 ne 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 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	

TRANSIT PROJECTS			Tier I Screen														Tier II Screen				Tier II Total Points	Comments
Item	Agency	Project Description	Funding Required	Total Project Cost	Route	Status	CLRP/TIP	TA2040	Reduces Congestion	Increases Capacity	Within/adj. to NVTA Boundary	Meets All Requirements (Y/N)	Improves Safety	Project Readiness (max 6 pts)	Mode	Leverages External Funding	20 year lifespan (only for bond projects)	Tier II Total Points	Comments			
1	Alexandria	Shelters and Real-Time Transit Information for DASH/WMATA. This project would fund the replacement and expansion of bus shelters at high ridership locations throughout the City. The shelters would include amenities, such as real-time transit information to improve riders' access to information and customer satisfaction. Real time transit data infrastructure installed at 25 high ridership stops. Improve transit service across the region by integrating real-time transit information system and providing high quality transit stops for bus patrons traveling into and out of the City of Alexandria. Bus shelter construction and installation of real time transit signs will begin in FY2014.	\$450,000	\$1,500,000		WMATA recently awarded real-time transit information contract (City will ride contract to procure signs). City's bus shelters currently at 95% design phase, expected 100% design by June 2013	Y/Y	Y	Y	Y	Y	Y	1	6	T	1	-	8				
2	Alexandria	DASH Bus Expansion. Five new hybrid buses to provide additional service and increased headways to regional activity centers, including BRAC-133 at Mark Center and VRE Station at King Street. Four buses for increased frequency of existing AT1 route to urban standards. One bus will be contributed to the launch of a new crosstown route that will provide new connectivity to regional transit hubs such as Mark Center, Shirlington Transit Center, and the future Potomac Yard Metrorail station. (\$650,000/bus)Benefit to the Region: The AT1 improvements will strengthen transit connectivity between Van Dom 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 Dom-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 Dom-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	3,250,000	N/A	Buses can be procured in FY2014.	Y	Y	Y	Y	Y	Y	1	5	T	1	-	7				
3	PRTC	PRTC New Gainesville Service. One (1) 45-ft. commuter bus to provide for the new PRTC Gainesville to DC Service that is expected to begin in the Fall of 2013. With the restructuring of two commuter routes (Linton Hall and Manassas OmniRide), PRTC had a net savings of 3 buses, but the Gainesville to DC service needs four buses hence the request for one bus. The total cost for the commuter bus is estimated at \$580,000. This project is included in TransAction 2040 and the CLRP and will increase capacity. Once ordered, the manufacturing of the bus would take less than one (1) year.	\$580,000	\$580,000	N/A	Project implementation planned for Fall of FY14. Passenger surveys conducted in December 2012, draft routing has been produced. Timings for draft schedule and finalization of routing should be accomplished by June 15, 2013. Schedule finalized by July 31, 2013.	Y/Y	Y	Y	Y	TBD	Y	1	6	T	0	-	7				
4	Alexandria	Traffic Signal Upgrades/Transit Signal Priority. The first phase of this project will leverage existing infrastructure and improve system efficiencies by funding transportation technologies such as traffic signal upgrades, Transit Signal Priority (TSP), and queue jumps. These technologies will help maximize efficiency of the transportation system without large investment in new infrastructure. The systems will be implemented on the Duke Street corridor from the western City limit to Route 1 and on the Route 1 Transitway corridor from the Braddock Road Metrorail station to Potomac Yard. Some of the funds may also be used to upgrade traffic signals on Route 1, south of Braddock Road Metro without providing TSP. The TSP work will improve transit service and systems operations in the Duke Street and Route 1 corridors which provide direct connections to Fairfax and Arlington Counties. These corridors will support mobility, as well as improved travel times for SOV's and transit users along both corridors. The project will improve the efficiency of existing and planned transit service within the City of Alexandria, Fairfax County, and Arlington County.	\$660,000	\$1,200,000		Design in FY2014 for Duke St. for \$60,000. Construction of \$600,000 for Route 1	Y	Y	Y	Y	Y	Y	1	5	T	1	-	7	Project in CLRP. Part of Route 1 Transitway Project.			
5	WMATA	Traction Power Upgrades on the Orange Line in Virginia (\$5M). WMATA's strategic plan includes a project to expand the Metrorail fleet to enable the operation of 100 percent eight-car trains. The eight-car train project includes not only the purchase of rolling stock and railyard expansion, but also associated traction power upgrades. This project will begin the process of upgrading traction power along the Orange Line in Virginia, a very busy Metrorail corridor. The eight-car train project is included in TransAction 2040	\$5,000,000	TransAction 2040's estimate of VA share for 100% 8-car trains is \$496m; cost and schedule are being updated	N/A	It is expected that this \$5 million project can be completed in FY 14.	Y	Y	Y	Y	Y	Y	1	5	T	0	-	6	This project represents an initial step toward addressing traction power as part of the eight car train project. Traction power on the Orange Line in Virginia represents the greatest need at this time.			
6	Loudoun	Leesburg Park and Ride - The estimated cost \$1,000,000.00 right of way acquisition. This project entails funding of land acquisition for a second Leesburg Park-n-Ride Facility. This will be a new (minimum) 300 space park-n-ride facility to be located near the Town of Leesburg, and will allow for expanded connecting transit service to the Silver Line of Metro. The County has programmed funding for the construction in FY 2016; however no funds are available at this time to purchase land. Between 8 and 10 acres may be needed based on terrain, environmental conditions, accessibility, etc.	\$1,000,000	\$1,000,000	N/A	ROW acquisition and construction completed in FY 14 with regional funds.	Y	Y	Y	Y	Y	Y	1	4	T	1	-	6				

7	Arlington	Crystal City 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	\$1,500,000		In design. Construction to begin in FY14	N	Y	Y	Y	Y	Y	1	4	M	1	-	6	
8	Arlington	Blue/Silver Line Mitigation (ART Fleet Expansion) Purchase four Arlington Transit (ART) buses in FY 2014. This is a short-term measure to moderately increase ART's north-south bus capacity within Arlington to coincide with the opening of the Silver Line.	\$1,000,000	\$1,000,000		Buses should begin revenue service in FY 2014	Y	Y	Y	Y	Y	Y	1	5	T	0	-	6	
9	Loudoun	Transit Buses - 40-foot transit buses will be purchased to introduce Silver Line connecting transit service from a new Park-n-Ride facility known as East Gate Park-n-Ride along Tall Cedars Parkway. The estimated cost per bus is \$440,000 based on contract pricing available in the region.	\$880,000	\$880,000	N/A	Initiate revenue service FY 14	Y	Y	Y	Y	Y	Y	1	4	T	1	-	6	
10	Alexandria	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	\$482,000		Construction can begin in FY2014.	N	Y	Y	Y	Y	Y	1	4	T	0	-	5	
11	VRE	VRE Alexandria station tunnel and platform improvements This project includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King St. Metrorail station and the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000	\$1,300,000		NEPA/design of the project is underway; estimated completion March 2014.	YY	Y	Y	Y	Y	Y	1	6	T	1	-	8	The requested funding fills a shortfall in construction funds for the project and allow it to proceed to the next phase (construction phase). The project expands VRE capacity, enhances operational flexibility for VRE, Amtrak and freight trains, improves pedestrian safety by eliminating an at-grade pedestrian crossing of the railroad tracks, and improves ADA/multimodal pedestrian connections at the Alexandria station. As the station serves both the VRE Fredericksburg and Manassas Lines it will benefit riders from all VRE member jurisdictions, including jurisdictions beyond the NVTA boundaries.
12	Herdon	Herdon Metrorail Intermodal Access Improvements - Project concept plans show right-of-way acquisition for vehicle and bus pull-off bays along a section of Herndon Parkway (vicinity of the north-side pedestrian access facility associated with future Herndon Dulles Metrorail Station). The project also includes major intersection enhancements to include ADA accessible paver crosswalks, traffic and bike-ped signalization, refuge median islands and bus shelter / transit facilities. The purpose is for improved enhancements, connectivity and accessibility to transit-oriented development along Herndon Parkway and to improve intermodal connectivity to/from the northside area of the future Herndon Metrorail Station. MWAA/Dulles Corridor Metrorail Project will provide a wide sidewalk connecting approximately 450 feet between Herndon Parkway and the Metrorail pedestrian access facility. The project will provide a drop-off lane for both directions to accommodate Fairfax Connector buses and for drivers to pull off of Herndon Parkway, stop and drop off Metrorail passengers in a safe manner.	\$600,000	\$1,500,000	228	Concept design completed; approved by Town Council. PE to begin July 2013 and continue with ROW during FY2014	N	Y	Y	Y	Y	Y	1	4	M	1	-	6	FY 14 ROW Acquisition

**NVTA Project Implementation Working Group
Projects for Consideration for the NVTA 6 Year Plan**

5/8/2013

ROADWAY PROJECTS (in no particular order)																				
Item	Agency	Project Description	Funding Required	Total Project Cost	Route	Status	CLRP/TIP	Tier I Screen					Tier II Screen						Tier II Total Points	Comments
								Transaction 2040	Reduces Congestion	Increases Capacity	Within/adj. to NVTA Boundary	Meets All Requirements (Y/N)	Improves Safety	Project Readiness (max 6 pts)	Mode	Leverages External Funding	20 year lifespan (only for bond projects)			
1	Herndon	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.	\$2,600,000	\$20,400,000	606	Concept design and NEPA completed. VDOT to begin PE in June 2013 estimated at \$2.2M; ROW estimated at \$400K	Y/Y	Y	Y	Y	Y	Y	1	5	R	1	-	7		
2	Manassas Park	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.					N	-	Y	Y	Y	N	-	-	-	-	-	-		
3	Fairfax	Braddock Road HOV Widening; 6 to 8 Lanes (Burke Lake Road to I-495) – Design \$10 M. 6 to 8 Lanes - Burke Lake Road to I-495 - Design - In accordance with the Fairfax County Comprehensive Plan, widen Braddock Road from 6 general purpose (GP) lanes to 6 GP lanes with 1-HOV lane in each direction. Funding is for preliminary design and environmental study.	\$10,000,000	TBD	620	Planning to start FY 14	N	Y	Y	Y	Y	Y	1	3	R	0	-	4	On Fairfax County Comp Plan	
4	Fairfax	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	TBD	28	Design to begin FY14	N	Y	Y	Y	Y	Y	1	3	R	0	-	4	same request as #7, on Fairfax County Comp Plan	
5	Fairfax	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	\$84,000,000	644/613	Conceptual design and Environmental document completed, but need to be updated	N	Y	Y	Y	Y	Y	1	3	R	1	-	5	On Fairfax County Comp Plan	
6	Fairfax	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	\$7,500,000	29	Utility relocation June 2014 to Sep 2015, Construction Sep 2015 to Sep 2016	Y	Y	Y	Y	Y	Y	1	5	R	1	-	7	On Fairfax County Comp Plan	
7	Loudoun	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. • 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.	\$40,000,000	\$40,000,000		The NEPA document is complete and the plans are ready for design/build procurement.	Y	Y	Y	Y	Y	Y	1	5	R	0	-	6		

TRANSIT PROJECTS								Tier I Screen					Tier II Screen						
Item	Agency	Project Description	Funding Required	Total Project Cost	Route	Status	CLRP/TIP	Transaction 2040	Reduces Congestion	Increases Capacity	Within/adj. to NVTA Boundary	Meets All Requirements (Y/N)	Improves Safety	Project Readiness (max 6 pts)	Mode	Leverages External Funding	20 year lifespan (only for bond projects)	Tier II Total Points	Comments
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. This funding would allow project to proceed to construct 9 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	Y	1	3	T	1	-	5	TRANSIT project. Included in Fairfax County Transit Development Plan. Transaction 2040 and the CLRP include bus service
2	Fairfax	Fairfax County Parkway Bus Service (Herndon to Fort Belvoir) - 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	\$6,000,000		Buses could be purchased within 4-6 months of funding allocation; however the West Ox Bus Garage expansion must occur first. Anticipate revenue service in FY16	Y	Y	Y	Y	Y	Y	1	4	T	0	-	5	Included in Fairfax County Transit Development Plan
3	Fairfax	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	\$51,000,000		Fairfax County has committed to fund outside Dulles Rail Ph II	Y	Y	Y	Y	Y	Y	1	4	T	0	-	5	On Fairfax County Comp Plan
4	Fairfax	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	\$49,400,000		Fairfax County has committed to fund outside Dulles Rail Ph II	Y	Y	Y	Y	Y	Y	1	4	T	0	-	5	On Fairfax County Comp Plan
5	VRE	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.	\$19,800,000	\$19,800,000		VRE has an open contract with the equipment manufacturer that includes options for the purchase of additional coaches. Option could be exercised within 2 months of NVTA selection of the project for funding.	Y/Y	Y	Y	Y	TBD	Y	1	5	T	0	-	6	The additional rolling stock will allow VRE to lengthen existing trains and/or add new trains that otherwise would not be possible without the purchase. The project expands VRE on-board carrying capacity by approx. 1,230 persons/day (approx. 2,460 trips/day removed from highways).

