

VIII.

Adjourn

Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

TECHNICAL ADVISORY COMMITTEE Wednesday, December 16, 2015, 7:00pm NVTA Offices 3040 Williams Drive, Suite 200 Fairfax, Virginia 22031

AGENDA

I. Call to Order/Welcome Chairman Boice II. Meeting Summary of October 21, 2015, Meeting Recommended action: Approval [with abstentions from those who were not present]. **Action** III. **Chair/Vice-Chair positions** Chairman Boice IV. **Calendar Year Meeting Schedule** Chairman Boice **Discussion/Information** V. **NVTA Update** Ms. Backmon VI. **NVTA FY2017 Program** Mr. Jasper **TransAction** VII. Mr. Jasper **Adjournment**

Next Meeting: January 20, 2016



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

TECHNICAL ADVISORY COMMITTEE
Wednesday, October 21, 2015, 7:00pm
NVTA Office
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

SUMMARY NOTES

I. Call to Order/Welcome

Chairman Boice

- Chairman Boice called the meeting to order at 7:05pm.
- Attendees:
 - Members: Chairman Randy Boice; Vice Chairman Doug Fahl; Agnes Artemel; Armand Ciccarelli; Bob Dunphy; Kathy Ichter.
 - NVTA Staff: Mike Longhi (CFO); Sree Nampoothiri (Program Coordinator).
 - o Other Staff: Noelle Dominguez (Fairfax County).

II. Meeting Summary of March 18, 2015 and September 16, 2015 Meetings

- Mr. Fahl moved to approve the minutes of March 18, 2015 meeting; seconded by Ms. Artemel. Motion carried unanimously (with abstention from Ms. Ichter who was not present at the March 18, 2015 meeting.)
- Mr. Fahl moved to approve the minutes of September 16, 2015 meeting; seconded by Ms. Artemel. Motion carried unanimously.

Discussion/Information

III. NVTA Update

Mr. Longhi

- Mr. Longhi provided a summary of the September 24th NVTA meeting
 - The Authority approved the FY2017 one year program call for projects.
 - The Authority approved the revenue estimates for FY2017 through FY2023. The estimates were developed in collaboration with member jurisdictions. The Committee requested additional information on the revenue levels and rates of growth.
 - O The Authority approved the submission of the I-66 Outside the Beltway Phase 1 project for the HB 2 prioritization process. It was noted that the submission provides the opportunity for the project to be evaluated in the HB2 process, it does not signify Authority approval of the project or commitment of NVTA funds.

- The Authority appointed the Legislative Committee with Sandra Bushue as Chair and Mayor Silverthorne, Council Member Rishell and Council Member Snyder as members.
- TransAction is moving forward as per schedule.
- NVTA's revamped website is online now. Members were encourage to explore it.

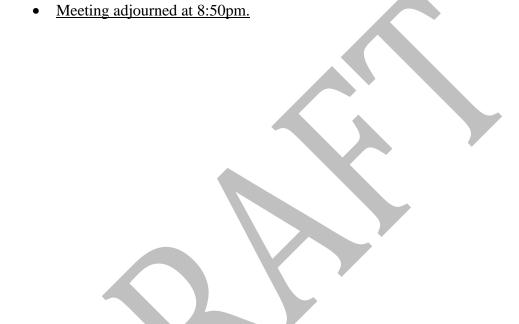
IV. NVTA FY2017 Program: Congestion Reduction Relative to Cost Methodology Mr. Nampoothiri

- Mr. Nampoothiri presented the timeline, project selection process, and the proposed approach to calculating congestion reduction relative to cost for FY2017 Program.
- The Project Implementation Working Group (PIWG) has discussed the selection process in its past two meetings and will continue the discussion in the upcoming meeting on November 6, 2015.
- In response to the preference for using total cost versus "NVTA share" of the cost, the Committee affirmed the use of total project cost.
- Mr. Fahl expressed a desire to increase the percentage weightage assigned to the "congestion reduction" and "connectivity" criteria for developing the NVTA Quantitative Score.
- Mr. Fahl also emphasized the need to confirm that the "connectivity" criteria is defined to look at connectivity between activity centers to make it truly regional. He noted short connections within an activity center should not be considered regional.
- The members suggested that every project is expected to increase "safety." Ms. Ichter suggested that NVTA should focus on regional safety, not necessarily safety issue at one point. The members requested additional information on the definitions behind the rating criteria.
- Mr. Dunphy requested a clarification on consideration of operating costs and
 replacement for calculating travel time savings per unit cost or the congestion
 reduction relative to cost (CRRC) ratio. Mr. Nampoothiri confirmed that the
 operating cost is not included in these analyses. Mr. Longhi explained that the
 jurisdictions usually factor in replacement cost for buses in their budgets and
 as per State law, roadway maintenance becomes the responsibility of VDOT.
- Mr. Ciccarelli inquired if the TRANSIMS model take into account the severe peak congestion versus congestion for the whole day. Mr. Boise mentioned that the model is accounting for the "person hours of delay", which should account for all delays.
- The members agreed that the new measure of congestion reduction related to cost (CRRC) ratio has value in the analysis and should be used in the process.
- Ms. Artemel wanted to ensure that the hourly value of time used in the
 calculation reflects the average value specific to Northern Virginia. Mr.
 Nampoothiri confirmed that staff is researching which data points to use for
 both the hourly value and discount rate.

• The Committee determined that once it received the definitions of all 11 project rating criteria and percentage weightage currently under consideration that it would provide comments to the Chairman who would consolidate the comments in the form of a committee recommendation letter. The criticality of the timing required to contribute recommendations was noted.

Adjournment

V. Adjourn



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Project Implementation Working Group

Recommended Project Selection Criteria for the FY2017 Program

I. Background

In September 2015, NVTA issued a call for projects for the FY2017 Program. The FY2017 Program will contain the regional projects that will be funded using FY2017 Regional Revenues.

II. Need for Project Selection Criteria

NVTA staff estimates that approximately \$220,000,000 will be available from FY2017 regional revenues, assuming PayGo funding only. Additional finance options may increase this amount. Based on informal, non-binding feedback from member jurisdictions and agencies, NVTA staff estimates that funding requests associated with the FY2017 Program will amount to approximately \$750,000,000.

III. Overall approach to project selection

Similar to the methodology used for selecting regional projects that were funded through the FY2015-16 Two Year Program, the overall approach for project selection will use four types of screening:

- Preliminary Screening: this is a pass/fail filter. Each project must pass all applicable criteria to be considered for funding;
- Quantitative Score: a composite score is calculated for each project, using weighted selection criteria;
- Congestion reduction relative to cost ratio: uses a combination of travel time savings and project cost;
- Qualitative Considerations: projects are assessed using qualitative factors and considerations that do not lend themselves to be scored quantitatively.

The recommended project selection criteria for each of the four types of screening are listed below.

Preliminary Screening: Pass/Fail Assessment

Screening Criteria

All projects

Contained in NVTA's regional transportation plan (TransAction 2040), or included in the Transportation Planning Board's 2010 Constrained Long Range Plan

Reduces congestion

Within locality embraced by the Authority or in adjacent localities but only to the extent that such extension is an insubstantial part of the project and is essential to the viability of the project within the localities embraced by the Authority.

Rated in the HB599 Project Evaluation and Rating Study.

Initial reimbursement request will be submitted by June 30, 2019

Studies ineligible

Mass Transit projects only

Mass Transit project that increases capacity.

Detailed Screening: Quantitative Scores

TransAction 2040 Goal: Provide responsive transportation service to customers							
Topic	ppic Selection Criteria Rating Scale (unless indicated otherwise, High = 1, Medium = 2/3, Low = 1/3)						
Reduce Roadway Congestion	Project reduces roadway congestion	HB599 detailed rating will be on a continuous scale of 0 (least congestion relief) to 100 (greatest congestion relief) Rating: HB599 detailed rating ÷ 100	45				
Project Readiness	Project will be advanced as a result of FY2017 Program funding	High: Project will be fully open/operational (includes acquisition of buses) Medium: Project will advance to the ROW or partial construction phase Low: Project will advance to the preliminary engineering or design phase	15				
Reduce VMT Project reduces vehicle- miles traveled Project reduces vehicle- miles traveled Reduce VMT Medium: Project indirectl transit improvement, or e		High: Project directly reduces VMT (i.e., transit project, park-and-ride lot, new HOV lane(s), new pedestrian and bicycle trail). Medium: Project indirectly or through expansion reduces VMT (i.e., expansion of HOV, transit improvement, or expansion). Low: Project does not reduce VMT.	5				
Safety	Fety Project improves the safety of the transportation system Medium: Project designed to specifically improve system safety a safety deficiency. Medium: Project will generally result in a safety improvement Low: Project will have no discernible positive effect on safety		5				

TransAction 2040 Goal: Maximize community connectivity by addressing transportation and land use together							
Topic Selection Criteria Rating Scale (High = 1, Medium = 2/3, Low = 1/3)							
Activity Center Connections	Project improves connections between multiple Activity Centers	High: Project improves connectivity between three or more activity centers. Medium: Project improves connectivity between two activity centers. Low: Project improves connectivity to one activity center only.	5				
Regional Connectivity and modal integration	Project connects jurisdictions and modes	High: Project connects jurisdictions and modes. Medium: Project connects jurisdictions. Low: Project does not connect jurisdictions or modes.	5				

TransAction 2040 Goal: Provide an integrated, multimodal transportation system								
Topic Selection Criteria Rating Scale (High = 1, Medium = 2/3, Low = 1/3)								
Improved Bicycle and Pedestrian Travel Options	Project supports multiple use development patterns in a walkable/bikeable environment	High: Project adds or extends non-motorized facility to and within activity center. Medium: Project improves existing non-motorized facility to and within activity center. Low: Project does not improve or provide a non-motorized facility to and within activity center.	10					

TransAction 2040 Goal: Incorporate the benefits of technology								
Topic Selection Criteria Rating Scale (High = 1, Medium = 2/3, Low = 1/3)								
Management and Operations	Project improves the management and operations of an existing transportation facility. Medium: Project improves technological management and operations of an existing transportation facility. Medium: Project improves technological management and operations of an expansion of an existing transportation facility. Low: No improvement to management and operations of a facility.		5					

TransAction 2040 Goal: Identify funding and legislative initiatives needed to implement the Plan						
Topic	Topic Selection Criteria Rating Scale (High = 1, Medium = 2/3, Low = 1/3)					
Cost Sharing	Project leverages	High: Project leverages private or other outside funding.				
	private or other outside	Medium: Project leverages modest private or other outside funding.	5			
	funding	Low: Project has no leveraged private or other outside funding.				

Detailed Screening: Congestion Reduction Relative to Cost

Screening Criteria

Priority given to greatest congestion reduction relative to cost: the Authority is required to give priority to such projects. Congestion reduction relative to cost is calculated by dividing:

- Total travel time saved as a result of the project (from opening year thru 2040) by
- Project Cost

Detailed Screening: Qualitative Considerations

Screening Criteria

Continuity of project funding: In general, NVTA funding approval for most project phase(s) infers a commitment to fund the remainder of that phase (or phases), provided that the likely total commitment is reasonably known at the time of original funding approval. Funding decisions will continue to be based on the prevailing project selection criteria, subject to funding availability at the time of request. However, funding continuity decisions will be considered on a case-by-case basis. One exception to this is that NVTA funding approval for studies does not infer a commitment to fund any subsequent project phase, including additional studies. Continuity of funding commitments requires compliance with all terms and conditions associated with approved SPAs, and any requirements imposed by NVTA.

Cost sharing: while cost sharing is included as a criterion for quantitative scoring, it is also included as a qualitative consideration to take account of any conditions associated with other funds, e.g. federal, state, local, and NVTA local (30%) funds.

Geographic balance: a policy consideration for the Authority when finalizing the FY2015-16 Two Year Program.

Modal balance: a policy consideration for the Authority when finalizing the FY2015-16 Two Year Program.

Additional supporting information

NVTA FY2017 Program: List of Candidate Projects

Project ID#	Jurisdiction/ Agency	Project Description		Continuation?	Continuation? HB599 rated?		? Estimated Year of Expenditure					Total FY2017 Total by Program Jurisdiction		
				See note **	See note ***	FY2017	FY2018	FY2019 Millions)	FY2020	FY2021	Request	(Millions)		
1	Arlington	Lee Highway Corridor ITS Enhancements	Des, Eng, ROW, Con	New	N	\$0.475	\$0.100	\$1.000	\$1.425		\$3.000	(\$3.000	
2	Arlington	Crystal City Streets: 12th St Transitway, Clark/Bell Realignment, and Intersection Improvements	Des, Eng, Env, Con	New	N	\$1.960	\$5.940	\$3.500	\$0.200		\$11.600		\$11.600	
3*	Arlington	East Falls Church Regional Connections and Access Project	Des, Eng, Env, Con, Acq	New	N	\$0.200	\$0.650	\$5.650			\$6.500	\$21.100	\$6.500	
4	Fairfax	Braddock Road HOV Widening (Burke Lake to I-495)	Des, Eng, Env	New	Υ	\$3.100	\$3.100				\$6.200		\$62.300	
5	Fairfax	Fairfax Connector Bus Purchases (11 buses) for Service Expansion	Acq	New	N	\$5.500					\$5.500		\$5.500	
6	Fairfax	Frontier Drive Extension and Braided Ramps; VDOT UPC 106742	Des, Eng, Env, ROW	FY2015/16	Υ	\$1.667	\$1.667	\$5.000	\$3.333	\$3.333	\$15.000		\$84.500	
7	Fairfax	I-66/Route 28 Interchange Improvements	Des, Eng, Env, ROW, Con	New	N	\$74.000	\$74.000	\$74.000	\$74.000	\$74.000	\$370.000		\$385.000	
8	Fairfax	Widening US1 Richmond Highway (Mt Vernon Hwy to Napper Rd); VDOT UPC 107187	Eng, ROW	FY2015/16	Y	\$5.000					\$5.000		\$215.000	
9	Fairfax	Route 7 Widening Phase I (Colvin Forest Dr to Jarrett Valley Dr); VDOT UPC - 99478	ROW	New	N	\$2.500	\$2.500	\$2.500	\$2.500		\$10.000		\$135.900	
10	Fairfax	Route 28 Widening (PWC Line to Route 29)	Des, Eng, Env, ROW, Con	FY2015/16	Υ	\$0.443	\$2.068	\$2.489			\$5.000		\$68.910	
11	Fairfax	Route 286 Fairfax County Parkway Widening (Route 123 to Route 29)	ROW	FY2015/16	Υ		\$5.000	\$5.000			\$10.000		\$82.400	
12	Fairfax	Seven Corners Ring Road Improvements	Des, Eng, Env, ROW	New	N	\$0.550	\$0.550	\$1.300	\$1.300	\$1.300	\$5.000	\$431.700	\$52.100	
13	Prince William	Widen Route 15 to Four Lanes (Route 55 to south of RR tracks) & Construct RR Overpass	Des, ROW, Con	New	Y	\$2.598	\$3.630	\$5.280	\$4.246	\$4.246	\$20.000		\$45.000	
14	Prince William	Widen Route 1 to Six Lanes (Featherstone Road to Mary's Way)	Con	FY2014, FY2015/16	Y			\$11.000			\$11.000		\$85.725	
15	Prince William	Widen Route 28 to Six Lanes (Route 234 to Linton Hall Road)	Con	FY2015/16	Υ		\$10.000				\$10.000	\$41.000	\$28.774	
16	Alexandria	West End Transitway	Des, Eng	FY2015/16	N	\$3.500	\$3.500				\$7.000		\$142.415	
17	Alexandria	Potomac Yard Metrorail Station	Des, Con (Design-Build)	FY2014, FY2015/16	Y	\$13.750	\$33.000	\$19.250			\$66.000	\$73.000	\$287.484	
18*	Falls Church	Bikeshare Connections to Orange and Silver Line Metrorail Stations, Falls Church	Des, Eng, ROW, Con, Acq	New	N	\$2.000					\$2.000	\$2.000	\$2.000	
19	Manassas	Sudley Road Westbound Third Lane (Godwin Dr to Dorsey Cir)	Des, Eng, Env, ROW, Con	New	N	\$0.400	\$3.000	\$2.000	\$2.000		\$7.400	\$7.400	\$7.400	
20	Dumfries	Widen Route 1 to Six Lanes (Brady's Hill Road to RT234)	ROW	FY2015/16	Υ	\$16.500					\$16.500	\$16.500	\$168.766	
21	Herndon	East Elden Street Improvements and Widening Project	ROW, Con	FY2015/16	Υ			\$2.700	\$8.000	\$8.000	\$18.700	\$18.700	\$35.600	
22	Leesburg	Route 7 (East Market Street) / Battlefield Parkway Interchange	Con	FY2015/16	Υ			\$18.500	\$18.500		\$37.000	\$37.000	\$58.000	
23	VRE	VRE Manassas Park Station Parking Expansion	Eng, Env, Des	FY2015-16	N	\$2.000					\$2.000	\$2.000	\$19.600	
24	WMATA	Metrorail Blue Line Traction Power Upgrades	Eng, Con	New	Υ	\$9.001	\$8.548				\$17.549	\$17.549	\$62.150	

^{*} Projects #3 and #18 will be grouped and evaluated as a single project for the HB 599 process.

Preliminary Funding Requests (estimated year of expenditure)
Preliminary Funding Requests (cumulative, excluding I-66/Route 28 Interchange)
Preliminary Funding Requests (cumulative, including I-66/Route 28 Interchange)

\$145.144 \$157.253 \$159.169 \$115.504 \$90.879 **\$667.949 \$667.949 \$2,055.624** \$71.144 \$154.397 \$239.566 \$281.070 \$297.949 \$145.144 \$302.397 \$461.566 \$577.070 **\$667.949**

^{** &#}x27;New' indicates project has not previously been approved for NVTA Regional Funds. For 'continuation' projects, applicable funding programs are listed.

^{*** &#}x27;Y' indicates projects that have been partially or fully evaluated using the HB599 process (FY2015-16 Program or test transit evaluations)

NVTA's TransAction

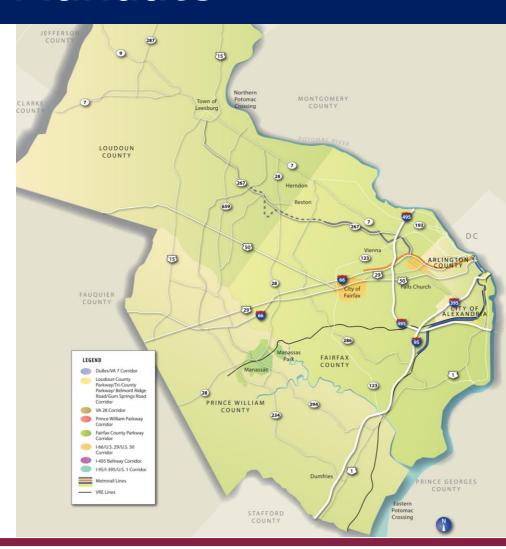
Transportation Action Plan for Northern Virginia



NVTA's Mandate

"...the Authority shall be responsible for long-range transportation planning for regional transportation projects in Northern Virginia."

Code of Virginia § 33.2-2500





TransAction: An Overview

- Vision and Goals
- Purpose of TransAction
- Overview of Scope
- Why This Effort Matters
- How To Get Involved



TransAction: From Vision to Measures





TransAction: Vision

"In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that enhances quality of life and supports economic growth.

Investments in the system will provide effective transportation benefits, 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 that is fiscally sustainable."



Goal #1/Sample Objectives

Enhance quality of life and economic strength of Northern Virginia through transportation

- Reduce congestion and crowding experienced by travelers in the region
- Increase access to jobs, employees, markets, and destinations
- Improve travel time reliability
- Provide more route and mode options to expand travel choices and improve resiliency of the system
- Improve connections among and within areas of concentrated growth
- Support and strengthen local land use objectives



Goal #2/Sample Objectives

Enable optimal use of the transportation network and leverage the existing network

- Sustain and improve operation of the regional system
- Optimize investments by increasing benefits relative to costs for short-, medium-, and long-term timeframes
- Manage travel demand during peak periods
- Increase integration between modes and systems



Goal #3/Sample Objectives

Reduce negative impacts of transportation on communities and the environment

- Improve the safety of transportation system
- Reduce transportation-related air pollution
- Reduce greenhouse gas emissions caused by transportation
- Reduce storm water runoff and improve water quality
- Minimize impacts to environmental and cultural assets and resources



Purpose of TransAction

- Transportation Action Plan for Northern Virginia
- Guided by the Authority's Vision, TransAction will identify a portfolio of multi-modal transportation investments for Northern Virginia thru 2040
- Sets the stage for the Authority's FY2018-23 Six Year Program



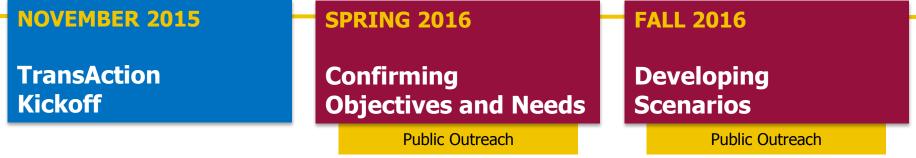
Overview of Scope: Tasks

- Technical Approach
 - Foundational research
 - Identification of regional transportation needs
 - Scenario planning
 - Analysis and ranking of projects
- Public Outreach
 - Website and launch activities
 - Engagement through workshops, Pop-up events, and online tools
 - Public input tracking and formal hearings



Overview of Scope: Milestones

Technical Approach with Targeted Public Outreach



Public Outreach



Why This Effort Matters

- First update to TransAction since the passage of HB 2313 (2013)
- TransAction is updated every five years
- If a project is <u>not</u> in <u>TransAction</u>, it will <u>not</u> receive NVTA Regional Revenues



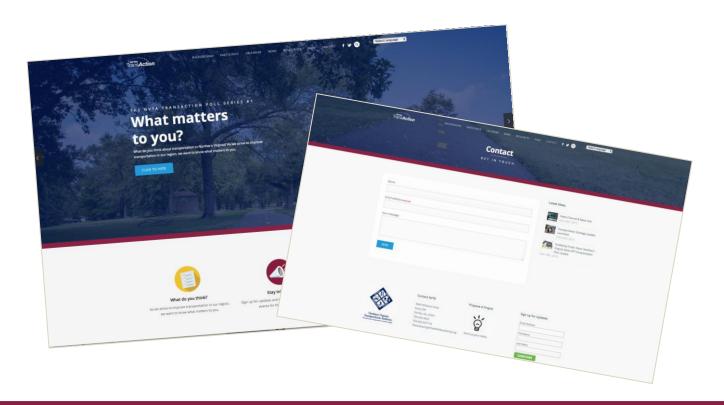
How To Get Involved

- Ongoing Launch Activities:
 - Distribution of 'contact cards'
 - Newsletter content
 - Jurisdictional briefings (Jan/Feb 2016)
- Upcoming Engagement Opportunities
 - Workshops and Pop-up events
 - Community partner and stakeholder groups
 - Newsletters and e-blasts
 - Online engagement tool
 - Tracking survey



How To Get Involved

NVTATransAction.org and @NVTATransAction







Transportation Action Plan for Northern Virginia

NVTATransAction.org

