NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Technical Advisory Committee
February 19, 2014 at 7pm
NVTA Office – 3050 Williams Drive (Suite 510)

AGENDA

I.	**Call to Order/Welcome**	Chair Boice
II.	**Minutes of the January 15, 2014 Meeting**	
III.	**Election of Chair for CY2014**	
IV.	**Proposed Project Evaluation MOEs and Rating Framework**	Kanti Srikanth, VDOT
V.	**Proposed Nominations for VDOT Evaluation and Rating Study**	John Mason, Interim ED
VI.	**Committee Comments on Proposed Nominations**	Chair Boice
VII.	**Closing Comments**	Chair Boice

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Technical Advisory Committee

January 15, 2014 – 7:00 pm

3060 Williams Drive (Suite 510)

SUMMARY NOTES

I. Call to Order/Welcome Chair Randy Boice

- Chair Boice called the meeting to order at 7:00pm.
- Attendees:
  - ✓ Members: NVTA Chairman Nohe, ex officio; Chair Boice; Agnes Artemel; Doug Fahl; Meredith Judy; Robert Puentes; Pat Turner; Shangjiang Zhu.
  - ✓ Staff: John Mason; Mike Longhi; Camela Speer.
  - ✓ Visitors: Bob Chase; Rob Whitfield (arrived 7:45pm).
- Chairman Nohe welcomed and thanked the Committee members for their participation. He commented that NVTA is through the legislative and funding hurdles and is now in a position to determine what the Authority will be in the future, with the focus on long-term sustainable funding for transportation in Northern Virginia. He added that the challenge will be determining what the Authority does in its second, third and fourth years. Chairman Nohe stated that the legislation clearly calls for input and oversight from various bodies including the jurisdictions. The elected officials of the Authority are trusted with transportation planning and will need formal technical assistance in this planning from TAC. He concluded that this body needs to figure out how it can be most supportive of the Authority in how the Authority makes transportation decisions.

II. Clarification of Appointments and Terms Chair Boice/John Mason

- Mr. Mason asked the members if anyone had been assigned a specific term of service when they were appointed to the Committee. General consensus was that members were aware that there were terms, but had not been assigned.
- Chairman Nohe added that his recollection was that terms were not discussed. He stated that establishing terms for the members appointed by the Authority could easily be coordinated, but those appointed by the Secretary of Transportation should be coordinated with Secretary.
- Mr. Mason commented that he would follow up.

III. Role of Technical Advisory Committee John Mason, Interim Executive Director

- Mr. Mason reviewed the legislation creating TAC and the NVTA charge to TAC. He then requested feedback from the Committee as to what members thought the role of the Committee should be.

- Chair Boice reviewed past challenges of the Committee, citing the wealth of information to include the Six-Year Plan, Transaction 2040, COG, etc. With all these regional plans, it is challenging to get an accurate picture of what should be a regional priority. He added that jurisdictions have additional priorities.
- Mr. Mason stated that developing NVTA priorities is a process that TAC is part of, but that TAC is not tasked with deciding those priorities. The aim is for TAC to provide technical advice to NVTA. JACC is tasked with providing technical support for project selection from the viewpoint of the jurisdictions. PCAC will also play a role in this process as well.
- Member feedback regarding TAC role:
  - ✓ When VDOT releases the approved project list from the HB 599 evaluation process, the Committee can comment and provide feedback on those projects.
  - ✓ TAC should have input prior to the VDOT evaluation process. Should have input on the list of projects that go to VDOT for evaluation and on the evaluation process.
  - ✓ There is a need to form consensus on the functional classifications of all arteries in the region, classify them and create a road map that shows the whole picture.
  - ✓ Concern was expressed that last year Committee was given the 2014 project list with only two weeks to review and provide feedback. The question was raised that with jurisdictions now providing projects lists for 2015, when does TAC get to evaluate those lists and how much time will they have for evaluation. Chairman Nohe responded that this these are the same challenges that NVTA is facing. He gave some background on the HB 599 process.
  - ✓ Chairman Nohe suggested that TAC should be a key player in the development of the Transaction 2045 plan that will need to be more robust than 2040 and will need to be done soon.
  - ✓ Concern was raised that the planning budget for Transaction 2040 was woefully underfunded. Chairman Nohe responded that he anticipates that there will be more funding to create a more robust 2045 plan.
  - ✓ Mr. Mason agreed that TAC should focus on the Transaction 2045 plan.
  - ✓ Chairman Nohe explained that the HB 599 evaluation process is not close to completion. At this point, VDOT, CTB and NVTA have only agreed upon the definitions of the evaluation process. He added that there are some misconceptions with expectations of what process will do/provide:
    1. Expectation was that VDOT would evaluate a large list of projects. VDOT will only evaluation 20-30 projects at a time. If a project is not evaluated, NVTA cannot fund it from the 70% money. Mr. Mason added that for this process the definition of project has been expanded to be a package of projects.
    2. Expectation was that the product of the evaluation would be a ranked project list. Evaluation will only determine that the project alleviates congestion and is regional, yes or no. We will likely get a list back that says all these projects are good.
  - ✓ Chairman Nohe added that jurisdictions are now proposing projects that they would like to see evaluated. CTB will also propose projects. A list of 50-60 projects will be narrowed to 20-30 to be evaluated.

- ✓ It was suggested that TAC should put a map on the wall and determine what projects are regionally significant and what projects will make the most impact regionally.
- ✓ The question was raised as to how transit and non-road projects are incorporated in the planning. Chair Boice responded that the Committee will need to work with NVTA and the other committees to figure out how to align this.
- ✓ Mr. Mason stated that there will be parallel planning processes going on with programmatic short-term project planning at the same time as Six-Year and long range planning.
- ✓ Chairman Nohe emphasized that a medium range project for the Committee would be developing the Transaction 2045 plan. He added that the Authority is not ready to start this yet, but would soon. He stated that in the short-term, NVTA would be submitting projects to VDOT for evaluation and they would provide an approved project list. Then, the Committee should evaluate and provide feedback as to what parts of approved projects should be funded first, which will provide the most impact. He commented that for 2014, the Authority was looking for projects that were ready to go and could be started quickly. In the future, the Authority will need engineering advice on what the best projects are for the long-term regional planning.
- ✓ Mr. Mason added that TAC could review the project list for VDOT and could provide feedback on which projects are best from an engineering perspective.
- ✓ It was suggested that TAC should help establish the criteria for the VDOT evaluation process.
- ✓ Chair Boice stated that the charge of the Committee is to review the development of major projects and potential funding sources, clarifying that TAC reviews how projects were selected and if funding strategies for the projects make sense and then provide feedback to NVTA.
- ✓ Mr. Mason emphasized that we need to figure out which part of the process TAC fits into.
- ✓ Chair Boice added that there are many groups looking at projects and we need to find the balance as to where TAC fits into the evaluation process.
- ✓ Chairman Nohe stated that the NVTA working groups will be dissolved very soon and that the committees will be taking over those roles. He added that the Planning Coordination Advisory Committee needs to be developed and will be looking at long-term capital improvements, in conjunction with TAC.
- ✓ A question was raised as to the timeline for HB 599 and how TAC fits into that timeline. It was suggested that TAC should evaluate projects before they go to VDOT evaluation and that NVTA can then use TAC for "cover" to make sure the chosen projects are the best for the VDOT study. Also suggested that there are probably other places in the timeline that TAC can review the projects again.
- ✓ Mr. Mason assured the Committee that NVTA is committed to finding a way to effectively incorporate the TAC into the regional planning process. He advised the group that there is an institutionalized process currently that gives the JACC dominance in this process, as well as other regional processes. The JACC makes

recommendations directly to the Authority. However, the JACC focuses primarily on short-term projects, so TAC should review longer-term projects. He added that the JACC has representation from all jurisdictions.

- ✓ It was stated that TAC needs to review projects early enough in the process to have influence.
- ✓ Mr. Mason added that the TAC Chair needs to speak directly to the Authority, not go through another Committee.

- Mr. Mason will draft a paper to address the role of TAC in the NVTA process.

- Chairman Nohe added that the highway versus transit is a mixed question and very political. Many believe transit is the only good way to move people. Other jurisdictions believe highways may not be the best way, but are the only way in some jurisdictions. Transit agencies make project requests to NVTA as well as the jurisdictions. One challenge is that most transit projects are in a specific jurisdiction and while they will alleviate regional congestion, they may not impact the jurisdiction the project is in. Transit projects are competing with jurisdiction projects, not interstates. It used to be that transit automatically got so much transportation funding off the top, then the rest went to highways. He pointed out that transit projects do not need to be evaluated by VDOT, but are competing with highways for funding.
- Chair Boice observed that Transaction 2040 includes all forms of transportation. He suggested there needs to be a balanced approach to regional transportation.
- Mr. Mason pointed out that this conversation has been about the 70% funding, that the 30% funding has another set of rules. And, that the legislation states that all nine jurisdictions must receive proportional benefit for their investment over a six year period.
- The question was raised as to whether freight projects were included in this mix. Chairman Nohe answered they are.
- The question was raised as to whether technological projects, such as HOT lanes, are included. Mr. Mason answered that they are and are scorable and significant. Chairman Nohe responded that there are good future opportunities to do more PPTA projects like the HOT lanes. He suggested that in the next year we should think about what kinds of projects we want PPTAs to bring to NVTA as proposals.

IV. Update on NVTA Organization and Activities John Mason

- Mr. Mason gave a brief overview of NVTA, highlighting the NVTA organizational chart and the transition from working groups to committees and staff.

V. Preferred Meeting Date/Time Chair Boice

- Chair Boice polled the Committee for preferred meeting days and times. Consensus was to hold future meetings on the 3rd Wednesday of each month at 7pm at NVTA.

VI. Next Steps for TAC John Mason

- NVTA staff to send out tonight's meeting minutes to attendees who missed meeting.
- Mr. Mason to create agenda and further define role of Committee for next meeting.

- Meeting adjourned at 8:14pm.

REVISED – 02.18.14

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V.	**Proposed Nominations for VDOT Evaluation and Rating Study**	Ric Canizales, PIWG
VI.	**Committee Comments on Proposed Nominations**	Chair Boice
VII.	**Potential Topic(s) for Committee Focus**	All
VIII.	**Closing Comments**	Chair Boice

Next Meeting

Wednesday, March 19, at 7pm
NVTA Office

IV

Evaluation of Transportation Projects in Northern Virginia Transportation District

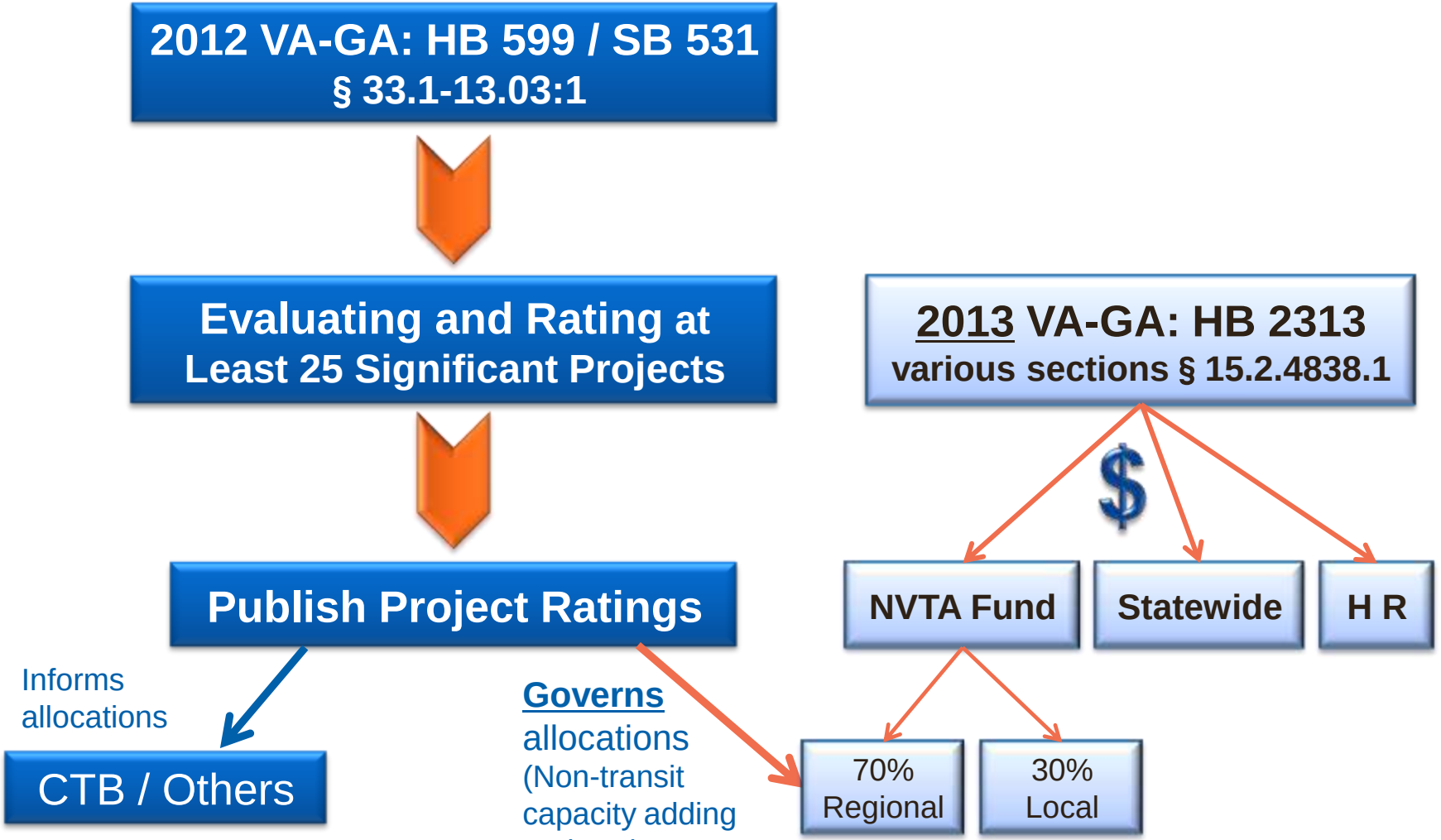
HB 599 Study Overview

Kanti Srikanth And David Roden
NVTA Technical Committee
February 19, 2014

Presentation Outline

- Genesis and Context
- Statutory Framework
- Goals and Objectives
- Study Team and Coordination
- Tasks and Process
- Study Schedule
- Selecting Projects to Evaluate
- Evaluating Selected Projects (Performance Measures, Ratings)
- Overall Modeling Approach
- Travel Demand And TRANSIMS Simulation
- Next Steps

Study Genesis and Context



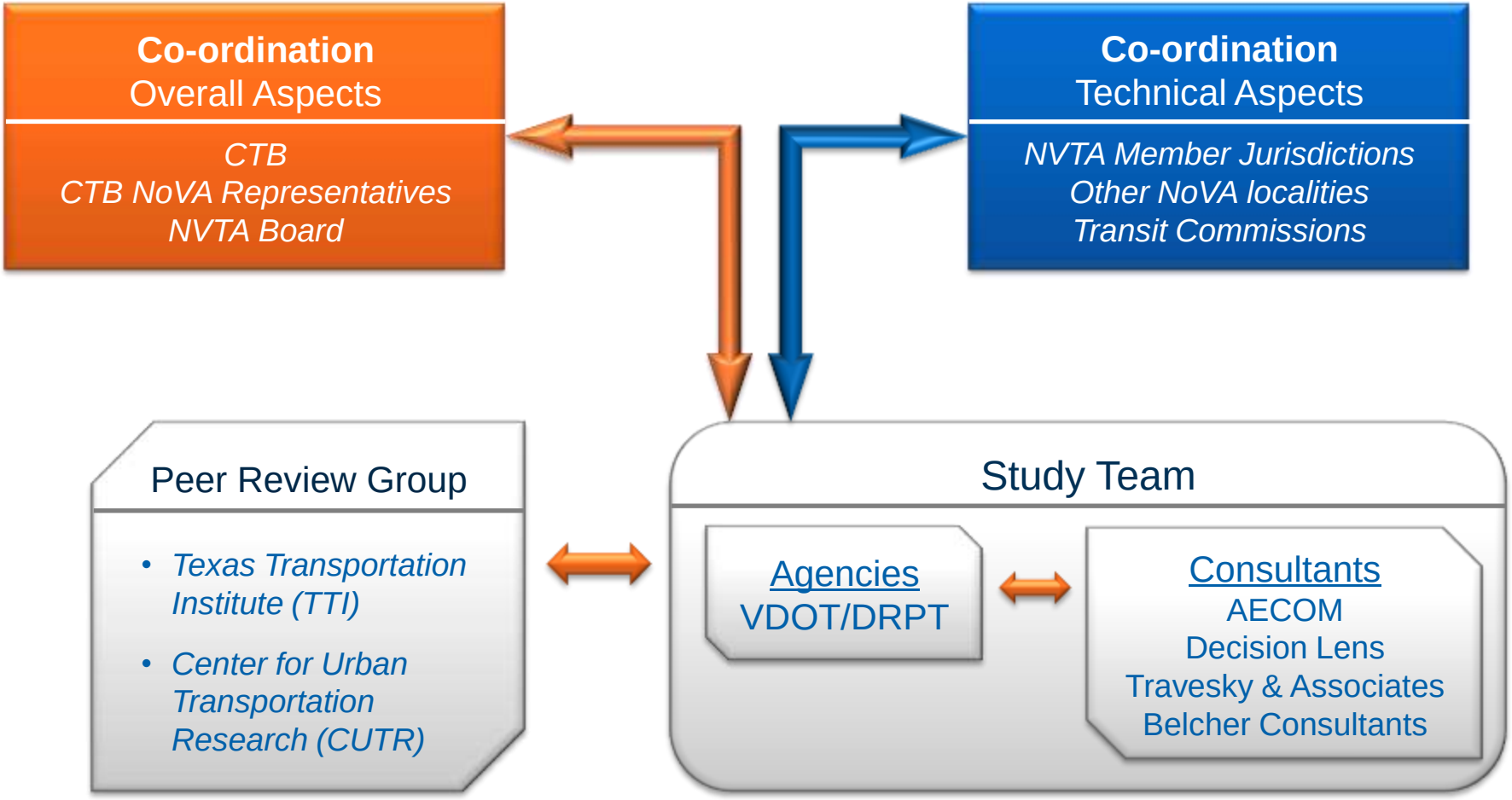
Statutory Framework For Study

- **CTB establishes priorities for NoVA**
  § 33.1-13.03:1.D: For purposes of this section, the significant transportation projects to be evaluated shall comprise at least 25 such projects selected according to priorities determined by the Commonwealth Transportation Board.
- **Significant multi-modal projects to be evaluated**
  § 33.1-13.03:1.A: ….shall evaluate all significant transportation projects, including highway, mass transit, and technology projects,….
- **Projects over wide area**
  § 33.1-13.03:1.A: …projects, in and near the Northern Virginia Transportation District ..
- **Project's funding source not considered**
  § 33.1-13.03:1.D: For purposes of this section, …25 such projects selected …without regard to the funding source of the project,…
- **Analytical Evaluation**
  § 33.1-13.03:1.A: … evaluation shall rely on analytical techniques and transportation modeling, including those that employ computer simulations …
- **Quantitative Rating**
  § 33.1-13.03:1.A: … shall provide an objective, quantitative rating for each project...
- **Rating Based on Congestion and Mobility Considerations only**
  § 33.1-13.03:1.A: ... rating for each project according to the degree to which the project is expected to reduce congestion and, to the extent feasible, the degree to which the project is expected to improve regional mobility in the event of a homeland security emergency.

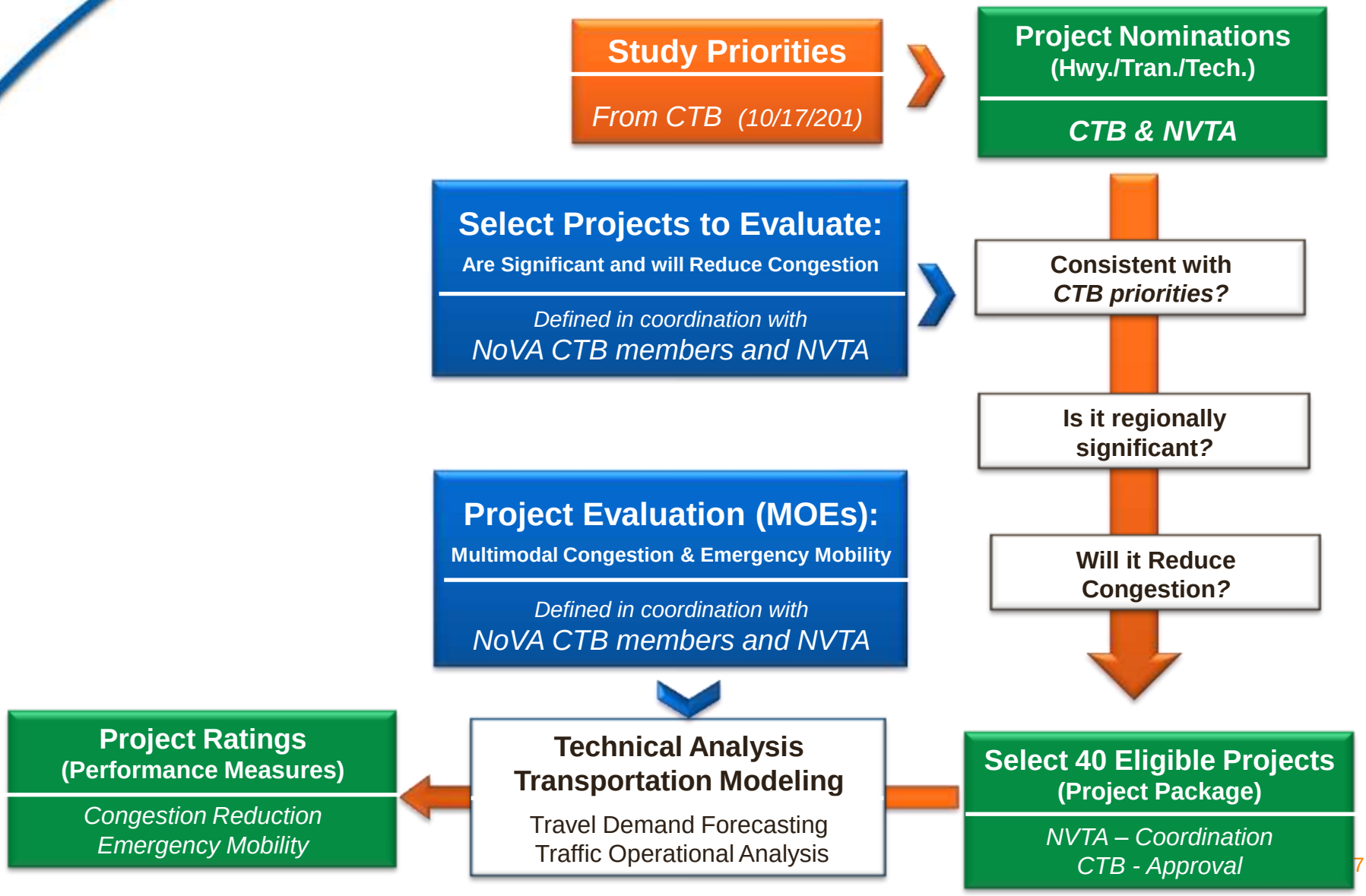
Study Goals And Objectives

- **Goals**
  - Evaluate significant highway, mass transit and technology projects in and near Northern Virginia.
  - Provide an objective, quantitative rating for each project according to the degree the project is expected to reduce congestion and improve mobility in the event of a homeland security emergency.
  - Evaluate and rate at least 25 significant transportation projects.
- **Objectives**
  - Projects evaluated and rated will be consistent with CTB's priorities.
  - Projects evaluated and rated will be significant projects that reduce congestion.
  - Focus on projects that effectively reduce congestion in the most congested corridors and intersections.
  - Evaluation will be based on rigorous analytical techniques and transportation modeling guided by nationally renowned peer review group.

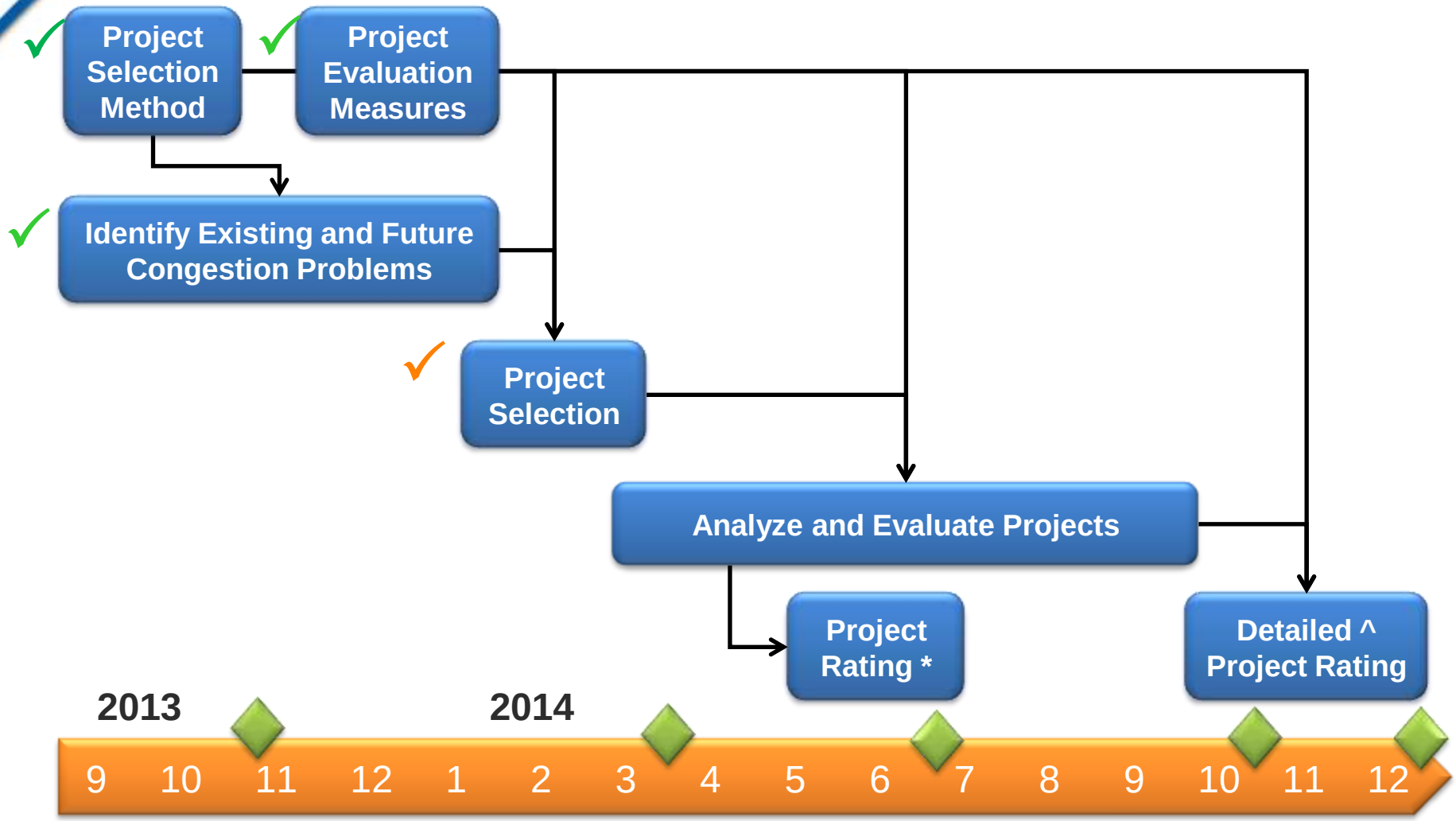
Study Team And Coordination



Study Tasks and Process



Study Schedule



Project Selection Model

- **Designed to screen projects that are not significant or do not have congestion reduction potential from the detailed analysis**
- **Tier One Screening: Six CTB Priority Principles (Yes / No)**
- **Tier Two Screening: Three categories of criteria (Quantitative)**
  - **A. Project Significance**
    - 5 Attributes – *project type, designated corridors, high travel volume, connects activity centers, connects major facilities*
  - **B. Congestion Reduction Potential**
    - 5 Attributes – *congestion severity, congestion duration, person hours of delay, adds capacity, reduces vehicle trip*
  - **C. Homeland Security Mobility**
    - 1 Attribute – *facility and operational improvements*

Project Selection - Tier One Screening
CTB Priorities

- **Assessment = project consistent with at least one of the following priorities (Yes / No)**
  - Preserve and Enhance Statewide Mobility through the Region
  - Increase Coordinated Safety and Security Planning
  - Improve the Interconnectivity of Regions and Activity Centers
  - Reduce the Cost of Congestion to Virginia Residents and Businesses
  - Increase System Performance by Making Operational Improvements
  - Increase Travel Choices to Improve Quality of Life for Virginians

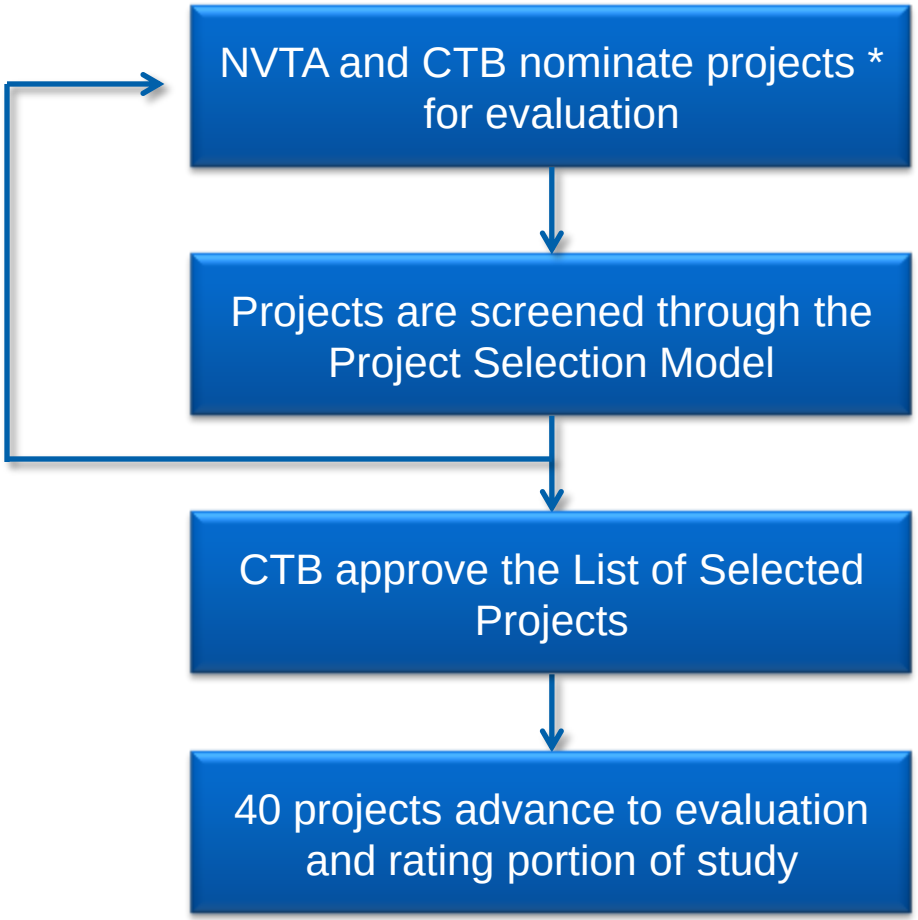
Project Selection - Tier Two Screening

- **Project significance attributes- looks at location/function of project**
  - Type of project
  - In previously designated corridor
  - In a high volume corridor
  - Connects regional activity centers
  - Connects regional transportation facilities
- **Congestion Reduction Potential- looks at attributes of corridor where project is located (using 2020 baseline model output)**
  - In heavily congested corridor
  - Corridor congested for multiple hours of the day
  - Many experience daily delay in corridor
  - Adds person moving capacity
  - Reduces single occupant vehicles
- **Emergency Mobility**
  - Project adds multimodal capacity to radial routes

Project Selection - Tier Two Screening:
Project Attributes & Stakeholder Weights

Number	Project Attribute	Score Range	Stakeholder Weights	Max. Score
Is the Project Significant?			**55.5%**	**55.5**
1	Type of Project (Highway/Transit/Technology)	0 or 100	3.1%	3.1
2	In a Designated Corridor	0 or 100	12.9%	12.9
3	In a High Volume Corridor	0 to 100	15.2%	15.2
4	Connects Regional Activity Centers	25 to 100	16.3%	16.3
5	Connects Regional Transportation Facilities	0 / 50 / 100	8.0%	8.0
Does the Project have the Potential to Reduce Congestion?			**36.5%**	**36.6**
6	In a Heavily Congested Corridor	0 to 100	5.7%	5.7
7	Corridor is Congested for Multiple Hours in a Day	25 / 50 / 100	9.3%	9.3
8	Many People Experience Delay Daily	25 / 75 / 100	8.1%	8.1
9	Adds Person Moving Capacity	0 / 50 / 100	8.9%	8.9
10	Reduces Single Occupant Vehicles	25 / 75 / 100	4.6%	4.6
Does the Project have the Potential to Improve Emergency Mobility?			**8.0%**	**8.0**
11	Improves Movement / Adds Capacity on Radial Routes	0 / 50 / 100	8.0%	8.0
Total Project Selection Score			**100.0%**	**100.0**

Project Evaluation



* Project = One or more complementary investments of highway, transit, technology and/or travel demand management improvements and any access components such as pedestrian, bicycle and parking improvements which enhance the project ability to provide a comprehensive solution to an identified congestion problem

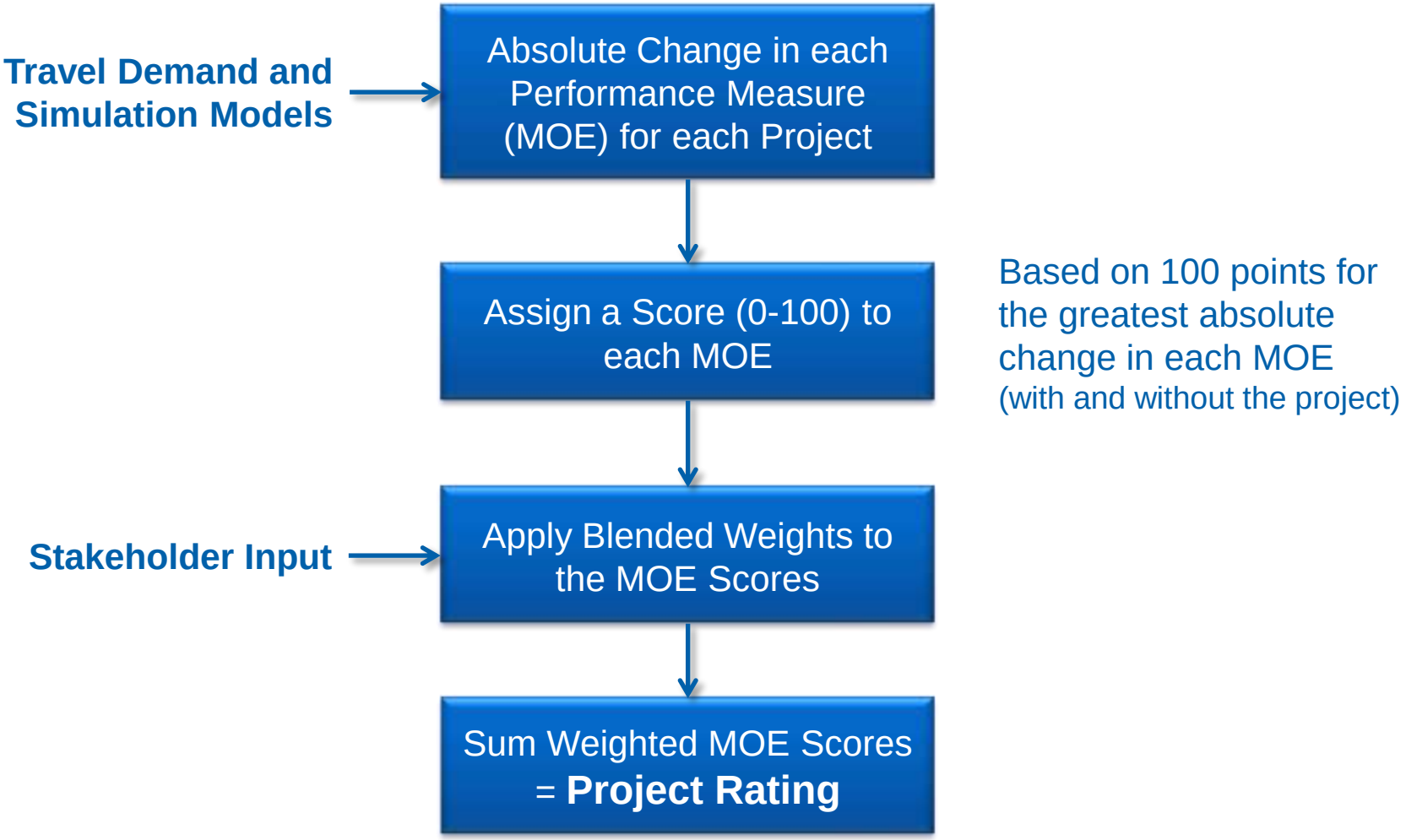
Project Evaluation Framework

- **Projects will be evaluated and rated based on how well they reduce congestion and improve mobility during emergencies**
  - **The change in performance measures will be calculated for each project using the TPB regional demand model and TRANSIMS simulation software**
- **The performance measure weights developed through the stakeholder engagement process will determine the relative importance of each performance measure**
- **A weighted congestion reduction or mobility improvement score will be assigned to each performance measure for each project**
- **The sum of the weighted score of all of the performance measures will constitute the project's congestion reduction / mobility improvement rating**

Project Evaluation Performance Measures

- **Congestion Duration –** *Reduction in the number of hours of the day auto and transit passengers experience heavily congested travel conditions*
- **Person Hours of Delay –** *Reduction in the number of person hours of travel time above free flow travel time*
- **Person Hours of Congested Travel in Automobiles –** *Reduction in the number of person hours of travel in automobiles and trucks on heavily congested facilities*
- **Person Hours of Congested Travel in Transit Vehicles –** *Reduction in the number of person hours of travel in buses and trains on heavily congested facilities or in crowded vehicles*
- **Transit Crowding –** *Reduction in the number of transit route miles experiencing crowded conditions*
- **Accessibility to Jobs –** *Increase in the number of jobs that can be reached from each household based on a 45 minute travel time by automobile and a 60 minute travel time by transit*
- **Emergency Mobility –** *Increase in the person hours of travel time resulting from a 10 percent increase in peak hour trip making*

Evaluation and Rating Process



Project Rating Using Performance Measures

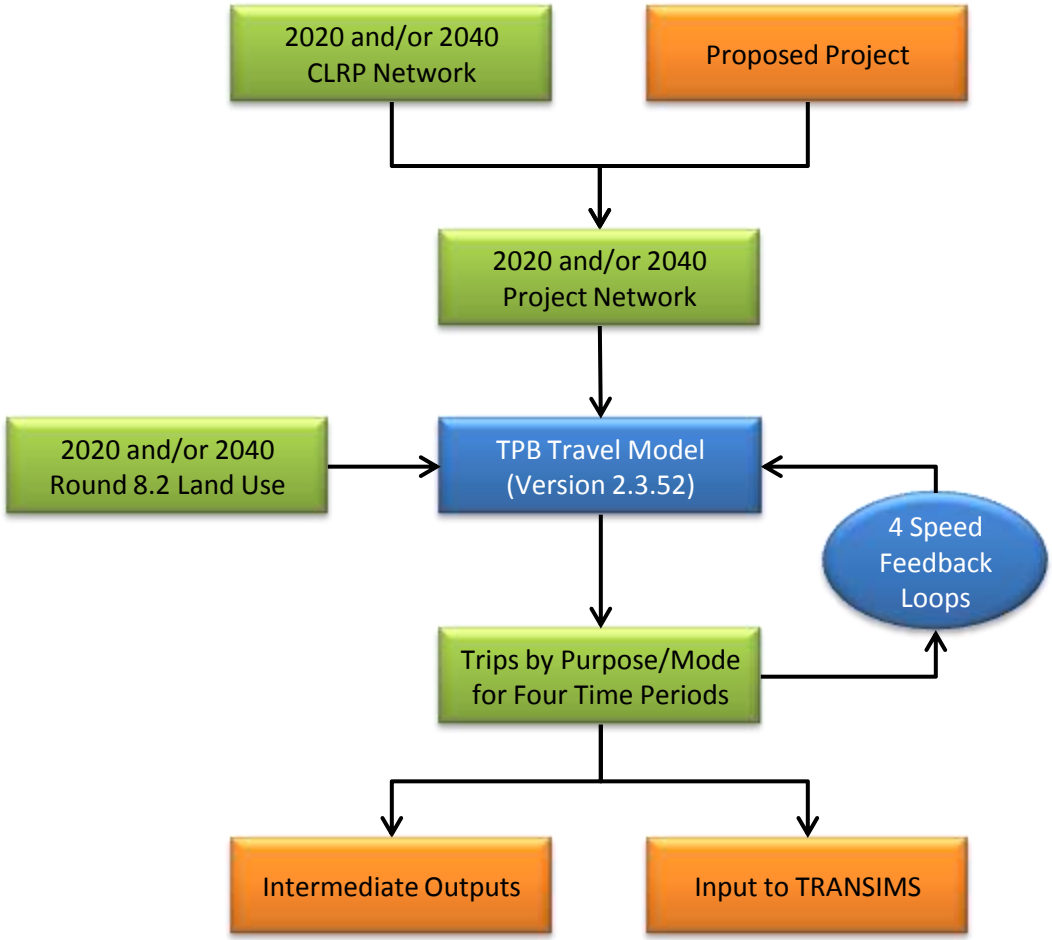
MOE	Performance Measure	Score (S) Range	Stakeholder Weights[1]	Evaluation Score	
				2020[2]	2040[2]
Impact on Congestion					
1	Congestion Duration	0 to 100	27.9%	27.9% * S21	27.9% * S41
2	Person Hours of Delay	0 to 100	20.3%	20.3% * S22	20.3% * S42
3	Person Hours of Congested Travel in Automobiles	0 to 100	15.4%	15.4% * S23	15.4% * S43
4	Person Hours of Congested Travel in Transit Vehicles	0 to 100	11.8%	11.8% * S24	11.8% * S44
5	Transit Crowding	0 to 100	11.5%	11.5% * S25	11.5% * S45
Impact on Mobility					
6	Accessibility to Jobs	0 to 100	9.5%	9.5% * S26	9.5% * S46
7	Emergency Mobility	0 to 100	3.6%	3.6% * S27	3.6% * S47
Project Rating			**100%**	**2020 Rating**	**2040 Rating**

1. Attribute weights determined through the stakeholder consensus building process
2. S21-S47 represent the project performance score from the modeling process

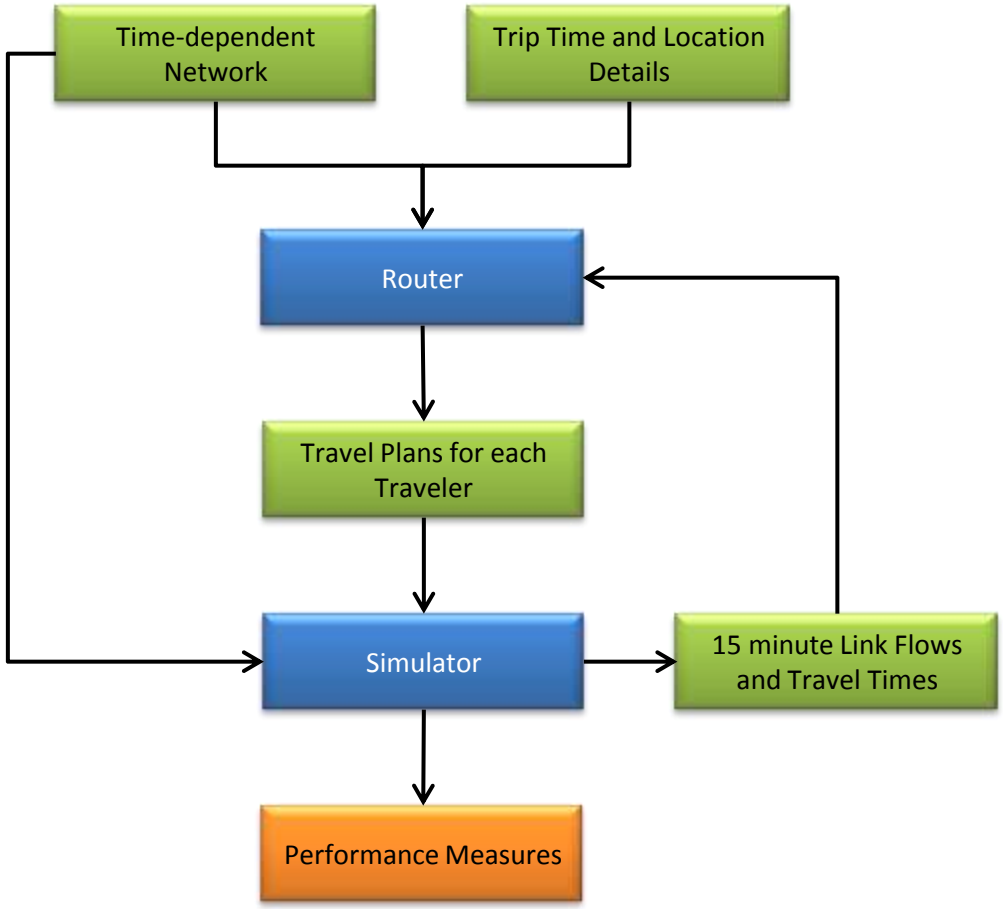
Overall Modeling Approach

- **Authorizing Legislation**
  - ***Use transportation models and computer simulations to provide an objective, quantitative rating of significant transportation projects…***
  - ***Projects will be evaluated and rated based on how well they reduce congestion and improve mobility during emergencies***
- **The proposed analytical process combines the TPB regional model with a dynamic travel simulation**
  - **TPB regional model generates zone-to-zone demand in four time periods**
  - **TRANSIMS distributes demand to activity locations and seconds of the day**
  - **Dynamic user equilibrium routing and simulation estimates the congestion impact and calculates performance measures**

TPB Travel Model → Travel Demand



TRANSIMS Simulation Convergence



Next Steps (Planned)

- **January 31** — NoVA Localities Submit Projects to NVTA for Funding and HB 599 Study
- **February 7** — 2020 Baseline Congestion Estimates Distributed to Stakeholders
- **February 20** — NVTA Meeting
  - NVTA initial list of project nominations submitted to VDOT/DRPT
  - NVTA review of performance measures and rating system
- **March ??** — NVTA Meeting / Workshop
  - Concurrence / approve projects selected for analysis and rating
- **March 19** — CTB Meeting
  - Concurrence / approve projects selected for analysis and rating
- **March 21 – June 20** — Technical Analysis / Transportation Modeling
- **June 30** — Project Ratings
- **July 1 – October 30** — Detailed Technical Analysis / Simulation Modeling
- **December** — Final / Detailed Project Ratings and Study Report

Questions / Comments

THANKS!

Evaluation of Transportation Projects in Northern Virginia Transportation District
NVTA Technical Committee
February 19, 2014

V

Northern Virginia Transportation Authority (NVTA)

ATTACHMENT A.

Projects Submitted for Consideration for FY 2014 - FY2016 Funding (02/18/13 -V.3)

ALL PROJECTS (Except Mass Transit Projects that Increase Capacity)											Tier I Screen				
Item	Agency	Project Description	FY14 Funding Required	FY15 Funding Required	FY16 Funding Required	Total Project Cost	Corridor	Route	Status	CLRP/ TIP	TA 2040	RC	Mass Transit Capacity	Within/adj. to NVTA Boundary	Meets All Requirements (Y/N)
1	Arlington	Route 244 Columbia Pike Street Improvements (S. Gate Road to the Pentagon)	0	10,000,000	0	80,000,000	9	244	Design	Y	Y	Y	N/A	Y	Y
2	Fairfax	Rolling Road Widening from Old Keene Mill Road to Franconia Springfield Pkwy	0	13,850,000	13,850,000	35,200,000	5	638	Design	Y	Y	Y	N/A	Y	Y
3	Fairfax	US 29 Lee Highway (from west of Union Mill Road to Buckley's Gate Drive)	0	5,000,000	5,000,000	41,000,000	6	29	Study	Y	N	N	N/A	Y	Y
4	Fairfax	Braddock Road HOV Widening	0	5,000,000	5,000,000	63,000,000	7	620	Study	Y	Y	Y	N/A	Y	Y
5	Fairfax	South Van Dorn Street and Franconia Road Interchange	0	2,000,000	2,000,000	139,500,000	7	613/644	Study	Y	Y	Y	N/A	Y	Y
6	Fairfax	Frontier Drive Extension & Braided Ramps	0	5,000,000	4,450,000	84,500,000	N/A	2677	Study	Y	N	Y	N/A	Y	Y
7	Fairfax	Fairfax County Parkway Improvements (Study)	0	10,000,000	10,000,000	396,100,000	N/A	286	Study	Y	Y	Y	N/A	Y	Y
8	Loudoun	Belmont Ridge Road (VA Route 659)- Turo Parish Road to Croson Ln	0	19,500,000	0	36,225,000	2	659	Final Design	Y	Y	N	N/A	Y	Y
9	Loudoun	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd.	0	7,000,000	24,000,000	51,000,000	2	607	ROW	Y/Y	Y	Y	N/A	Y	Y
10	Fairfax	Route 7 Widening – Dulles Toll Road Bridge	0	6,950,000	6,950,000	34,400,000	1	7	Final Design	Y	N	Y	N/A	Y	Y
11	Dumfries	Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)	0	3,500,000	3,400,000	82,500,000	8	1	Study	Y/Y	Y	Y	N/A	Y	Y
12	Fairfax	US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)	0	6,750,000	6,750,000	90,000,000	8	1	Study	Y	N	N	N/A	Y	Y
13	Leesburg	Route 15 Bypass at Edwards Ferry Road Interchange	0	0	1,000,000	50,000,000	1	15	Study	Y/Y	Y	Y	N/A	Y	Y
14	City of Fairfax	Northfax - Intersection and drainage improvements at Route 29/50 and Route 123	0	0	10,000,000	25,000,000		29/50/123	ROW	Y/Y	Y	Y	N/A	Y	Y
15	City of Fairfax	Jermantown / Route 50 Roadway Improvements	0	1,000,000	0	6,500,000		50	ROW	N	Y	Y	N/A	Y	Y
16	Fairfax	Frying Pan Road (VA 28 to Centreville Road)	0	3,075,000	3,075,000	41,000,000	3	28	Study	Y	N	N	N/A	Y	Y
17	City of Fairfax	Kamp Washington Intersection Improvements	0	1,000,000	0	9,800,000		50/29/236	ROW	N/Y	Y	Y	N/A	Y	Y
18	Alexandria	Real-Time Adaptive Traffic Control and Data Management System	0	500,000	0	16,500,000	8	N/A	Study	N	Check	Y	N/A	Y	Y
19	Arlington	Glebe Road Corridor Intelligent Transportation System (ITS) Improvements	0	0	2,000,000	2,000,000	9	120	Study	Y	Y	Y	N/A	Y	Y
20	Fairfax	Pohick Rd - US 1 (Richmond Hwy) to I-95 - 2 to 4 Lanes	0	2,500,000	2,500,000	29,250,000	8	638	Study	N	N	Y	N/A	Y	N
21	Fairfax	Shirley Gate Rd. from Braddock Rd. to Fairfax County Parkway/Popes Head Rd.	0	3,000,000	3,000,000	39,500,000	N/A	665	Study	N	N	Y	N/A	Y	N
22	Loudoun	Northstar Blvd. (VA Rte. 659 Reloc) – U.S. 50 to Evergreen Mills Rd. (VA Rte. 621)	0	0	9,400,000	13,800,000	2	259	Final Design	N	N	N	N/A	Y	N
23	Loudoun	Route 7 / 690 Interchange	0	0	6,000,000	36,687,000	1	7/690	PE	N	N	N	N/A	Y	N
24	Manassas	Route 234 Grant Avenue Study	235,000	0	0	235,000	2	234	Study	N	Y	Y	N/A	Y	Y
25	Purcellville	Main Street and Maple Avenue Intersection Improvements	859,452	954,255	980,103	7,500,000	1	7	Final Design	N/Y	N	Y	N/A	Y	Y
26	Leesburg	Route 7 (East Market Street)/Battlefield Parkway Interchange	1,000,000	1,000,000	11,000,000	58,000,000	1	7	Study	Y/Y	Y	Y	N/A	Y	Y
27	Herndon	East Elden Street Improvements & Widening Project (UPC 50100)	2,600,000	2,600,000	5,200,000	22,458,000	1	606/6656	Study	Y/Y	Y	Y	N/A	Y	Y
28	Prince William	Route 1 Widening from Featherstone Road to Marys Way	5,000,000	15,000,000	29,400,000	52,400,000	8	1	PE	Y	Y	Y	N/A	Y	Y
29	Prince William	Route 15 Widening (Route 29 to Route 55), including RR Overpass	11,400,000	31,000,000	53,630,000	96,030,000	2	15	PE	N	Y	Y	N/A	Y	Y
30	Fairfax	VA Route 28 Widening (Prince William County Line to Route 29)	0	3,550,000	3,550,000	47,350,000	3	28	Study	Y	N	Y	N/A	Y	Y
31 (G)	Manassas	Route 28 Widening South to the City Limits	0	3,294,000	0	11,001,000	3	28	ROW	Y/Y	Y	Y	N/A	Y	Y
32	Manassas	Route 28 (Manassas Bypass) Study - Godwin Drive Extension	500,000	0	0	500,000	3	1	PE	Y	Y	Y	N/A	Y	Y
33 (G)	Prince William	Route 28 Widening from Route 234 Bypass to Linton Hall Road	3,800,000	5,000,000	7,900,000	16,700,000	3	28	PE	N	Y	Y	N/A	Y	Y
		Subtotal Funding	**25,394,452**	**168,023,255**	**230,035,103**	**1,715,636,000**									
		Total FY 14 - FY 16 Funding Requested	**$423,452,810**												

NOTE: Under column "Item" - Value "G" represents a packaged project.

Northern Virginia Transportation Authority (NVTA) **ATTACHMENT B.**

Projects Submitted for Consideration for FY 2014 - FY2016 Funding (02/12/13 V.3)

MASS TRANSIT PROJECTS THAT INCREASE CAPACITY											Tier I Screen				
Item	Agency	Project Description	FY14 Funding Required	FY15 Funding Required	FY16 Funding Required	Total Project Cost	Corridor	Route	Status	CLRP/ TIP	TA2040	Reduces Congestio	Increases Capacity - transit only	Within/adj. to NVTA Boundary	Meets All Requirements (Y/N)
1	Alexandria	Potomac Yard Metrorail Station	0	500,000	1,000,000	287,484,000	8	1	Study	Y/Y	Y	Y	Y	Y	Y
2	Alexandria	Van Dorn - Beauregard Transitway	0	0	2,400,000	129,000,000	8		Study	Y/Y	Y	Y	Y	Y	Y
3	City of Fairfax	CUE 35-foot Bus Acquisition	0	3,000,000	0	3,000,000			N/A	Y	N	Y	Y	Y	Y
4	Fairfax	Richmond Highway Transit Center	0	0	24,000,000	24,000,000	8	1	FY 15 PE Sta	N	N	Y	Y	Y	N
5	Fairfax	West Ox Bus Garage	0	10,000,000	10,000,000	20,000,000			Design	N	Y	Y	Y	Y	Y
6	Fairfax	Connector Bus Service Expansion – Capital Purchase 22 Buses	0	5,500,000	5,500,000	11,000,000	N/A		N/A	N	Y	Y	Y	Y	Y
7	Fairfax	Innovation Center Metrorail Station Construction	0	24,000,000	24,000,000	89,000,000	1	267	Design	Y/Y	Y	Y	Y	Y	Y
8	Loudoun	Acquisition of 4 Buses	0	1,860,000	0	1,860,000			N/A	N	Y	Y	Y	Y	Y
9	PRTC	Western Bus Maintenance and Storage Facility	0	8,000,000	8,000,000	26,000,000	6	66	Design	Y/Y	Y	Y	Y	Y	Y
10	WMATA	New Buses (10) and Bus Infrastructure Improvements	0	12,400,000	12,400,000	66,400,000	Multiple	N/A	N/A	N	Y	Y	Y	Y	Y
11	WMATA	8-Car Train Traction Power Upgrades Located in Virginia	0	27,355,000	17,061,000	424,811,000	Multiple	N/A	Contract Aw	N	Y	Y	Y	Y	Y
12	Alexandria	Duke Street Transit Signal Priority	190,000	0	0	250,000	7	N/A	Study	Y/Y	Y	Y	Y	Y	Y
13	VRE	Franconia-Springfield to Woodbridge 3rd Track	450,000	2,435,000	47,115,000	50,000,000	8	N/A	Study	Y	N	Y	Y	Y	Y
14	VRE	Manassas Park Station Parking Expansion	500,000	2,000,000	16,500,000	19,000,000	6	N/A	Study	Y/Y	Y	Y	Y	Y	Y
15	VRE	Slaters Lane Crossover	600,000	6,400,000	0	7,000,000	8	N/A	Study	Y	N	Y	Y	Y	Y
16	VRE	Franconia-Springfield Platform Expansion	775,000	4,225,000	0	5,000,000	8	N/A	Study	Y/Y	Y	Y	Y	Y	Y
17	VRE	Crystal City Platform Extension Study	2,000,000	0	0	2,000,000	8	1	Study	Y/Y	Y	Y	Y	Y	Y
18	VRE	Rippon Station Expansion and Second Platform	5,000,000	2,500,000	2,500,000	14,633,000	8	N/A	Study	Y/Y	Y	Y	Y	Y	Y
19	Arlington	Ballston Metrorail Station West Entrance	5,100,000	10,800,000	40,100,000	56,000,000	8	N/A	Design	Y	Y	Y	Y	Y	Y
		Subtotal Funding	**14,615,000**	**120,975,000**	**210,576,000**	**1,236,438,000**									
		Total Transit Funding Requested FY 14 - FY 16	**$346,166,000**												

NOTE: Under column "Item" - Value "N/A" represents projects that are not recommended for submission to VDOT Evaluation and Rating Study