

Hunter Mill District Transportation Advisory Council (HMD TAC)

Meeting Highlights

June 19, 2013

Present:

Bruce Wright (FABB), Dan Benson, Doug Pew, Gary Timm, , Joe Stowers (RAPBC), Dick Rogers (RCA), Anne Marie McKinnon, Jeff Anderson (FCTSC), Randy Dittberner (VDOT), Capt. Mike Wall (FCPD), Director Tom Biesiadny (FCDOT), Rob Bonham , Chris Wells (FCDOT), Beverly Jurenko, Maggie Parker (Comstock Partners), Merrily Pierce, Pamela Styles, Paula Roberts, Andrew Beacher (VDOT)

Next meeting:

TBD

I. Announcements

- Northern Virginia Transportation Authority (NVTA) Open House, June 26, Fairfax County Government Center, 7:00pm

II. IV. Virginia Department of Transportation: Meeting Presenters: (Andrew Beacher, VDOT)

- Route 7 Widening Project between Rolling Holly Drive and Reston Avenue is moving through the utility relocation and pre construction phase
- Construction will start in later into the summer
- The project is slated to be completed in the summer of 2015
- Information about the Route 7 project can be viewed at http://virginiadot.org/projects/northernvirginia/route_7_widening_-_rolling_holly_to_reston_ave.asp
- Route 7 Widening Project between Jarrett Valley Drive and Reston Parkway is in the preliminary design phase
- VDOT staff is looking into continuous flow and green t intersections
- A community public hearing on this specific project is scheduled for Fall 2013
- Pedestrian staff and bridge engineers are investigating how to safely move pedestrian/bicycle traffic over the crossing of Route 7 and the Dulles Toll Road
- A portion of the widening of Route 7 is funded through the Tysons transportation service district plan

III. Fairfax County Department of Transportation: Meeting Presenters (Chris Wells, FCDOT; Tom Biesiadny, FCDOT)

- [Fairfax Connector Silver Line Rail Service Plan](#)
- New [Reston](#) and [Tysons](#) station area access improvement projects are available
- All Fairfax Connector Silver Line Rail Plans have been approved except Route 432
- A community meeting was held on June 4 to discuss four different alternatives on the Route 432 bus plan
- Contractors will be producing the bus schedules for the Fairfax Connector staff to review over the summer for Fall implementation
- Fairfax Connector is hiring new drivers, preparing marketing materials, and scouting out new bus stop locations

- Customers will be able to transfer from the Wiehle Avenue Metrorail station to the 599 bus to Pentagon/Crystal City area
- HMD TAC members requested the Fairfax County Department of Transportation evaluated expedited maintenance of the north side pedestrian trail on Sunrise Valley Drive
- Northern Virginia Transportation Authority (NVTA) will be holding public open houses to discuss the regional transportation projects selected for funding in FY2014
- Visit www.thenovaauthority.org for more information about the NVTA project list
- A request to add the Beulah Road Walkway Project to the Tysons Metrorail Station Access Improvement Projects Map
- Fairfax County Bicycle Master Plan is moving towards adoption by the end of 2013; It's next move is to the Planning Commission
- the Transportation Bill 30% locality share should be given consideration for completing bicycle projects
- Bike to Work Day was successful with over 15,000 bicycle riders registered
- 16 schools in the Hunter Mill District Bike to School Day
- Bike to School Day would be a good catalyst to get bicycle safety in school curriculums
- For additional information about the Fairfax Connector, visit www.fairfaxconnector.com
- Maggie Parker from Comstock Partners provided a slide show presentation regarding the Wiehle Avenue Parking Garage and Reston Station mixed use development

IV. Fairfax County Police Department: Presenters (Captain Michael Wall, FCPD)

- In response to some incidents on local trails, Reston District Police Station are adding additional officers throughout the Reston community to patrol trails

Dulles Metro is Coming

June 2013



Silver Line Will Provide No-Transfer Rides from Reston/Tysons to Downtown; Phase 1 94% Done



REFLECTIVE TESTING AT THE GREENSBORO STATION: This photo shows Greensboro Station's canopy vault during a waterproofing test of the mezzanine level looking west-bound. Next to the dramatic reflection below the vault are two elevators. *Photo by Yasmine Doumi, Dulles Corridor Metrorail Project*

When Phase 1 of the Silver Line is completed, riders boarding trains in Reston and Tysons Corner will not have to transfer to get to some of their favorite destinations in downtown Washington and beyond.

Silver Line passengers will have easy access to all stations now served by the Orange Line in Arlington and downtown DC, including Ballston, Clarendon, Courthouse, Rosslyn, Foggy Bottom, Farragut West, McPherson Square, Metro Center, Federal Triangle, Smithsonian, L'Enfant Plaza, Federal Center SW, Capital South, Eastern Market, Potomac Avenue and Stadium Armory. This means access to museums, galleries, FedEx Field and RFK and transfers to Nationals Park and Verizon Center.

The Silver Line will run on new tracks being built from Reston to the Orange Line between East Falls Church and West Falls Church where the new tracks will merge with the existing Orange Line tracks and share them all the way to Stadium Armory when the Silver Line trains will then use the Blue Line tracks to carry passengers to Largo.

In addition, Reston-Tysons residents will have easy rail access to National Airport and Union Station.

Not only will Northern Virginians have rail options to their jobs but residents of other parts of the region now served by the current 106-mile system will have access to jobs in Northern Virginia.

Construction of the new line is 94 percent complete and on track for completion in late September.

When that happens, the Metropolitan Washington Airports Authority, owners and managers of the project, will turn the project over to the Washington Metropolitan Area Transit Authority, the agency that will set the opening date and operate the line as a key part of the regional system. Metro officials have said they anticipate opening in late December.

Dulles Transit Partners is the design-build contractor for Phase 1.

For general information on the Dulles Corridor Metrorail Project, please visit our website at www.dullesmetro.com or call (703) 572-0506.

Finishing Touches; Testing, Paving Continue

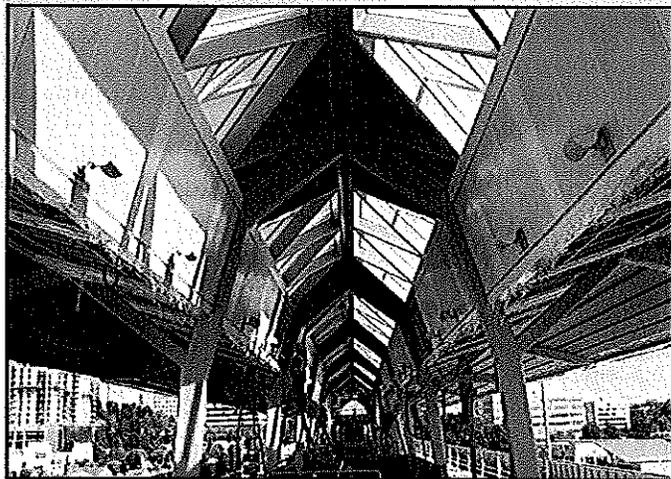
While rail crews push toward completion this fall, residents, shoppers and commuters continue to see a burst of activity along the 11.7-mile alignment, near all five stations and along Routes 7 and 123 in Tysons Corner.

WMATA rail cars are frequently traveling the tracks and a variety of tests are being conducted night and day, according to Stephen Barna, P.E., senior project manager for construction. "Traction power, automatic train control and communications systems continue to undergo testing for safety and reliability in the weeks ahead," he said.

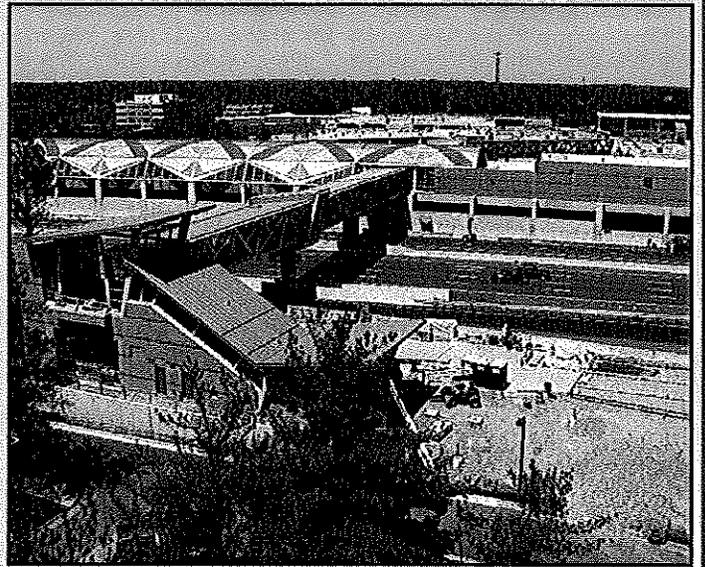
All station structures are in place and the pedestrian bridges and pavilions that will provide passenger access to the stations are in various stages of finishing.

- Granite steps have been installed at the pedestrian bridge pavilion at Wiehle-Reston East, with similar work beginning at the other stations later this month.
- At the McLean Station, the Kiss and Ride lot is clearly visible next to the pedestrian pavilion at Route 123 and Colshire Drive.
- Testing of electronic equipment has been completed at the McLean Station and will continue at the other stations for the next six to eight weeks.
- Station work remaining includes interior finishes, including ceilings, tile, installation of plumbing and signage.

Construction of the final configuration of Route 123, Route 7, I-66, the Dulles Connector Road, Dulles Toll Road, Dulles International Airport Access Highway, and side roads & entrances will continue. This work will include paving along Routes 7 and 123, and installation of sidewalks, curbs, signals, lighting and landscaping.



SILVER LINE WORK CONTINUES IN TYSONS: Finishing work continues at the Spring Hill Metrorail Station. Here the roofing system skylights, ceiling panels and light on the platform canopy are being installed. Platform pavers are complete. Platform light and windscreen installation will begin soon. This photo is looking east along Route 7. Photo by Stephen Barna, Dulles Corridor Metrorail Project

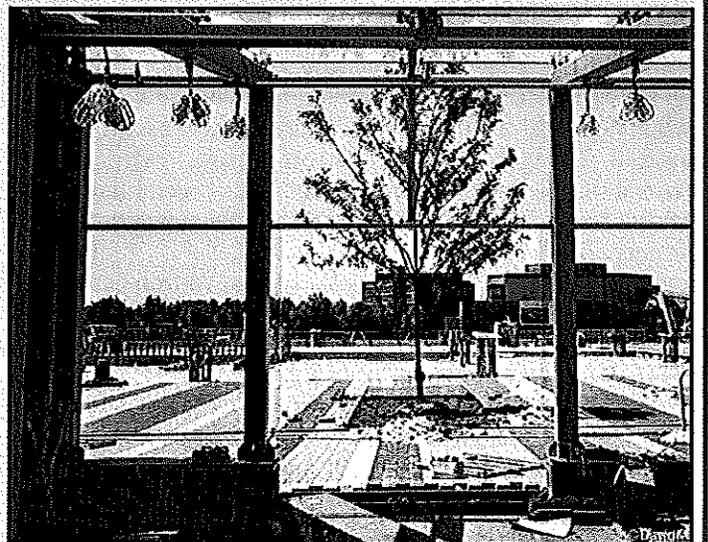


CONSTRUCTING WHAT WAS PROMISED

The actual Wiehle-Reston East Metrorail Station, pictured above, is almost identical to the early renderings of this station, prompting a lot of positive comments from project observers. With completion of the Silver Line only months away, the commuter parking facility for this station, known as the Reston Station Transportation Hub, is nearing completion and will be delivered to Fairfax County by its builders Comstock Partners LLC, in mid-summer.

In addition to 2,300 parking spaces, the transit center will be home to 12 bus bays serving the Fairfax Connector, a 60-space Park & Ride, and a large secure bicycle storage facility.

All of these services are beneath the Reston Station Plaza that provides direct access to the Metro station. The Plaza will provide retail offerings and community events as Metro opens; residences, offices and additional retail construction is ongoing. Photos by Chuck Samuelson, Dulles Corridor Metrorail Project and Comstock Partners LLC (David Madison Photography)





TRAFFIC ALERT

VirginiaDOT.org

RELEASE: Immediate
CONTACT: Joan Morris 703-259-1799 (office)
571-238-5030 (cell)
joan.morris@vdot.virginia.gov

June 12, 2013

Jenni McCord 703-259-1779 (office)
571-230-2926 (cell)
jennifer.mccord@vdot.virginia.gov

FOX MILL ROAD REPAVING BEGINS JUNE 20

Drivers advised to use alternate routes

FAIRFAX—Beginning Thursday, June 20 (weather permitting), the Virginia Department of Transportation will mill and pave almost 4.5 miles of Fox Mill Road (Route 665) between Lawyers Road and Waples Mill Road. Drivers can expect alternating lane closures weekdays from 9 a.m. to 3:30 p.m. for about five weeks.

Because this section of Fox Mill Road is two lanes and narrow, drivers are asked to avoid the work zone and use alternate routes during these times if possible.

END



**Route 7 Widening
PARDON OUR DUST BRIEFING**

June 5th, 2013 - 6:00 PM
Hemdon High School Auditorium
700 Bennett Street
Hemdon, VA 20170

Tonight's Objective:

- Introduction of the Construction Team
- Present Project Scope of Work
- Construction Elements
 - Sequence of Construction
- Answer your Questions

Project Team

- Virginia Department of Transportation
- Contractor: Fort Myer Construction Corporation




ROUTE 7 WIDENING
Construction Team & Contact Information

Project updates will be posted on VDOT's website at:
http://www.virginia.gov/projects/northem/initial/route_7_widening_-_rolling_hobby_to_reston_ave.asp

VDOT Construction Management contact information:

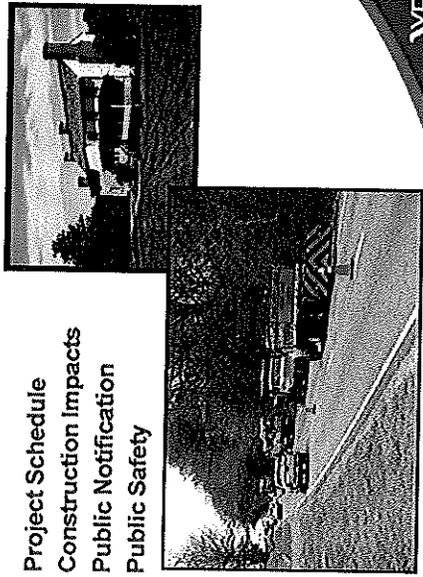
- Michael Gleasman, PE – Area Construction Engineer
 - (703) 259-1944 Michael.Gleasman@vdot.virginia.gov
- Tim Diliscia – Construction Manager
 - (540) 247-9953 Tim.Diliscia@vdot.virginia.gov
- Kevin Dellinger – Sr. Project Inspector
 - (571) 722-9600 Kevin.Dellinger@vdot.virginia.gov

Field office location (open during normal business hours):

- 46859 Harry Byrd Highway, Suite 301 (next to Koon's Ford Dealership)
- Phone Number (571) 375-2465

Project Overview

- Project Schedule
- Construction Impacts
- Public Notification
- Public Safety



VDBT

Project Information

Projectwide - Over 25,000+ new trees, shrubs, and plantings

PROJ. 0007-029 (28, PE-10), C-501

Intersection Improvements at Georgetown Pike

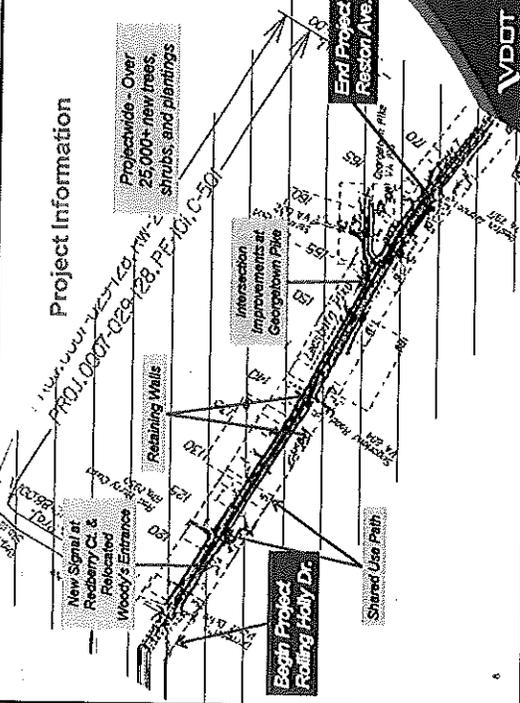
Retaining Walls

New Signal at Redberry Ct. & Redberry Ct. Relocated Woody's Entrance

Begin Project Rolling Holly Dr.

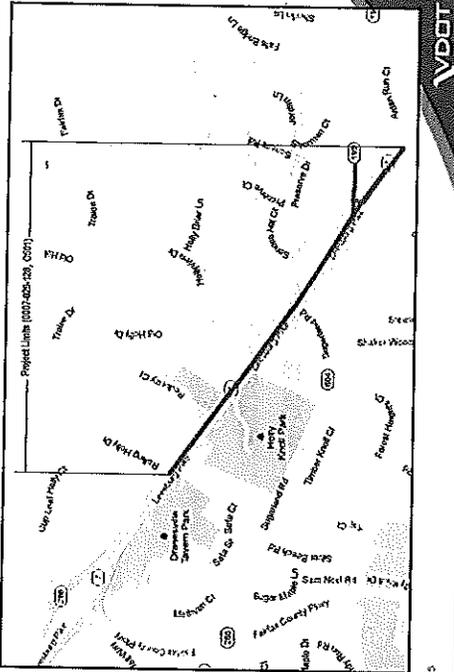
Shared Use Path

End Project Resistor Ave.



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Project Location



VDBT

Project Milestones

- Contract Executed: April 15th, 2013
- Notice to Proceed Date: May 14th, 2013
- Start of Construction: May 23rd, 2013
- Substantial Completion: November 12th, 2015
- Final Completion: December 16th, 2015

VDBT

Utility Relocation and Construction Access

Due to current construction:

- Work at Seneca Road, Georgetown Pike and Rte. 7/Georgetown Pike Intersection will not begin before August 15, 2013

Due to utility work:

- Work at EB/WB Rte. 7 from Rolling Holly Dr. to Dranesville Auto will not begin before July 1, 2013
- Work at EB/WB Rte. 7 from 700 feet west of Georgetown Pike to 300 feet east of Reston Ave. will not begin before December 31, 2013



Phase II: Fall 2013 – Fall 2014



PHASE 2:

- Activate temporary signals at Redberry Court and Georgetown Pike
- Shift traffic to temporary pavement at Georgetown Pike west side
- Close the inside WB lane of Rte. 7 and shift thru traffic to outside WB lane.
- Local traffic detoured onto one-way service road to signal at Redberry Court
- Construct Retaining Wall on the WB side of Rte. 7

PHASE 2A:

- Maintain WB Rte. 7 Detour
- Shift WB Rte. 7 and local traffic on service road at Redberry Court

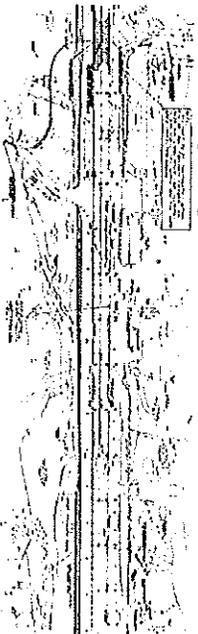
PHASE 2B:

- Maintain WB Rte. 7 Detour
- Construct Rte. 7 WB lanes and connections
- Shift traffic on Georgetown Pike and construct proposed east side

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Phase I: Spring 2013 to Fall 2013



PHASE 1:

- Construct temporary pavement widening on EB & WB Rte. 7 and on east side of Georgetown Pike
- Construct new crossover for Redberry Court
- Construct Retaining Wall - EB Rte. 7

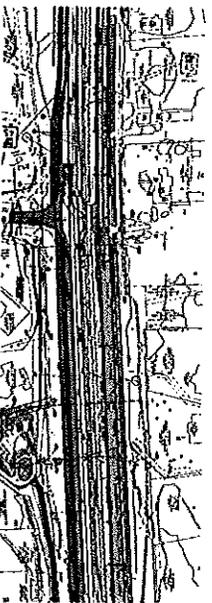
PHASE 1A:

- Shift EB traffic onto Rte. 7 temporary pavement
- Build temporary pavement in median for Rte. 7 detour
- Remove existing median and construct temporary pavement at Georgetown Pike

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Phase III: Fall 2014 to Summer 2015



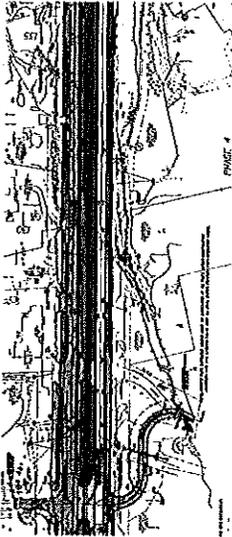
- Shift WB traffic onto newly constructed lanes
- Implement Sugarland Road detour. Shift EB traffic and construct proposed pavement

- Construct medians at Georgetown Pike and Seneca Road

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Phase IV: Summer 2015 – Completion



- Shift WB and EB traffic to completed lanes
- Construct inside lane widening, median and crossovers
- Final landscaping

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Lane Closure Restrictions:

Lane Closures will only be permitted:

Weekday	Daytime Hours	Nighttime Hours
Monday - Thursday	9:30 AM – 3:00 PM	10:00 PM – 5:00 AM
Friday	9:30 AM – Noon	10:00 PM – 9:00 AM
Saturday	Not Permitted	10:00 PM – 8:00 AM
Sunday	Not Permitted	10:00 PM – 5:00 AM

Call VA 511 for up to date traffic information

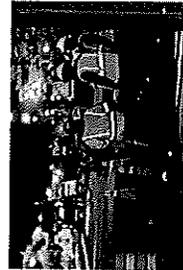
<http://www.511virginia.org/>

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Night Work

- Installation of Traffic Control Devices
- Pavement Milling
- Temporary Detour Pavement
- Pavement Striping
- Pipe Crossings



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VDOT

Question & Answer Session

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VDOT



Kick Starting Transportation Improvements and Implementing HB2313 in Northern Virginia

June 12, 2013

Noelle Dominguez, Legislative Liaison
Fairfax County Department of Transportation

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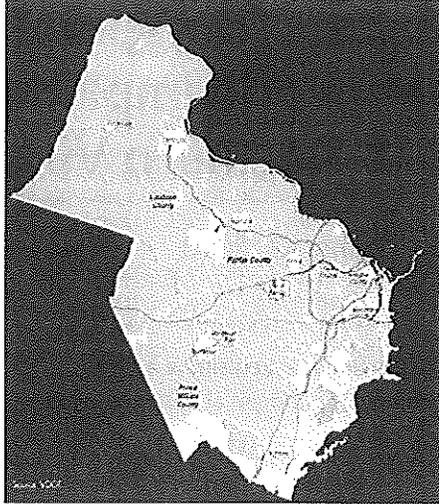
What is the NVTA?



- The Northern Virginia Transportation Authority (NVTA) was created in 2002 (SB 576) to provide Northern Virginia communities with a regional organization responsible for:
 - 1) developing a long range transportation plan,
 - 2) supporting initiatives and TDM programs aimed at improving air quality and relieving congestion, and
 - 3) advocating for transportation needs before State and Federal Governments.
- NVTA has remained active in Northern Virginia transportation matters by:
 - completing its regional long range plan,
 - advocating for additional transportation funding,
 - supporting efforts to improve pedestrian safety,
 - encouraging growth near transit, and
 - providing jurisdictions with a streamlined process for allocating federal transportation funds to the region.

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Northern Virginia



What is the NVTA?



- NVTA provides a forum for discussing and coalescing Northern Virginia's positions on regional transportation matters.
- In 2007, the General Assembly granted NVTA authority (HB 3202) to raise and collect up to seven taxes and fees to support transportation in Northern Virginia. NVTA implemented these revenue sources, but they were ultimately ruled unconstitutional and approximately \$30 million was returned.
- In April 2013, the General Assembly approved a new transportation funding bill. Unlike the 2007 legislation, all the taxes and fees were imposed by the General Assembly.

NVTA Background



- The counties of Arlington, Fairfax, Loudoun, and Prince William.
- The cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park.
- Membership
 - One elected official from each of those jurisdictions
 - Two members of the House of Delegates
 - One State Senator
 - Two citizen members appointed by the Governor including one member of the Commonwealth Transportation Board
 - One non-voting member rotated among several towns in Planning District 8
 - The Commonwealth Transportation Commissioner's designee (ex-officio)
 - The Director of the Department of Rail and Public Transportation (DRPT) (ex-officio)

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NVTA Decisions



- A Quorum requires a majority of the Authority, including at least a majority of the representatives of the counties and cities embraced by the Authority.
- NVTA typically reaches decisions via consensus.
- Decisions of the Authority shall require the affirmative vote of:
 - Two-thirds of the members of the Authority present and voting; and
 - Two-thirds of the representatives of the counties and cities embraced by the Authority who are present and voting and whose counties and cities include at least
 - Two-thirds of the population embraced by the Authority.

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Summary of HB 2313



- Statewide Component
 - Eliminates the 17.5 cents per gallon gas tax.
 - Imposes a 3.5% wholesale gas tax and a 6% wholesale diesel tax.
 - Increases automobile sales tax from 3% to 4.15%, over three years.
 - Increases state sales tax from 5% to 5.3%.
 - Transfers an additional .175% (from .5% to .675%) of the state's portion of existing sales tax from the General Fund to transportation, phased in over five years.
 - Increases the fee for alternative fuel vehicles to \$64, including electric and hybrid vehicles, but excluding natural gas-powered vehicles.

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Summary of HB 2313



- Statewide Component (Continued)
 - Dedicates potential federal revenues that would become available if Congress enacts the Marketplace Equity Act, which grants states legal authority to collect out-of-state sales taxes. If Congress does not pass the Act by January 1, 2015, the wholesale gas tax (not diesel) would increase to 5.1%.
 - Prohibits tolling on I-95 south of Fredericksburg without prior General Assembly approval.
 - Allocates \$300 million from the state maintenance funding, or other available revenue sources, to Dulles Rail Phase II over three years.

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Summary of HB 2313



- Northern Virginia Regional Component
 - Imposes a .7% sales tax, to a total of 6% for Northern Virginia.
 - Imposes a 2% Transient Occupancy Tax (hotel tax).
 - Imposing a regional congestion fee (grantors tax) of \$0.15 per \$100 valuation.
 - 70% will be provided to NVTA for:
 - regional projects included TransAction 2040 or future updates that have also been evaluated by VDOT for reducing congestion, or
 - mass transit capital projects that increase capacity.
 - The VDOT evaluation is not required for funds received in FY 2014.
 - 30% of funds will be distributed to localities to spend on urban or secondary road construction, capital improvements that reduce congestion, projects included in TransAction 2040 or its future updates, or for public transportation purposes.

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Summary of HB 2313



- Northern Virginia Regional Component (Continued)
 - Localities must enact a Commercial and Industrial Property (C&I) at \$.125 per \$100 valuation or dedicate an equivalent amount for transportation. Localities that do not or do so at a lower rate will have these revenues reduced by a corresponding amount.
 - Requires NVTA and its member jurisdictions to work with the towns when implementing these provisions to ensure that towns receive their respective share of transportation project revenues.
 - Repeals the local option to enact a 1% income tax by referendum.
 - Estimate annual revenues = ~\$300 million.
 - FY 2014 Revenues = ~\$275 million.
 - \$190 million (regional)
 - \$ 85 million (local)

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Summary of HB 2313



- Northern Virginia Regional Component (Continued)
 - Includes language stating that the regional funds will expire if the General Assembly appropriates or transfers any of the additional revenues for any non-transportation-related purpose. Localities that use the funds for non-transportation purposes would not receive any of the regional transportation funding in the following year.
 - Requires localities receiving these funds to maintain the current level of local transportation funding in the future. If a locality does not contribute this minimum level of local funding, they would not receive any of the regional transportation funding in the following year.
 - Requires that the locality generally benefit from the revenues raised in the locality.

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Implementation of HB 2313



- NVTA has established five working groups (Financial, Legal, Project Implementation, Public Outreach and Organizational) to assist it in implementing HB 2313.
- Working groups are composed of NVTA members, local government representatives and transportation and planning agency representatives.
- Working groups are evaluating various tasks that will be needed for NVTA to become fully functional again.
- Progress reports given to NVTA on May 23
- NVTA will hold a public meeting on projects on June 20 at Fairfax City Hall beginning at 5:30 p.m. A second public hearing will be held in July.
- NVTA will also consider other decisions about bonding, a bond validation suit, staffing, revenue distribution, project selection beyond FY 2014 during the next several months.

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Qualifying for Local Portion



- Localities must enact a Commercial and Industrial (C&I) Property Tax at \$.125 per \$100 valuation or dedicate an equivalent amount for transportation.
- Options:
 - Implement C&I Tax at \$.125 per \$100 valuation
 - Set aside an equivalent amount of money for other local source(s)
 - Implement C&I Tax at a lower amount and supplement with other local revenues
 - Implement C&I Tax at a lower amount and don't supplement
 - Do not implement the C&I Tax or set aside other revenues
- Place revenues in a separate fund for these revenues.
- If total amount set aside is not = to 100% of C&I Tax (at \$.125) share of 30% funding must be adjusted proportionally.
- Revenues not claimed will be redistributed with regional funds.

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DRAFT Revenue Projections



- Estimate Revenue Projections (FY 2014) – in millions

	<u>Regional</u>	<u>Fairfax County</u>		
		<u>70%</u>	<u>30%</u>	
Sales Tax	\$ 149.1	\$ 70.6	\$ 30.2	
Transient Occupancy	\$ 15.6	\$ 7.3	\$ 3.1	
Grantor's Tax	\$ <u>24.3</u>	\$ <u>9.8</u>	\$ <u>4.2</u>	
Total	\$270.0	\$ 87.7	\$ 37.5	\$ 125.2

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Initial Project Selection – FY 2014



- NVTA has also begun discussing the implementation of projects with FY 2014 funding.
 - NVTA forwarded about 50 projects to the Project Implementation and Legal Working Groups to evaluate the list and ensure compliance with HB 2313 requirements.
 - The working groups evaluated the submissions and provided two draft project lists at the May NVTA meeting.
 - FY 2014 Proposed Project List
 - Projects for consideration of future Six-Year Program
 - The NVTA is seeking public comment on the list and is having an Open House/Public Hearing on the projects on June 20.
 - NVTA may amend the list and will have another public hearing in July.
 - Other local meetings will also be held throughout the region.
 - A meeting for the residents of Fairfax County will be held on June 26th at 7pm at the Fairfax County Government Center, Rooms 4/5
 - The NVTA is expected to consider a final FY 2014 project list later this summer.

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Initial Project Selection



- Selection Criteria – First Tier
 - Congestion Relief
 - Contained in regional transportation plan
 - Mass transit projects increase capacity
 - Within locality embraced by Authority or in adjacent locality to extent that it is an insubstantial part of the project and necessary for the viability of the project

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Initial Project Selection



- Selection Criteria – Second Tier
 - Improve auto and pedestrian safety
 - Project readiness
 - In CLRP/TIP or air quality neutral
 - Have completed (or will complete prior to project selection) major regulatory reviews and/or public input processes
 - Resources available to move project forward
 - Funding will expedite completion
 - Begin or complete next phase
 - Balance transit, highways, and multimodal projects
 - Short-term priorities; partially funded from other sources

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Initial Project Selection



- Selection Criteria – Third Tier
 - Provide the greatest congestion reduction relative to cost
 - Locality's long-term benefits approximately equal to revenues raised
 - Towns over 3,500 must receive respective shares

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Projects Selection Beyond FY 2014



- VDOT Project Prioritization based on congestion relief and emergency evacuation.
- NVTA will be considering ways to develop a Six Year Program
- NVTA will also be considering an initial bond issuance
- Significant coordination with state agencies and local governments will be required to ensure that projects are funded from the optimal source.
- Many projects may be funded from multiple sources.
- Joint public hearings with the Commonwealth Transportation Board have been suggested.

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Questions?



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Initial Project Selection



Initial Project Suggestions

- \$500+ million in requests for \$190 million in funding
- Total of 32 projects (12 roadway + 20 transit/multimodal)
- Roadway Projects (in no particular order)
 - Route 28 Hot Spot Improvements – Loudoun Segment
 - Columbia Pike Multimodal Improvement Project
 - Chain Bridge Road Widening/Improvements (Route 29/50 to Eaton Place)
 - Boundary Channel Drive Interchange
 - Route 28 (Linton Hall Road to Fitzwater Drive) - 2 to 4 lanes
 - Herndon Parkway Intersection Improvements at Van Buren Street
 - Herndon Parkway Intersection Improvements at Sterling Road
 - Route 1 (Feathersone Road to Mary's Way) – 4 to 6 lanes
 - Belmont Ridge Road (Portsmouth Blvd. to Hay Road)
 - Route 15/Edwards Ferry Interchange
 - Route 28 (SB Sterling Boulevard to Dulles Toll Road) – 6 to 8 lanes
 - Route 28 (NB McLearen Road to Dulles Toll Road) – 6 to 8 lanes

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Initial Project Selection



- Transit/Multimodal Projects
 - Shelters and Real-Time Information for DASH/WMATA
 - DASH Bus Expansion - 5 new buses
 - Blue/Silver Line Mitigation (ART fleet expansion) – 4 new buses
 - Loudoun Transit Buses – 2 new buses
 - Traction Power Upgrades on the Orange Line in Virginia Associated with the Eight Car Train Project
 - Leesburg Park and Ride Land Acquisition
 - Crystal City Multimodal Center
 - Herndon Metrorail Intermodal Access Improvements
 - VRE Gainesville-Haymarket Extension Project Development
 - VRE Lorton Station Second Platform
 - Ten New Buses on Virginia Metrobus Routes

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Initial Project Selection



- Transit Projects (Continued)
 - Pedestrian Bridge on Van Buren Street
 - Alexandria Traffic Signal Upgrades/Transit Signal Priority
 - Bus Shelters and Wayfinding Information on Regional Bus Routes
 - Pedestrian Access to Transit to future Intermodal Plaza (S. Washington St. and Hillwood Avenue)
 - Innovation Center Metrorail Station
 - VRE Alexandria Station tunnel and platform improvements
 - Potomac Yard Environmental Impact Statement
 - Phase II of the AA for the Route 7 High Capacity Transit Project
 - PRTC's new Gainesville Service – 1 Commuter Bus

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Initial Project Selection



- Projects not identified for Initial FY 2014 Project List are included on list for consideration for future Six-Year Program.
- Total of 16 projects (7 roadway, 9 transit/multimodal)
- Roadway Project
 - East Elden St. Widening and Improvements (Fairfax County Pkwy to Monroe St.)
 - Route 28 Widening (Old Centreville Road in PWC to Route 29 in Centreville)
 - Braddock Road HOV Widening (Burke Lake Road to I-495) – 4 to 6 lanes
 - Route 28 Widening (Prince William Co. Line to Route 29) - 4 to 6 lanes
 - Franconia/S. Van Dorn Interchange
 - Route 29 Widening (Fairfax City to Legato Road) – 4 to 6 lanes
 - Belmont Ridge Road Segment 1A (Gloucester Parkway and Portsmouth Blvd.)

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Initial Project Selection



- Transit/Multimodal
 - Fairfax Connector West Ox Phase II Garage
 - Fairfax County Parkway Bus Service (Herndon to Fort Belvoir) - 10 Buses
 - Innovation Center Metrorail Station Parking
 - Herndon Monroe Metrorail Station Parking Garage
 - VRE Rolling Stock Purchase (9 additional coaches)
 - VRE Rippon Station Second Platform
 - Pedestrian Signal Improvements (Intersection E. Columbia St. and N. Washington St.)
 - VRE Crystal City Platform Expansion
 - Upgrade of Interlocking and Platform/girder Repairs at National Airport Metrorail Station