

**Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority**

MEMORANDUM

TO: Christopher Zimmerman, Chairman
Northern Virginia Transportation Authority

Members
Northern Virginia Transportation Authority

FROM: Tom Biesiadny, Chairman
Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority

SUBJECT: Approval to Release Initial NVTA Six Year Program for Public Comment (Agenda Item 4.A.)

DATE: November 30, 2007

Recommendation:

The Jurisdiction and Agency Coordinating Committee (JACC) recommends that the NVTA approve the release of an initial NVTA Six Year Program encompassing the balance of FY 2008, FY 2009 and FY 2010, as shown in Attachment I, for public comment. The JACC also recommends that the NVTA schedule a public hearing on this initial Six Year Program for January 10, 2008, at 6:00 p.m. at George Mason High School, 7124 Leesburg Pike, Falls Church, Virginia.

Background:

Since June 2007, the JACC has been working to develop a Six Year Program and process for NVTA. On September 27, 2007, the NVTA approved a Call for Projects (Attachment IV) for the initial two and one-half years of the program (balance of FY 2008, FY 2009 and FY 2010) and a schedule for developing the program. This schedule has been revised to reflect the change in NVTA meeting dates, see Attachment II. Project applications were due on November 9, 2007. On November 8, 2007, the NVTA approved a more complete Six Year Program and project prioritization process using the criteria previously adopted by NVTA as part of TransAction 2030, Attachment III.

Based on the project submissions received from the jurisdictions and transportation agencies and the prioritization of these submissions, the JACC prepared the attached list of projects. In general, these projects represent the highest ranked projects submitted in the categories of highway, transit, bicycle and pedestrian and multimodal projects. They also generally include the highest ranked projects overall. Attachment I shows these projects in rank order overall.

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Attachment I also includes a list a projects that do not have specific dollar amounts or rankings. These projects are being included for several jurisdictions that may implement the commercial real estate tax for transportation or the local vehicle registration fee. If these taxes and fees are adopted, some project substitutions may be necessary. This should not be necessary in future years.

The projects on Attachment I reflect only the projects that will be funded using the 60 percent of revenue retained by NVTA, less the annual \$50 million earmark for Washington Metropolitan Area Transit Authority capital and \$25 million for Virginia Railway Express capital and operating expenses which are listed separately. The details associated with these earmarks are still being refined.

No bond debt service payments are anticipated during this time period; however, it may be necessary to set aside funding for some bond related costs during this period. The actual amounts of these set asides will still need to be determined. Projects to be funded with the 40 percent of revenues that are returned to the local governments will ultimately be shown in the Six Year Program for information; however, the governing bodies of local jurisdictions will decide how these funds are spent.

Lastly, the Six Year Program will also include the bond projects that were adopted by NVTA on July 12, 2007. A list of these projects can be found at:

<http://www.thenovaauthority.org/PDFs/Fact%20Sheets/NVTA%20Projects%20Fact%20Sheet%20final.pdf>

Copies will also be provided at the NVTA meeting.

Since HB 3202 requires that jurisdictions receive a benefit generally proportional to the funding raised in each jurisdiction, the JACC used estimates of receipts from each of the seven taxes and fees to determine proportional shares. These estimates total approximately \$280 million per year, based on most recent information. If jurisdictions did not receive their proportional share of funding based on the prioritization, adjustments were made to achieve the appropriate regional balance. Since these projects allocations were based on estimates, adjustments will need to be made in future years to reflect actual receipts.

This process is being used as a trial run in the development of a complete NVTA Six Year Program and process. The lessons learned during this cycle will be used to improve and expand the process prior to the initiation of the FY 2009 to FY 2015 NVTA Six Year Program. The JACC will provide recommendations for improvements to the NVTA in Summer 2008.

In addition, staff is working a template for projects agreements to allow projects to be implemented using these funds. This template agreement will be brought back to the NVTA for consideration in the future.

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Jurisdiction and Agency Coordinating Committee members and I will be available at the December 6, 2007, NVTA meeting to answer questions.

Cc: Members, NVTA Jurisdiction and Agency Committee
Members, NVTA Working Groups

Northern Virginia Transportation Authority
Proposed Schedule for the FY 2008 - 2010 Program of Projects

- September 19, 2007: TPB Reviews Draft Call for Projects
- September 27, 2007: NVTA Issues Call for Projects**
- October 1, 2007: Begin Federal Fiscal year – 2008
VDOT begins preparation of obligation information for MPO FY09 TIPs (non-attainment areas first)
- October 17, 2007: TPB Releases Final Call for Projects-- Transportation Agencies Begin Submitting Project Information through On-Line Database
- November 8, 2007: NVTA approves Six Year Plan Process, Project Prioritization and Project Development**
- November 9, 2007 with Project Submissions for FY 2009 and 2010 due with prioritization matrix**
- November 13, 2007: CTB's – Fall Transportation Public Hearing in No. Va.**
- November 26-30, 2007: Possible meeting dates for VDOT, Jurisdictions, Agencies, etc to meet and discuss project list**
- November 29, 2007: JACC reviews Draft Program of Projects
VDOT provides project lists with phase starts to MPOs**
- December 1, 2007: Draft Six Year Program to NVTA**
- December 6, 2007: NVTA reviews draft Program of Projects and Releases Program for Public Comment**
- December 2007: Review of Projects and Procedures with NVTA Technical Advisory Committee and Planning Coordination Advisory Committee, if established.**
- December 13, 2007: VDOT provides obligation information to non-attainment MPOs for TIPs

December 27, 2007: VDOT provides annual list of obligations for public release

January 10, 2008: NVTA Holds Public Hearing, Reviews Public Comments and Will be Asked to Approve Program of Projects

January 11, 2008: DEADLINE: Transportation Agencies Complete On-Line Project Submissions for MPO TIP

January 16, 2008: TPB Briefed on Project Submissions and Draft Scope of Work and Releases for Public Comment

February 20, 2008: TPB reviews Public Comments and is asked to Approve Project Submissions for FY09-14 TIP and Plan and draft Scope of Work

March 20, 2008: VDOT presents draft FY09-14 SYIP to CTB
Public Hearings on draft FY09-14 SYIP at end of March

May 15, 2008: FY09-14 SYIP adopted by the CTB

May 21, 2008: TPB Receives Status Report on Conformity Assessment

June 12, 2008: TPB releases Conformity Assessment for Public Comment

July 16, 2008: TPB Reviews Public Comments and Adopts Plan, FY09-14 TIP, and Conformity Assessment
State Transportation Improvement Program (STIP) submitted to FHWA/FTA for approval

September 2008: FHWA/FTA approval of STIP.

October 1, 2008: Begin Federal Fiscal Year 2009

PROJECT CRITERIA

Activity Center Connections

Projects that improve connections between multiple activity centers as defined by the TransAction 2030 Plan. This criterion will be revisited with the TransAction 2030 Plan update.

Full moon	Improves connectivity between three or more activity centers
Half moon	Improves connectivity between two activity centers
Empty moon	Improves connectivity to one activity center only

Multimodal Choices

Projects that create multimodal choices for travelers. Modes include travel by car, train, bus, bicycle or on foot.

Full moon	Adds new mode or extension of existing mode to corridor
Half moon	Major service improvement to existing mode in corridor
Empty moon	Minor service improvement to existing mode in corridor

Major service improvements could include:

1. Roadway widening
2. Multiple grade separations along one roadway
3. Widening of High Occupancy Vehicle (HOV lanes)
4. Transit service improvements such as increased frequency and other capacity improvements to an existing line
5. Addition of park-and-ride lots
6. Enhancements to existing Intelligent Transportation Systems (ITS)
7. Construction of bicycle or pedestrian trails

Minor service improvements could include:

1. Expansion of park-and-ride lot
2. Intersection/interchange reconstruction
3. Grade separation of existing intersections
4. Access and parking improvements

Person Throughput

Projects that provide for increased person-capacity within a corridor, with the goal of moving the most people, rather than vehicles.

Full moon	Project significantly increases corridor person throughput
Half moon	Project has minor effect on corridor person throughput
Empty moon	No effect on corridor person throughput

Intermodal Connections (i.e., between existing modes)

Projects that provide enhanced connections among modes (auto, bus, rail, bicycle, walking).

Full moon	Adds new intermodal connection
Half moon	Improves existing intermodal connection
Empty moon	No effect on intermodal connection

Management and Operations – Technology

Projects that improve the management and operation of existing facilities through technology applications.

Full moon	Project improves technological management and operations of an existing transportation facility
Half moon	Project improves technological management and operations of an expansion of an existing transportation facility
Empty moon	No improvement to management and operations of a facility

Urgency

Projects that address existing significant Level of Service (LOS) deficiencies for all systems as defined in the [TransAction 2030 Plan](#).

Full moon	Project addresses existing LOS F or G condition
Half moon	Project addresses existing LOS E condition
Empty moon	Project addresses existing LOS A, B, C or D condition

Need for Rehabilitation

Projects that address major maintenance for aging infrastructure, whether roads, bridges, [bicycle/pedestrian facilities](#), [multi-modal](#) or transit facilities.

Full moon	Facility is seriously dilapidated (e.g. weight restrictions put into effect)
Half moon	Facility is in need of more than routine maintenance
Empty moon	Facility does not need rehabilitation (maintenance inferred)

Right-of-Way (ROW)

Project ROW impacts on sensitive areas.

Full moon	No additional ROW needed
Half moon	Minimal ROW required and project does not impact sensitive area
Empty moon	Additional ROW required and project does impact sensitive area

Mode Share

Projects' effects on mode share.

Full moon	Project will generally encourage an increase in non-Single Occupant Vehicle (SOV) travel through the addition or expansion of an HOV or transit facility
Half moon	Project will generally encourage an increase in non-SOV travel through addition or expansion of bicycle or pedestrian facilities, park and ride lots and/or operational improvements to existing transit services
Empty moon	Project will result in no discernable reduction in non-SOV travel

Reduce VMT

Projects' effects on vehicle miles traveled (VMT). When analyzing VMT for transit projects a standard formula – similar to the formula used for CMAQ funding-will be developed and applied.

Full moon	Project directly reduces VMT (i.e., transit project, park-and-ride lot, new high occupancy vehicle (HOV) lane(s), new pedestrian and bicycle facility)
Half moon	Project indirectly or through expansion reduces VMT (i.e., expansion of HOV, transit improvement or expansion)
Empty moon	Project does not reduce VMT

Compatibility with Local Comprehensive Plans

Projects are included in transportation element of jurisdiction comprehensive plans.

Full moon	Project is in adopted transportation plan for jurisdiction or agency strategic plan
Half moon	Project is being considered for adoption into transportation plan or agency strategic plan
Empty moon	Project is not being considered for adoption into transportation plan or agency strategic plan

Land-Use Supports Transportation Investment

Projects within each corridor to be scored based on relative number of jobs and households within ¼ mile of investment based on jurisdictions comprehensive plans. Service coverage will be used as the threshold for transit projects per the TransAction 2030 Plan.

Full moon	High number of jobs and households within ¼ mile of investment
Half moon	Moderate number of jobs and households within ¼ mile of investment
Empty moon	Low number of jobs and households within ¼ mile of investment

Improved Non-Motorized Travel Options (Bicycle and Pedestrian) to and within Activity Centers

Project supports multiple use development patterns in a walkable environment.

Full moon	Project adds or extends non-motorized facility to and within activity center
Half moon	Project improves existing non-motorized facility to and within activity center
Empty moon	Project does not improve or provide a non-motorized facility to and within activity center

Improved Transportation System Operations to and within Activity Centers

Project encourages development to be located where it can be served by existing infrastructure.

Full moon	Project improves operation of existing transportation system to and within activity center
Half moon	Project improves operation of an expanded transportation system to and within activity center
Empty moon	No improvement to operations of existing transportation system to and within activity center

Reduce Roadway Congestion

Project reduces roadway congestion.

Full moon	Project will significantly improve traffic flow. Significant improvement is defined as a "letter" improvement to the Level of Service on the roadway or intersection.
Half moon	Project will moderately improve traffic flow. Moderate improvement is defined as the reduction of LOS delay on the roadway or intersection.
Empty moon	Project will have minimal to no effect on traffic flow

Safety

Project improves the safety of the transportation system.

Full moon	Project designed to specifically improve system safety and/or address an existing safety deficiency
Half moon	Project will generally result in a safety improvement
Empty moon	Project will have no discernable or negative effect on safety

Cost Sharing

*Project leverages private or other outside funding. **Cost sharing will be used in the screening of projects more heavily for the first two years.***

Full moon	Project leverages private or other outside funding (e.g. tax districts, ROW donations, proffers, and/or Federal and State funds beyond/above normal allocations)
Half moon	Project leverages modest private or other outside funding
Empty moon	Project has no leveraged private or other outside funding

Freight Movement

Projects that improve the capacity, reliability of freight - while also improving other impacted systems such as highways or passenger rail

Full moon	Project increases the reliability and capacity of freight and passenger rail, and improves overall highway system
Half moon	Project improves reliability and capacity of freight rail and passenger rail but has little or no impact on the overall system
Empty moon	Project improves freight rail capacity and reliability but has no or negative impact on passenger rail efficiencies or overall system efficiencies

Northern Virginia Transportation Authority

Call for Projects and Instructions

September 28, 2007

Introduction

The Northern Virginia Transportation Authority was established by the Virginia General Assembly on April 17, 2002. The Authority embraces the Cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park and the Counties of Arlington, Fairfax, Loudoun and Prince William. Among other things, the Authority was given the following responsibilities:

- The Authority shall prepare a regional transportation plan for Northern Virginia, to include, but not necessarily be limited to, transportation improvements of regional significance, and shall from time to time revise and amend the plan.
- Once the plan is adopted, the Authority may construct or otherwise implement the transportation facilities in the plan.
- The Authority may contract with others to provide transportation facilities or to operate its facilities, or it may provide and/or operate such facilities itself.
- The Authority may prepare a plan for mass transportation services and may contract with others to provide the necessary facilities, equipment, operations, etc., needed to implement the plan.

On April 4, 2007, the Virginia General Assembly approved the Transportation Finance and Reform Act (HB3202) which authorized the Northern Virginia Transportation Authority to raise more than \$300 million per year in new funding for transportation by implementing up to seven taxes and fees.

On July 12, 2007, the NVTA adopted all of the taxes and fees, set an effective date of January 1, 2008, and directed staff to continue planning for the implementation of this legislation. The NVTA's Jurisdiction and Agency Coordination Committee (JACC) established several subcommittees to make recommendations to the NVTA regarding the development of an NVTA Six Year Program. These recommendations will be presented at NVTA's November 8, 2007, meeting.

In the meantime, the National Capital Region Transportation Planning Board (TPB) has begun planning for the FY 2009-2014 Transportation Improvement Program (TIP) and 2008 Constrained Long Range Plan (CLRP) for the Washington region. Project submissions for these documents are due on January 11, 2008. TPB will release the projects submitted for public comment on January 16, 2008. Any projects requiring inclusion in TPB's air quality conformity analysis must be released for public comment at this time. Projects may subsequently be deleted prior to TPB final adoption of project submissions on February 20, 2008; however no additional projects may be added. Any regionally significant project not included in this adoption by TPB will need to undertake an individual air quality conformity analysis or wait for the FY 2010-2015 TIP cycle which will begin in January 2009.

To comply with TPB's deadline, NVTA must adopt any final project submissions at its meeting on January 10, 2008.

This Call for Projects is being issued to allow NVTA to undertake a condensed schedule for development of the first two and one-half years of a Six Year Program (FY 2008, FY 2009 and FY 2010). The JACC has recommended this approach to allow the initial implementation of some transportation projects and services while more detailed work is completed on the process and procedures for an entire NVTA Six Year Program. JACC will be returning with these recommendations in mid 2008.

NVTA's Vision

The following vision was originally adopted by the Transportation Coordinating Council of Northern Virginia in 1999 and was ratified by NVTA in September 2006:

“In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that supports our economy and quality of life. It will be fiscally sustainable, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network.”

This vision guided NVTA's development of its TransAction 2030 Long-Range Transportation Plan and will guide its decision-making related to its short-term Six Year Program.

Six Year Program and Funding Levels

As indicated above, NVTA will initially be considering the first two and one-half years of what will ultimately be a Six Year Program. A Six Year Program was selected to coincide with the duration of the Virginia Department of Transportation's Six Year Program and the TPB's Transportation Improvement Program. Since work is continuing on the process and procedures for this NVTA Six Year Program, NVTA is only soliciting projects for two and one-half years (second half of FY 2008, FY 2009 and FY 2010). FY 2008 is only a partial year, since the taxes and fees will not be implemented until January 1, 2008.

It is anticipated that the seven taxes and fees adopted by NVTA on July 12, 2007, will raise approximately \$300 million per year. For the second half of FY 2008, NVTA expects to raise approximately \$100 million.

HB 3202 requires 40 percent of the revenue raised by NVTA (an estimated \$120 million annually) be returned to the jurisdiction in which the revenue was raised. The jurisdiction must use these funds for transportation purposes. With the exception of Alexandria, Arlington County and Falls Church, the jurisdictions must use half of these funds for improvements to secondary and urban roadways. The remaining funds returned to these jurisdictions and all funds returned to Alexandria, Arlington and Falls Church “*as determined solely by the applicable locality, shall be used either for additional urban or secondary road construction; for other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by the Authority; or for public transportation purposes.*”

Of the revenues that NVTA retains (an estimated \$180 million annually), NVTA must first pay debt service on any outstanding bonds annually and then allocate \$50 million annually for Washington Metropolitan Area Transit Authority capital projects and \$25 million annually for Virginia Railway

Express capital and operating projects. The remaining funds can be used “*solely for transportation projects and purposes that benefit the counties and cities embraced by the Authority.*”

HB 3202 also requires that “*All revenues deposited to the credit of the Authority shall be used for projects benefiting the localities embraced by the Authority, with each locality's total long-term benefits being approximately equal to the total of the fees and taxes received by the Authority that are generated by or attributable to the locality divided by the total of such fees and taxes received by the Authority.*”

Project Identification

NVTA is requesting that its member jurisdictions, as well as the transportation agencies that serve Northern Virginia, identify proposed projects for the 60 percent revenues that NVTA will retain. The JACC, in conjunction with state and regional transportation agencies, will then prepare a draft Six Year Program (FY 2008 to FY 2010) for NVTA’s and the public’s consideration.

Coordination

Since HB 3202 requires that each locality’s long-term benefits be approximately equal to the funding raised in each jurisdiction, transportation agencies or others submitting proposed projects or services must coordinate with the staff(s) of the affected jurisdiction(s) prior to submission.

Conversely, any jurisdiction submitting a project or service that it will not implement directly must coordinate with the proposed implementing agency’s staff prior to submission.

NVTA is seeking action from local governing bodies indicating support for projects and services submitted for NVTA consideration.

Prioritization

As part of TransAction 2030, the NVTA adopted a set of criteria to be used for prioritization of transportation projects. These criteria are included as Attachment I. These criteria were applied to the new projects included in TransAction 2030. However, TransAction 2030 assumed that all projects in the existing regional Transportation Improvement Program (TIP) and the Constrained Long Range Plan (CLRP) were the highest priority. The TransAction 2030 effort did not attempt to rank the projects within the TIP and CLRP.

This effort to prepare a Six Year Program will be the NVTA’s first large scale attempt to apply these criteria. As such, this will be a test case for the application of these criteria. The lessons learned from this exercise will be used to recommend refinements and a more robust prioritization process for future Six Year Programs. NVTA is interested in comments on the prioritization effort that will be undertaken this year.

As part of each application, NVTA requests that each submitter rank its submissions against the criteria adopted as part of TransAction 2030. The submitter should be prepared to defend the rankings for each project. NVTA will retain the right to modify the submitter’s rankings, based on contrary evidence.

Selection Criteria

For the initial Six Year Program, submitters should consider the following things when submitting project requests:

- Reduce congestion, improve auto and pedestrian safety and/or improve transit service and capacity.
- Projects should be “ready to go,” to the greatest extent possible, with funding being the primary obstacle to moving to the next phase (right of way or construction).
- Projects should be included in the region’s Constrained Long Range Plan and NVTA’s TransAction 2030 Regional Transportation Plan, specifically, or are consistent with the plan.
- Projects have (or will have before funding is available) resources available to implement the project when funding is provided.
- Projects are short-term priorities of the jurisdictions; many projects should already be partially funded in the Commonwealth’s Six Year Program or by individual jurisdictions or agencies. In general, the funding from this initial NVTA Six Year Program should allow projects to be fully funded and implemented in a shorter time frame than previously anticipated.
- A Project Submission Form must be complete for each project, and include jurisdictional support and prioritization information.
- Projects must be able to use FY 2008, FY 2009 and/or FY 2010 funding.
- Submitters should recognize that NVTA has consistently sought to achieve a balance between modes when funding projects.
- NVTA must ensure that the long-term benefits each of its nine jurisdictions receives is approximately equal to the taxes and fees raised in each jurisdiction.

Review and Evaluation

It is anticipated that the JACC will review the project submissions following the November 9, 2007, submission deadline and undertake a project prioritization exercise using the criteria adopted in TransAction 2030. Subsequently, the JACC will coordinate with the Virginia Department of Transportation and Department of Rail and Public Transportation to avoid duplication of funding for projects.

Based on the outcome of the prioritization exercise and the coordination with state agencies, the JACC will prepare a draft Six Year Program for FY 2008 to FY 2010. The JACC will review the procedures used and this draft list of projects with the NVTA’s Planning Coordination Advisory Committee and Technical Advisory Committee. Ultimately, the JACC will submit a recommended Six Year Program to the NVTA to be released for public comment. Following a public hearing on January 10, 2008, the NVTA will be asked to consider adopting a Six Year Program for FY 2008 to FY 2010.

Schedule

Project Submission Forms are due to NVTA by Friday, November 9, 2007. A complete schedule of activities associated with the development of this Six Year Program is included as Attachment II.

Submission Forms and Instructions

NVTA’s Project Submission Form is included as Attachment III. Completed forms should be submitted to: tom.biesiadny@fairfaxcounty.gov by November 9, 2007. Forms should be as

complete as possible; however, if information is not available at the time of submission, it should be noted.

For more information, please contact: Betsy Massie at (703) 580-6113 or bmassie@omniride.com

NVRTA SIX YEAR PLAN PROJECTS BY SCORE

Mode	Project Title & Description	Score	FY09	FY10
Roadway	Route 3000 (Prince William County Parkway) Widening <i>Widen Route 3000 from Old Bridge Road to Minnieville Road to a 6-lane divided facility with a 16-foot raised median with curb and gutter.</i>	46	\$ -	\$ 11,300,000.00
Transit	Rebuild the King Street Metro Parking Lot and Bus Loading Area <i>This project will reconfigure the existing Metrorail station parking lot, maximize bus bay capacity and improve the pedestrian environment within the King Street station complex.</i>	46	\$ 1,400,000.00	\$ 840,000.00
Transit	Columbia Pike Streetcar <i>This</i> <i>joint project between Arlington and Fairfax Counties consists of environmental studies, preliminary engineering, design and construction of a streetcar running approximately 4.7 miles between Pentagon City and Skyline.</i>	44	\$ 11,200,000.00	\$ 25,707,000.00
Transit	Transit Development Plan (Fairfax Connector) Capital Improvements <i>These improvements include the procurement of up to 76 buses for Fairfax Connector service enhancements and the construction of a bus transfer center(s).</i>	43	\$ 5,755,000.00	\$ 3,550,000.00
Transit	I-66/Vienna Metrorail Accessibility & Capacity Improvements <i>This</i> <i>project request will fund the construction of a transit access ramp from I-66 to the Vaden Drive bridge, adjacent to the Vienna Metrorail Station. This project will increase the accessibility to the Vienna Metrorail Station for transit vehicles.</i>	42	\$ 1,445,000.00	\$ 14,193,000.00
Multimodal	Columbia Pike Multimodal Improvements from Arlington County Line to Washington Blvd <i>The project will include the design and construction of new streetscape cross-sections, including the installation of left-turn lanes, improved pedestrian facilities, improved vehicular flow, improved transit access and transit efficiency for the entire length of Columbia Pike within Arlington County.</i>	41	\$ 1,000,000.00	\$ 1,000,000.00
Roadway	Route 15 Road Widening from Evergreen Mill Rd to Leesburg town limits <i>This project expands Route 15 from two to four lanes with a median for approximately 5,800 feet.</i>	41	\$ 4,525,000.00	\$ 4,525,000.00
Roadway	Interchange at Edwards Ferry Road and Route 15 Bypass <i>This</i> <i>interchange will allow safe passage for pedestrians to cross the Route 15 Bypass highway.</i>	41	\$ 1,500,000.00	\$ 1,000,000.00
Bicycle/Ped	Holmes Run Greenway Shared-Use Path Improvements (Alexandria) <i>This funding request will allow the City of Alexandria to make physical improvements that will address ongoing maintenance issues and security concerns, and improve bicyclist and pedestrian access to this</i>	40		\$ 560,000.00
Roadway	Widening of North Bound Pickett Road <i>Widening</i> <i>of north bound Pickett Road from Main Street (Route 236) to the entrance of the Pickett Shopping Center</i>	40	\$ 250,000.00	\$ 250,000.00

Roadway	Mulligan Road (Old Mill Road Connector Road) <i>Funding for this project will enable the construction of a full four-lane facility (Mulligan Road) from Richmond Highway to Telegraph Road for non-defense traffic affected by Fort Belvoir access restrictions on Beulah Street and Woodlawn Road.</i>	40	\$ 12,100,000.00	\$ -
Roadway	Chain Bridge Road/Eaton Place Intersection Improvements <i>Providing</i> <i>a direct access from Willow Crescent Drive to north bound Chain Bridge Road, replace traffic signals, and provide pedestrian crosswalks with pedestrian signals.</i>	38	\$ 1,000,000.00	\$ 1,000,000.00
Roadway	Route 28 Grade Separation Overpass (B-Line and Wellington Road, Manassas) <i>This project will provide a grade separation at Route 28/Railroad B-Line and Wellington Road and the main line resulting in significant improvements in traffic flow and emergency response times to the Southwestern section of the City of Manassas.</i>	38	\$ 700,000.00	\$ 700,000.00
Transit	Rosslyn (Metro) Station Access Improvements <i>This</i> <i>project will improve passenger access to Rosslyn Metro station by adding three (3) high speed elevators from street level to station platform; a new mezzanine (underground at platform level) with passageway, station manager kiosk and fare collection and accessory equipment; emergency exit stairway and mechanical shafts.</i>	38	\$ 6,100,000.00	\$ 1,750,000.00
Bicycle/Ped	Broad Street Streetscape Improvements (Falls Church) <i>This</i> <i>project will carry out streetscape improvements on West Broad Street from Virginia Avenue to Rowell Court with an aim to provide the design enhancements that will allow Route 7 to function both as a regional roadway and as a downtown commercial street.</i>	37	\$ 300,000.00	\$ 300,000.00
Transit	Sterling - Ashburn Park and Ride Lot <i>Funding</i> <i>for this project will go towards acquiring land for a 300 space park & ride lot to serve the communities of Ashburn north and Sterling.</i>	37	\$ 1,500,000.00	\$ 475,000.00
Bicycle/Ped	Bicycle/Pedestrian Trail Improvements (Falls Church) <i>This</i> <i>project involves the repair and/or reconstruction of existing trails and the construction of new trails within the City of Falls Church, based on needs identified in the Parks and Pedestrian Master Plans.</i>	36	\$ 200,000.00	\$ 440,000.00
Bicycle/Ped	Sidewalk Construction, Repair, and Replacement (Falls Church) <i>This project includes the repair and replacement of sidewalks throughout the City. The first phase of this project, which will be funded through the NVTAs initial bond issuance, will repair and/or replace sidewalks in approximately 28 locations in the City.</i>	36	\$ -	\$ 100,000.00
Roadway	Route 7 Widening from Reston Avenue to Reston Parkway <i>This project will widen Route 7 approximately 1.5 miles, between Reston Avenue to Reston Parkway, to six lanes (three lanes in each direction) and will provides for intersection improvements, installation of traffic signals, and a 10 foot multi-purpose trail on both sides of the corridor.</i>	36	\$ 8,800,000.00	\$ -
Transit	Expansion of CUE <i>Add bus</i> <i>vehicle trips during the weekday evening hours to reduce the headway from one hour to thirty minutes.</i>	36	\$ 200,000.00	\$ 200,000.00

Roadway	Roadbed Reconstruction (Falls Church Streets, Routes 7 & 29 within City Limits) <i>This project involves the roadbed reconstruction of the roadbed of significant portions of the City's streets, including portions of Route 7 and 29 which lack the middle two layers – the sub base and the road base.</i>	35	\$ 200,000.00	\$ 200,000.00
Roadway	Roadbed Condition Assessment (Falls Church) <i>This project is a condition assessment of all roads in the City of Falls Church. The results from this assessment will enable the City to develop and prioritize repairs and facilitate the appropriate repair strategy for each deficient road segment.</i>	35	\$ 250,000.00	\$ -
Roadway	Manassas Dr/Mathis Ave Intersection Improvements <i>This funding request will support the reconfiguration of intersection and construction of dedicated turn lanes, receiving lanes, pedestrian facilities and signal modifications (installation of fiber optic system components) to alleviate severe delay at am and pm peak hours.</i>	35	\$ 400,000.00	
Roadway	Route 28 Frontage Roads (Pacific Boulevard between Dresden Street and Moran Roads) <i>This project, extending from Pacific Boulevard between Dresden Street and Sterling Boulevard, will complement existing and proposed Route 28 frontage road projects which are intended to improve local traffic and regional traffic flow in this corridor.</i>	35	\$ 8,500,000.00	\$ 7,000,000.00
Bicycle/Ped	Bicycle Route Improvements (Falls Church) <i>This project features bicycle enhancements in the City's residential neighborhoods some of which include new bicycle route signage, bicycle ROW striping, and other small-scale route improvements.</i>	34	\$ 60,000.00	\$ 50,000.00
Bicycle/Ped	U.S. Route 50 Traffic Calming Project/Aldie segment <i>The funding request for the Aldie segment portion will support the provision of sidewalks, rural splitters, landscaping and some on street parking -- with an aim to slow traffic, improve safety for pedestrians and motorists and help preserve the overall historic and rural character of the corridor.</i>	33	\$ 1,500,000.00	\$ -
Transit	Bus Shelters (Falls Church) <i>This project request includes the construction of at least five bus shelters on the City's main commercial corridors, which include West Broad Street and Washington Street (and South Maple Avenue as part of the redeveloped City Center).</i>	33	\$ 30,000.00	\$ 50,000.00
Roadway	Southern Collector Road (Purcellville)	32	\$ 1,300,000.00	\$ 2,500,000.00
Roadway	Route 7/Route 659 Interchange <i>The Route 7/Route 659 interchange is one of two remaining interchanges need to complete a series of grade separated roadways along Route 7 between Leesburg and Route 28. The requested funding will be for the purchase of right of way in the southwest quadrant of the Route 7/Route 659 intersection and utility relocation.</i>	32	\$ 8,075,000.00	\$ 11,400,000.00
Bicycle/Ped	Pedestrian and Traffic Calming Improvements (Falls Church) <i>This project is to implement pedestrian enhancements in the City's residential neighborhoods consistent with the recommendations in the Pedestrian and Bicycle Plan.</i>	30	\$ -	\$ 100,000.00

Roadway	Route 1 Widening <i>Widen Route 1 from Featherstone Road to Joplin Roan to a 6-lane divided facility wwith a 16-foot raised median and curb and gutter</i>	31	\$ 13,600,000.00	\$ 3,300,000.00
Roadway	Municipal Parking Garage Design and Finance (Falls Church) <i>The funding for this project will assess the size, location, and funding requirements to create a municipal parking garage within the City Center area to provide for shared parking and to complement the intermodal facility.</i>	29	\$ 200,000.00	\$ -
Roadway	Old Lee Highway Improvements <i>This project request will fund the conversion of Old Lee Highway from Main Street to Fairfax Boulevard into a uniform two-lane road and making sidewalks and bus stops ADA compliant.</i>	27	\$ 500,000.00	\$ 500,000.00
Transit	Commuter Incentive Program (Expansion to Major Falls Church Employers) <i>Funding for this project will enable the City of Falls Church to expand the Commuter Incentive program and outreach to major employers within the City to encourage them to implement commuter incentive programs within their organizations.</i>	26	\$ 10,000.00	\$ 10,000.00
Transit	Ozone Bus Pass <i>The purpose of the pass is to provide an incentive for commuters to ride the bus more frequently and become regular customers during the summer months.</i>	24	\$ 400,000.00	

\$ 93,000,000.00 \$ 93,000,000.00