



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE

Thursday, February 19, 2015, 6:30pm

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

AGENDA

I. Call to Order/Welcome Chairman Foreman

II. Summary Notes of the November 20, 2014 and December 18, 2014
Recommended action: Approval [with abstentions from those who were not present]

Discussion/Information

III. NVTa Executive Director Report Ms. Backmon, Executive Director

IV. Presentation on Draft FY2015-16 Two Year Program
Mr. Jasper, Program Coordinator

V. Presentation on Draft Policy of NVTa Projects Not Advancing
Mr. Jasper, Program Coordinator

VI. Next PCAC Meeting and Draft Agenda Chairman Foreman

Adjournment

VII. Adjournment

Proposed Next Meeting: March 19, 2015 - 6:30 pm

Northern Virginia Transportation Authority

3040 Williams Drive, Suite 200

Fairfax, VA 22031

www.TheNovaAuthority.org



Northern Virginia Transportation Authority *The Authority for Transportation in Northern Virginia*

PLANNING COORDINATION ADVISORY COMMITTEE

Thursday, November 20, 2014, 5:30pm

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

SUMMARY NOTES

I. Call to Order

Chairman Foreman

- Chairman Foreman called the meeting to order at 5:38 pm.

II. Roll Call

Ms. Harris, Program Coordinator

- Attendees: NVTA Chairman Nohe
 - ✓ Members: Mayor Foreman; Council Member Way; Council Member Burk; Supervisor Candland; Council Member Colbert; Council Member Lehr; Supervisor Letourneau; Council Member Oliver.
 - ✓ NVTA Staff: Monica Backmon (Executive Director); Denise Harris (Program Coordinator); Keith Jasper (Program Coordinator).
 - ✓ Other Staff: Noelle Dominguez (Fairfax County), Dan Malouff (Arlington County); James Davenport (Prince William County); Mark Duceman (Town of Herndon).

III. Approval of the September 22, 2014 Summary Notes

- Council Member Lehr moved approval of the summary notes of September 22, 2014 ; seconded by Council Member Oliver. Motion passed with six (6) yeas and two (2) abstentions [with Council Member Colbert and Supervisor Letourneau abstaining as they were not at the September meeting].

IV. NVTA Executive Director Report

Ms. Backmon, Executive Director

- Ms. Backmon informed the Committee that the NVTA received AA+, Aa1 and AA+, with a stable outlook, from Fitch, Moody's and Standard & Poor's, respectively. She informed the PCAC that this AA+ credit rating was unusual for an organization's inaugural bond issuance and noted that it speaks to the work done by the NVTA staff and member localities to ensure the success of the Authority.
- Ms. Backmon also informed the Committee that although the Authority's FY2015/16 Two Year Program is scheduled for adoption in March 2015, VDOT is seeing some anomalies in HB 599 results which may result in the need to revisit the schedule. Ms. Backmon indicated more information will be provided to the

reasons on Monday, November 23, 2014 which is the date of the principals meeting with VDOT. A request was made that VDOT be asked to have a representative at future PCAC meetings.

- Ms. Backmon informed the PCAC that she would like to meet with Chairman Foreman and Vice-Chairman Way to discuss the roles and responsibilities of the PCAC as the Authority develops its Two Year Program and updates its long range transportation plan. This meeting will clarify the role of the Project Implementation Working Group (PIWG) and the PCAC.

V. Policy Framework for Approved Projects Not Advancing

Mr. Jasper, Program Coordinator

- Mr. Jasper, Staff Coordinator for the Project Implementation Working Group (PIWG), presented the draft Policy Framework for the NVTAF funded projects that are not advancing. The Committee was informed that they will be given a more detailed briefing of the draft policy at a future meeting.
 - ✓ Additionally it was stated that project readiness was a criteria for project funding approval. To help facilitate projects moving forward, on October 9, 2014 the Authority approved the Standard Project Agreement (SPA) with VDOT. This SPA enables interested project sponsors to have VDOT implement the project the condition the proposed project is 100% funded by HB 2313.
 - ✓ A request was made for the SPA to be forwarded to the PCAC.
 - ✓ A question was raised if there are specific projects associated with bonding and what happens if they don't move forward. The response was the financing is for a total amount of money, not specifically related to projects; therefore the money may be reassigned if a project is not advancing.
 - ✓ Clarification was sought on the activities of the PIWG. It was conveyed that the Authority desires to keep the PIWG active and may consider renaming it to the Capital Working Group. Currently the PIWG is in charge of developing the Two Year Program and making recommendations to the Authority. The Chair and Vice Chair of the PIWG are Authority members.
 - ✓ A request was made for the reading of the charge of the PCAC. The PCAC charge from the Authority Bylaws was read as: *"This committee shall be responsible for advising the Authority on broad policy issues related to the periodic update of the NVTAF's Long Range Transportation Plan and the development of the NVTAF's Six Year Program with special consideration to regional transportation, land use and growth issues."*
 - ✓ Clarification was sought on what the PCAC is expected to produce. It was conveyed that the NVTAF looks to the PCAC to provide input and recommendations on the update/development of the long range transportation plan and Two Year Program.

VI. Draft 2015 Legislative Program

Ms. Dominguez, Chair, JACC

- Ms. Dominguez, Chair of the Jurisdiction and Agency Coordinating Committee (JACC), presented the draft 2015 Legislative Program to the PCAC. Ms. Dominguez noted areas in the program which were new or significantly different from the previous program. She informed the PCAC that comments they had on the draft program would be included for NVTa consideration at the December 11, 2014 NVTa meeting.
 - ✓ Clarification was sought on how the legislative program is communicated to the Northern Virginia delegation. An explanation was given that the legislative liaisons in Northern Virginia meet regularly to keep each other informed. An example was given using the Budget Amendment process and how the coordination of the legislative liaisons helped to keep the Authority well informed.
 - ✓ There was a discussion on the Federal Aviation Administration (FAA) Perimeter Rule and the related positions of the Metropolitan Washington Council of Governments and interested local jurisdictions. The PCAC discussed adding language to the Legislative Program consistent with that of member jurisdictions.
- Supervisor Letourneau moved approval of inclusion of a position consistent with member jurisdictions on the FAA Perimeter Rule in the Authority Legislative Program; seconded by Mayor Foreman. Motion carried unanimously.

VII. HB2 Review

Ms. Harris, Program Coordinator

- Ms. Harris and Ms. Dominguez provided an overview of the HB 2 presentation given by the Virginia Office of the Secretary of Transportation (OST) at the October 16, 2014 Commonwealth Transportation Board meeting.
 - ✓ An observation was made that there is the potential of creating an unmanageable amount of methodologies for rating transportation projects. The response was this is the reasoning for the OST recommending limiting the methodologies to 4-6 options.
 - ✓ A concern was raised on the weights of cost sharing when there are potential Federal, State, and NVTa monies on a project. The question was asked how will HB 2 work with HB 599 and whether this may create a situation where there will be conflicting timing for project schedules. It was confirmed that the Authority is concerned about the compatibility of HB 2 and HB 599.
 - ✓ Clarification was sought to the question that if a member jurisdiction choose not to adopt an Urban Development Area (UDA) would the jurisdiction then be eligible to submit local projects for consideration. It was noted this question will be added to the proposed NVTa comments on HB 2.

Discussion/Information

VIII. TransAction 2040 Update Listening Session

Ms. Harris, Program Coordinator

- Ms. Harris introduced Mr. Malouff, Chair of the TransAction 2040 Update Subcommittee, who provided an update on the October 9, 2014 TransAction 2040 Plan Update Listening Session. The PCAC discussed its advisory role in the plan update at key milestones.
 - ✓ The committee was informed that their input would be sought at key milestones of the plan update.
 - ✓ The committee requested the defined corridors be revisited in the plan update. The response was the corridors will be reviewed as part of the plan update.
 - ✓ A concern was raised about reviewing land use patterns and it was advised against a plan update that redesigns “lifestyle.” The response was the proposed scenario planning aspect of the plan update would be simply to inform, with no intent to modify local land use.
 - ✓ A question was asked about what land use scenario planning in this context would mean. The response was that various options are under development by the subcommittee due to the Commonwealth of Virginia offering \$750,000 towards scenario planning in the plan update. It was added that scenario planning is a useful tool in that it will explore varying land use scenarios. It was indicated that TransAction 2040 was intended to include scenario planning until the budget was reduced. The fact that the State is offering to help pay for scenario planning in this update helps mitigate the associated costs. In addition, the State has told the Authority it has no intention of controlling local land use.
 - ✓ Select members of the PCAC stated that in their experience of sitting on the Metropolitan Washington Council of Governments board, they found the scenario planning conducted by the Transportation Planning Board (TPB) interesting; yet it provided for little in terms of action steps. The response was the work of the TPB is to help inform local decisions related to land use.
 - ✓ There was a statement that the plan update must be multimodal in nature. Bicycling and walking coordination are critical.

IX. PCAC 2015 Meeting Schedule

Chairman Foreman

- The Committee discussed its meeting schedule for CY2015 to ensure it coordinates with the NVTa meeting schedule as well as individual member schedules. Several members indicated they preferred a 6:00 or 6:30 pm start time for evening meetings. Members were requested to come to the December 2014 meeting prepared to discuss this and that members send NVTa staff their local meeting schedules for CY2015 in order to select a meeting time that accommodates the greatest number of members.

X. Other Business

- The December 18, 2014 meeting moved from the previously scheduled 5:30 pm start time to 6:30pm.

Adjournment

XI. Adjournment

- Meeting adjourned at 7:07 pm.

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Northern Virginia Transportation Authority *The Authority for Transportation in Northern Virginia*

PLANNING COORDINATION ADVISORY COMMITTEE

Thursday, December 18, 2014, 6:30 pm

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

SUMMARY NOTES

I. Call to Order

Chairman Foreman

- Chairman Foreman called the meeting to order at 6:34 pm.
- Attendees:
 - ✓ Members: Mayor Foreman; Council Member Way; Council Member Colbert; Board Member Fisette; Supervisor Letourneau; Mayor Merkel.
 - ✓ NVTA Staff: Monica Backmon (Executive Director); Denise Harris (Program Coordinator); Keith Jasper (Program Coordinator).
 - ✓ Other Staff: Sarah Crawford (Arlington County); Noelle Dominguez (Fairfax County); Dana Herborg (Town of Herndon); Laurie DiRocco (Town of Vienna); Valerie Pardo (VDOT); Maria Sinner (VDOT); Norman Whitaker (VDOT); Dalia Leven (AECOM).

II. Approval of the November 20, 2014 Summary Notes

- No action was taken due to lack of quorum.

III. NVTA Executive Director Report

Ms. Backmon, Executive Director

- Ms. Backmon reminded the Committee that the NVTA received AA+, Aa1 and AA+, with a stable outlook, from Fitch, Moody's and Standard & Poor's, respectively. She noted that on Tuesday, December 16, 2015, the Authority settled on its first bond sale and is fully financed for FY2014 projects.
- Ms. Backmon informed the Committee that the development of the FY2015-16 Two Year Program is underway. As part of the selection process for the Two Year Program, the Virginia Department of Transportation (VDOT) is conducting an Evaluation and Rating Study of the highway projects as required by HB 599. The results of this study will be presented at the January 12, 2015 Project Implementation Working Group (PIWG) meeting. These ratings are taken into consideration as part of the greater NVTA project selection criteria. The NVTA staff is meeting with jurisdictional staff to review submitted projects to ensure all applicant information is accurate. The draft Two Year Program is anticipated to be presented to the Authority in February for approval to be released to the public for a public hearing in March. The final Two Year Program is anticipated to be

adopted at the April 2015 NVTa meeting. The PCAC requested the Project Selection criteria and weights be shared with the Committee.

- Ms. Backmon updated the Committee on the proposal of a TransAction 2040 amendment in conjunction with the current update of TransAction. She added that the Authority has directed the NVTa staff to research the necessary process, costs and resources for conducting an amendment. The PIWG will review this information at their January meeting. A recommendation will be made to the Authority at the January 22, 2015 meeting. Potential consideration of future amendments will be considered as part of the TransAction 2040 update.
- Ms. Backmon informed the PCAC that she is scheduled to meet with Chairman Foreman and Vice Chairman Way on January 9, 2015 to discuss the roles and responsibilities of the PCAC as well as the CY2015 work plan.

IV. Presentation on HB 599 Evaluation and Ratings Study

Ms. Sinner (VDOT) and Ms. Leven (AECOM)

- Ms. Sinner and Ms. Leven provided the PCAC with a presentation of the HB 599 Evaluation and Ratings Study. The presentation included highlights of the statutory framework for the study, performance measure summary, evaluation performance measure weights, performance measure scores and project rating, evaluation and rating process, and a sample project with its primary impact area. No specific project scores were shared.
 - ✓ VDOT explained that the HB 599 process received peer review during key stages of its development, including the measures of effectiveness, scope of work, outputs and general oversight to minimize distortion to the project influence areas. Ms. Sinner also shared that VDOT and the consultant have met individually with each of the local jurisdictional staff to further refine the modeling process to ensure the validity of the inputs.
 - ✓ The PCAC discussed the seven performance measures focused on the HB 599 required congestion reduction and homeland security. Detailed ratings look at the following factors: transit crowding, congestion duration, person hours of delay, person hours of congested travel in automobiles, person hours of congested travel in transit vehicles, accessibility to jobs and emergency mobility.
 - ✓ The PCAC held a lengthy discussion on the modeling and how it was implemented. Ms. Sinner and Ms. Leven explained that the Metropolitan Washington Council of Governments (MWCOC) model served as a base and then it was customized for each project. The model utilized the 2013 CLRP assumptions and included the Round 8.2 land use forecast. Because the MWCOC model's orientation is more regional and geared toward air quality, the HB 599 version was customized for congestion reduction and incorporated micro simulation level changes.
 - ✓ A discussion took place about the varying land use in the region, to which the consultant explained that the model captures alternative routes for each project. Projects were customized within the model where alternative routes may widely vary in size and availability. The model includes all trips through

a project. Toll roads were included as alternative routes where validation work was conducted to match volumes and take into account toll avoidance. In addition, VDOT and the consultant worked with local jurisdictional staff to ensure land use was properly incorporated.

- ✓ There was a discussion about how the model was viewed nationally and how it is respected in its analysis capabilities. The consultant explained the history of the model, TRANSIMS, from its development at the Federal Highway Administration to now being well established and used in many places across the country. According to the consultant it is more sensitive than the MWCOC model and thus better suited for specific project review.
- ✓ A sample project was presented to the PCAC to illustrate the project impact area, alternative routes analysis and the measures of effectiveness as applied. Thirty-seven projects were nominated as part of the HB 599 review (thirty-two nominated by NVTa and five nominated by the Commonwealth Transportation Board); including twenty-four roadway, five interchanges, five intersections and two Intelligent Transportation Systems. There were no transit projects included in the first HB 599 study.
- ✓ The PCAC discussed how the HB 599 rating fit into the larger Two Year Program and project selection criteria. It was explained that HB 599 ratings are given a weight of 35 points out of 100 in the Two Year Program project selection criteria. This is a significant weight balanced out with other criteria like cost effectiveness and project readiness. The PCAC will be presented the draft Two Year Program prior to its approval by the Authority within which the HB 599 ratings will be included as part of the criteria.
- ✓ There was a discussion of the various rankings and models the Northern Virginia region is subjected to, including HB 599, MWCOC and HB 2. It was noted that HB 2 will not be in effect until FY2017. As it is being developed, the Authority is providing comments requesting coordination and consistency between HB 599 and HB 2.
- ✓ There was a discussion on HB 2's weights of congestion reduction, safety, economic development, accessibility and environment. The PCAC stated it would like to ensure Northern Virginia maintains its fair share of state funds as required in HB 2313. The Authority's comments to the Commonwealth on HB 2's cost sharing proposal were read to the PCAC: *"The Authority believes that the prioritization process should be based on the funds the Commonwealth is expending and not for the total costs of the project. The funds that the Authority and its member jurisdictions allocate should not be considered in any statewide cost-benefit analysis. It is important to leverage various sources to complete the region's transportation needs, and penalizing these entities for providing funding could inhibit these efforts. Additionally, we ask that the Administration be mindful of the language in HB 2313 that states Northern Virginia's regional funds cannot be used to calculate or reduce the share of local, federal, or state revenues otherwise available to participating jurisdictions."*
- ✓ There was a discussion on how larger projects are rated against smaller projects. It was acknowledged that the model favors larger projects by the very nature of congestion reduction with the greatest impact. While the PCAC was created to give towns a voice in the Authority's planning process,

HB 2313 states that 70% Regional Revenues must be spent on transportation projects of regional significance. The 30% Local Revenues are required to be distributed based on the taxes fees raised in the locality (provided certain provisions are met) with a fair share to towns with populations greater than 3,500.

- ✓ A discussion occurred about the HB 2313 long term benefit requirement. It was noted that the Authority adopted the Principals for the Determination of Long Term Benefits on December 11, 2014, which include a ten year analysis on geographic distribution and modal balance of projects funded by 70% Regional Revenues.
- ✓ The PCAC was informed that while HB 599 calls for the Evaluation and Rating Study to be conducted every 4 years, VDOT has agreed to conduct another study in 2015.
- ✓ The PCAC asked if they will be provided with the HB 599 data, to which VDOT stated local staff have the information on projects specific to their jurisdictions. The full Evaluation and Ratings Study will be presented on January 6, 2015 during a stakeholders meeting to which the PCAC will be invited. In addition, on January 12, 2015 the information will be presented at the PIWG meeting and become part of the NVT A Two Year Program project selection criteria. The NVT A will receive the Evaluation and Ratings Study on January 22, 2015. In addition, the information will be posted on the VDOT website on January 23, 2015 with a final report released in February 2015.

V. Review of CY2015 NVT A Work Program and Meeting Schedule

Ms. Backmon, Executive Director

- Ms. Backmon reviewed the draft CY2015 NVT A work program and meeting schedule by highlighting the Two Year Program and long range plan, TransAction 2040, update process. She restated that a meeting is scheduled between Chairman Foreman and Vice Chairman Way on January 9, 2014 to discuss the role and responsibilities of the PCAC in 2015.

VI. PCAC 2015 Meeting Schedule

Chairman Foreman

- Ms. Harris reviewed the proposed NVT A and PCAC meeting schedule. In 2015, staff has proposed to move the Authority meetings to the fourth Thursday of the month to dovetail with the Northern Virginia Regional Commission meetings held the same night. The PCAC meetings are proposed to be held the third Thursday of the month at 6:30 pm. The exception is the months of November and December when NVT A will meet the second Thursday of the month and thus PCAC will follow, as opposed to preceding, the Authority meetings those two months. The NVT A and PCAC are not scheduled to meet in August.

- ✓ A discussion followed as to whether the PCAC can be effective meeting quarterly or every other month. The group stated they would prefer fewer meetings if the work plan allows for it.
- ✓ It was determined the PCAC will not meet in January to allow the local jurisdictions to hold their organizational meetings and make their PCAC appointments. At the February 19, 2015 meeting the PCAC will determine if a March meeting is necessary.

Adjournment

VII. Adjournment

- Meeting adjourned at 8:18 pm.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

2/10/15 Version

Draft FY2015-16 Two Year Program: Summary of Project Evaluations**I. Background**

In December 2013, NVTA issued a call for projects for the HB 599 process as part of the first 2.5 years of its Six Year Program, now referred to as the FY2015-16 Two Year Program. The FY2015-16 Two Year Program will contain the regional projects that will be funded by NVTA's regional (70%) funds.¹ The FY2015-16 Two Year Program does not include projects funded by member jurisdictions using their local (30%) funds from NVTA.

A total of 52 regional projects were nominated for funding consideration:

- 33 highway projects, including two intelligent transportation system (ITS) projects
- 19 mass transit projects
- Includes 6 (out of 15) 'Carryover' projects from FY2014
- Four counties, three cities, four towns, and three transit agencies responded.

II. Funding Requests

NVTA estimates that up to \$364 million (previously \$373 million) will be available from regional revenues thru FY2016 to fund regional projects, assuming PayGo funding only. The original funding requests thru FY2016 associated with the 52 highway and mass transit projects totaled nearly \$770 million:

- | | |
|-------------------------|----------------------|
| • Highway projects | \$423,452,810 |
| • Mass Transit projects | <u>\$346,166,000</u> |
| • Total | \$769,618,810 |

III. Overall Approach to Project Selection

At its meeting on October 9, 2014, the Authority approved an overall approach (including project selection criteria) to facilitate its decision-making process for

¹ Funding based on FY2015/16 revenue and FY2014 remaining balances

determining which projects will receive NVTVA funding in the FY2015-16 Two Year Program. This approach uses three types of screening.

- Preliminary Screening: this is a pass/fail filter. Each project must pass all applicable criteria to be considered for funding.
- Detailed Screening: projects that pass Preliminary Screening are then evaluated in more detail using a combination of quantitative and qualitative criteria in parallel:
 - Quantitative Score: a composite score is calculated for each project, using weighted selection criteria. Eleven selection criteria are used, based on criteria from the TransAction 2040 long range transportation plan; the FY2014 project selection methodology, and (for highway projects only) the legislatively required HB599 (2012) Evaluation and Rating Study.²
 - Qualitative Considerations: projects are assessed using qualitative factors and considerations that do not lend themselves to be scored quantitatively.

The highest quantitative score that can be achieved using this approach is 100.0, for both highway and transit projects. The lowest score that can be achieved varies between highway and transit projects, because of the different approaches used for the congestion reduction criteria. For highway projects, the lowest quantitative score is 21.7. For transit projects, the lowest quantitative score is 33.3.

Appendix A provides full details of the project selection criteria for each type of screening.

IV. HB599 Evaluation and Rating Study

The HB599 process provided a detailed and objective evaluation of highway projects. While NVTVA and its member jurisdictions were stakeholders in this process, the study was conducted independently by a consultant team managed by the Virginia Department of Transportation (VDOT).

The final HB599 rating for each highway project was used by NVTVA as one criterion (representing congestion reduction), and was weighted highest of all eleven selection criteria used by NVTVA to determine each project's quantitative score. The HB599 rating itself is a composite of seven different measures, encompassing congestion (three measures), transit (two measures), accessibility (one measure), and emergency evacuation (one measure).

The HB599 study, which used the TRANSIMS micro-simulation modeling tool, evaluated the operational impacts of highway projects during typical morning and afternoon peak periods, and for typical workdays. However ratings were based on daily impacts, including peak period impacts.

² See VDOT website: http://www.virginiadot.org/projects/northernvirginia/evaluating_significant_projects.asp

The HB599 study compared transportation system performance (using each of the seven HB599 measures) with and without each project on a digital representation of the expected transportation networks in 2020 and 2040. For consistency with NVTa's evaluation of mass transit projects, only the HB599 project ratings for 2040 were used for NVTa's evaluation of highway projects.

The definition of each project was based on information provided to the VDOT consultant team by the project sponsor. The HB599 ratings were calculated assuming the projects were fully operational in each of the evaluation years – 2020 and 2040 – regardless of the current status of the project (study, design, right of way acquisition, etc.) The HB599 study was not required to take into account factors such as project cost, environmental impacts, or funding availability.

Two adjacent highway projects under consideration by NVTa for the FY2015-16 Two Year Program were grouped together for the HB599 process (Route 28 improvements in Prince William County and the City of Manassas.) For the most part however, the HB599 process considered projects on a standalone basis, rather than packaged together in a way that might generate synergistic benefits. NVTa's approach to project selection also considers projects on a standalone basis.

Theoretically, HB599 ratings could range from a maximum possible 100.0 (greatest congestion relief) to 0.0 or lower (least congestion relief.) In practice, one of the seven performance measures (reduce transit crowding) was not calculated because only highway projects were evaluated. As this performance measure accounted for 11.5 percent of the overall HB599 rating, the effective maximum rating is 88.5.

The composite HB599 rating for each project reflects modeled absolute changes for each criterion, within an agreed 'influence area.' Larger projects had larger influence areas. Consequently, the HB599 process rated projects with new or improved highway segments higher than projects featuring a new or improved highway intersection or interchange. This was especially so for longer distance projects on routes with high demand and severe congestion. This approach also tended to favor broadly defined studies over projects that are at a more advanced phase of development, which tend to be more narrowly defined.

Highway versus Transit Projects

Although most of the selection criteria used to evaluate highway and transit projects are the same, the use of HB599 ratings (for the congestion reduction criterion) for highway projects complicates direct comparisons between the quantitative scores for the two types of projects. This is compounded by the higher emphasis associated with the congestion reduction criterion. Consequently, highway projects are only compared with other highway projects for the FY2015-16 Two Year Program. Similarly, transit projects are only compared with other transit projects.

V. Project Evaluation Activity

During October and November 2014, NVTa staff evaluated each of the 52 highway and mass transit projects using the approach approved by the Authority. As part of this approach, staff reviewed the NVTa project evaluations with the respective sponsoring organizations. In December 2014, NVTa staff observed a series of briefings by VDOT's consultant team with individual project sponsors regarding their respective HB599 highway project evaluations.

On January 6, 2015, VDOT presented the draft detailed ratings from the HB599 Evaluation and Rating Study to project sponsors. NVTa staff incorporated the HB599 ratings into its evaluation of the 52 highway and mass transit projects. The evaluation results were presented to the Project Implementation Working Group (PIWG) at its meeting on January 15, 2015. This included initial NVTa staff recommendations for project selection.

Sponsoring organizations were invited to provide comments to NVTa staff, and specifically requested to provide supplementary information regarding project costs and potential future funding requests. The potential future funding request information was solicited, and used, on a non-binding draft basis for planning purposes only.

As a result of this new information, NVTa staff has updated its initial recommendations for project selection. Subject to approval by the PIWG at its meeting on February 13, 2015, these updated initial recommendations will form the basis of a request to the Authority for approval to formally release the recommendations for a Public Hearing on March 25, 2015.

The updated evaluation results are provided in Table 1 (mass transit projects) and Table 2 (highway projects.) Table 2 also includes the corresponding 2040 HB599 rating for each highway project.

The updated evaluation results are also provided in Table 3 (mass transit projects) and Table 4 (highway projects) with projects ranked from high to low based on NVTa's quantitative scores. Table 4 also includes the corresponding 2040 HB599 rating for each highway project. Tables 3 and 4 include project cost and funding request information.

Projects highlighted in green represent the updated initial NVTa staff recommendations for project selection. Projects highlighted in red represent the initial NVTa staff recommendations for projects that should not be selected. An NVTa score of 0.0 indicates the project did not pass preliminary screening, and is therefore ineligible for funding by NVTa.

Table 1: Quantitative Scores for Mass Transit Projects

Project	Agency	Project Description	NVTA Score
1	Alexandria	Potomac Yard Metrorail Station	83.3
2	Alexandria	Van Dorn - Beauregard Transitway	88.3
3	City of Fairfax	CUE 35-foot Bus Acquisition	63.3
4	Fairfax	Richmond Highway Transit Center	0.0
5	Fairfax	West Ox Bus Garage	61.7
6	Fairfax	Connector Bus Service Expansion – Capital Purchase 22 Buses	66.7
7	Fairfax	Innovation Center Metrorail Station Construction	76.7
8	Loudoun	Acquisition of 4 Buses	71.7
9	PRTC	Western Bus Maintenance and Storage Facility	80.0
10	WMATA	New Buses (20) and Bus Infrastructure Improvements ³	53.3
11	WMATA	8-Car Train Traction Power Upgrades Located in Virginia	83.3
12	Alexandria	Duke Street Transit Signal Priority	68.3
13	VRE	Franconia-Springfield to Woodbridge 3rd Track	0.0
14	VRE	Manassas Park Station Parking Expansion	63.3
15	VRE	Slaters Lane Crossover	61.7
16	VRE	Franconia-Springfield Platform Expansion	68.3
17	VRE	Crystal City Platform Extension Study	43.3
18	VRE	Rippon Station Expansion and Second Platform	68.3
19	Arlington	Ballston Metrorail Station West Entrance	70.0

³ This project was re-scoped by WMATA to eliminate the 20 new buses component, resulting in a significant reduction in its NVTA Score.

Table 2: Quantitative Scores for Highway Projects

Project	Agency	Project Description	NVTA Score	HB599 Rating
1	Arlington	Route 244 Columbia Pike Street Improvements (S. Gate Road to the Pentagon)	51.6	9.2
2	Fairfax	Rolling Road Widening from Old Keene Mill Road to Franconia Springfield Pkwy	32.7	12.5
3	Fairfax	US 29 Lee Highway (from west of Union Mill Road to Buckley's Gate Drive)	28.3	9.3
4	Fairfax	Braddock Road HOV Widening	39.0	6.8
5	Fairfax	South Van Dorn Street and Franconia Road Interchange	31.1	3.1
6	Fairfax	Frontier Drive Extension & Braided Ramps	38.4	0.2
7	Fairfax	Fairfax County Parkway Improvements (Study)	54.3	88.5
8	Loudoun	Belmont Ridge Road (VA Route 659)- Turo Parish Road to Croson Ln	49.4	3.0
9	Loudoun	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd.	64.0	30.6
10	Fairfax	Route 7 Widening – Dulles Toll Road Bridge	49.9	4.6
11	Dumfries	Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)	45.1	14.6
12	Fairfax	US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)	29.2	12.0
13	Leesburg	Route 15 Bypass at Edwards Ferry Road Interchange	39.0	1.9
14	City of Fairfax	Northfax - Intersection and drainage improvements at Route 29/50 and Route 123	51.7	0.2
15	City of Fairfax	Jermantown / Route 50 Roadway Improvements	48.8	1.3
16	Fairfax	Frying Pan Road (VA 28 to Centreville Road)	25.9	2.7
17	City of Fairfax	Kamp Washington Intersection Improvements	52.9	3.5
18	Alexandria	Real-Time Adaptive Traffic Control and Data Management System	34.9	4.6
19	Arlington	Glebe Road Corridor Intelligent Transportation System (ITS) Improvements	53.0	8.6
20	Fairfax	Pohick Rd - US 1 (Richmond Hwy) to I-95 - 2 to 4 Lanes	0.0	1.8
21	Fairfax	Shirley Gate Rd. from Braddock Rd. to Fairfax County Parkway/Popes Head Rd.	0.0	0.9
22	Loudoun	Northstar Blvd. (VA Rte. 659 Reloc) – U.S. 50 to Evergreen Mills Rd. (VA Rte. 621)	0.0	14.5
23	Loudoun	Route 7 / 690 Interchange	0.0	6.4
24	Manassas	Route 234 Grant Avenue Study	0.0	1.5
25	Purcellville	Main Street and Maple Avenue Intersection Improvements	38.3	0.0
26	Leesburg	Route 7 (East Market Street)/Battlefield Parkway Interchange	50.6	1.8
27	Herndon	East Elden Street Improvements & Widening Project (UPC 50100)	45.1	0.3
28	Prince William	Route 1 Widening from Featherstone Road to Marys Way	52.1	10.8
29	Prince William	Route 15 Widening (Route 29 to Route 55), including RR Overpass	40.2	0.5
30	Fairfax	VA Route 28 Widening (Prince William County Line to Route 29)	34.4	17.3
31 (G)	Manassas	Route 28 Widening South to the City Limits	49.7	8.7
32	Manassas	Route 28 (Manassas Bypass) Study - Godwin Drive Extension	55.3	29.3
33 (G)	Prince William	Route 28 Widening from Route 234 Bypass to Linton Hall Road	48.0	8.7

Table 3: Quantitative Scores for Mass Transit Projects (Ranked by NVTA Score)

Project	Agency	Project Description	FY2015-16 Request	Project Cost	Potential Future Request	NVTA Score
2	Alexandria	Van Dorn - Beauregard Transitway	\$ 2,400,000	\$129,000,000	\$59,740,000	88.3
1	Alexandria	Potomac Yard Metrorail Station	\$ 1,500,000	\$287,484,000	\$66,000,000	83.3
11	WMATA	8-Car Train Traction Power Upgrades Located in Virginia	\$ 8,995,000 ⁴	\$424,811,000	\$35,421,000	83.3
9	PRTC	Western Bus Maintenance and Storage Facility	\$ 16,500,000 ⁵	\$ 38,688,050	\$0	80.0
7	Fairfax	Innovation Center Metrorail Station Construction	\$48,000,000	\$ 89,000,000	\$0	76.7
8	Loudoun	Acquisition of 4 Buses	\$ 1,860,000	\$ 1,860,000	\$0	71.7
19	Arlington	Ballston Metrorail Station West Entrance	\$12,000,000 ⁶	\$ 90,000,000	\$45,000,000	70.0
12	Alexandria	Duke Street Transit Signal Priority	\$ 190,000	\$ 250,000	\$0	68.3
16	VRE	Franconia-Springfield Platform Expansion	\$ 13,000,000 ⁷	\$ 13,000,000	\$0	68.3
18	VRE	Rippon Station Expansion and Second Platform	\$10,000,000	\$ 14,633,000	\$0	68.3
6	Fairfax	Connector Bus Service Expansion – Capital Purchase 22 Buses	\$11,000,000	\$ 11,000,000	\$0	66.7
3	City of Fairfax	CUE 35-foot Bus Acquisition	\$ 3,000,000	\$ 3,000,000	\$0	63.3
14	VRE	Manassas Park Station Parking Expansion	\$ 500,000 ⁸	\$ 19,000,000	\$18,500,000	63.3
5	Fairfax	West Ox Bus Garage	\$20,000,000	\$ 20,000,000	\$0	61.7
15	VRE	Slaters Lane Crossover	\$ 7,000,000	\$ 7,000,000	\$0	61.7
10	WMATA	New Buses (20) and Bus Infrastructure Improvements	\$10,000,000 ⁹	\$ 66,400,000	\$14,800,000	53.3
17	VRE	Crystal City Platform Extension Study	\$ 400,000 ¹⁰	\$ 2,000,000	\$ 1,600,000	43.3
4	Fairfax	Richmond Highway Transit Center	\$24,000,000	\$ 24,000,000	n/a	0.0
13	VRE	Franconia-Springfield to Woodbridge 3rd Track	\$50,000,000	\$ 50,000,000	n/a	0.0

⁴ Original request \$44,416,000

⁵ Original request \$16,000,000

⁶ Original request \$56,000,000

⁷ Original request \$5,000,000

⁸ Original request \$19,000,000

⁹ Original request \$24,800,000

¹⁰ Original request \$2,000,000

Table 4: Quantitative Scores for Highway Projects (Ranked by NVTa Score)

Project	Agency	Project Description	FY2015-16 Request	Project Cost	Potential Future Request	NVTa Score	HB599 Rating
9	Loudoun	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd.	\$31,000,000	\$ 51,000,000	\$20,000,000	64.0	30.6
32	Manassas	Route 28 (Manassas Bypass) Study - Godwin Drive Extension	\$ 500,000	\$ 500,000	TBD	55.3	29.3
7	Fairfax	Fairfax County Parkway Improvements (Study)	\$10,000,000 ¹¹	\$396,100,000	\$80,000,000	54.3	88.5
19	Arlington	Glebe Road Corridor Intelligent Transportation System (ITS) Improvements	\$ 2,000,000	\$ 2,000,000	\$0	53.0	8.6
17	City of Fairfax	Kamp Washington Intersection Improvements	\$ 1,000,000	\$ 9,800,000	\$0	52.9	3.5
28	Prince William	Route 1 Widening from Featherstone Road to Marys Way	\$49,400,000	\$ 52,400,000	TBD	52.1	10.8
14	City of Fairfax	Northfax - Intersection and drainage improvements at Route 29/50 and Route 123	\$10,000,000	\$ 25,000,000	\$0	51.7	0.2
1	Arlington	Route 244 Columbia Pike Street Improvements (S. Gate Road to the Pentagon)	\$10,000,000	\$ 82,500,000	TBD	51.6	9.2
26	Leesburg	Route 7 (East Market Street)/Battlefield Parkway Interchange	\$13,000,000	\$ 58,000,000	\$44,000,000	50.6	1.8
10	Fairfax	Route 7 Widening – Dulles Toll Road Bridge	\$13,900,000	\$ 34,400,000	\$0	49.9	4.6
31 (G)	Manassas	Route 28 Widening South to the City Limits	\$ 3,294,000	\$ 12,847,000	\$ 2,410,000	49.7	8.7
8	Loudoun	Belmont Ridge Road (VA Route 659)- Turo Parish Road to Croson Ln	\$19,500,000	\$ 35,863,000	\$0	49.4	3.0
15	City of Fairfax	Jermantown / Route 50 Roadway Improvements	\$ 1,000,000	\$ 6,500,000	\$0	48.8	1.3
33 (G)	Prince William	Route 28 Widening from Route 234 Bypass to Linton Hall Road	\$16,700,000	\$ 16,700,000	TBD	48.0	8.7
11	Dumfries	Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)	\$ 6,900,000	\$ 82,500,000	\$75,600,000	45.1	14.6
27	Herndon	East Elden Street Improvements & Widening Project (UPC 50100)	\$10,400,000	\$ 30,902,000	\$14,000,000	45.1	0.3
29	Prince William	Route 15 Widening (Route 29 to Route 55), including RR Overpass	\$96,030,000	\$ 96,030,000	n/a	40.2	0.5
4	Fairfax	Braddock Road HOV Widening	\$10,000,000	\$63,000,000	TBD	39.0	6.8
13	Leesburg	Route 15 Bypass at Edwards Ferry Road Interchange	\$ 1,000,000	\$50,000,000	\$ 4,000,000	39.0	1.9
6	Fairfax	Frontier Drive Extension & Braided Ramps	\$ 9,000,000 ¹²	\$84,500,000	\$75,500,000	38.4	0.2
25	Purcellville	Main Street and Maple Avenue Intersection Improvements	\$ 2,793,810	\$ 7,500,000	n/a	38.3	0.0

¹¹ Original request \$20,000,000¹² Original request \$9,450,000

Project	Agency	Project Description	FY2015-16 Request	Project Cost	Potential Future Request	NVTA Score	HB599 Rating
18	Alexandria	Real-Time Adaptive Traffic Control and Data Management System (Study)	\$ 500,000	\$16,500,000	TBD	34.9	4.6
30	Fairfax	VA Route 28 Widening (Prince William County Line to Route 29)	\$ 5,000,000 ¹³	\$47,350,000	\$42,350,000	34.4	17.3
2	Fairfax	Rolling Road Widening from Old Keene Mill Road to Franconia Springfield Pkwy	\$10,000,000 ¹⁴	\$35,200,000	\$25,200,000	32.7	12.5
5	Fairfax	South Van Dorn Street and Franconia Road Interchange	\$ 4,000,000	\$139,500,000	TBD	31.1	3.1
12	Fairfax	US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)	\$13,500,000	\$90,000,000	TBD	29.2	12.0
3	Fairfax	US 29 Lee Highway (from west of Union Mill Road to Buckley's Gate Drive)	\$ 3,500,000 ¹⁵	\$41,000,000	\$37,500,000	28.3	9.3
16	Fairfax	Frying Pan Road (VA 28 to Centreville Road)	\$ 6,150,000	\$41,000,000	TBD	25.9	2.7
20	Fairfax	Pohick Rd - US 1 (Richmond Hwy) to I-95 - 2 to 4 Lanes	\$ 5,000,000	\$29,250,000	n/a	0.0	1.8
21	Fairfax	Shirley Gate Rd. from Braddock Rd. to Fairfax County Parkway/Popes Head Rd.	\$ 6,000,000	\$39,250,000	n/a	0.0	0.9
22	Loudoun	Northstar Blvd. (VA Rte. 659 Reloc) – U.S. 50 to Evergreen Mills Rd. (VA Rte. 621)	\$ 9,400,000	\$13,800,000	n/a	0.0	14.5
23	Loudoun	Route 7 / 690 Interchange	\$ 6,000,000	\$36,687,000	n/a	0.0	6.4
24	Manassas	Route 234 Grant Avenue Study	\$ 235,000	\$ 235,000	n/a	0.0	1.5

¹³ Original request \$7,100,000

¹⁴ Original request \$27,700,000

¹⁵ Original request \$10,000,000

VI. Discussion of Results

Highway and mass transit projects have each been allocated to one of three groups:

- **Group 1: Projects recommended for funding (see Appendix B)** – includes 12 mass transit and 17 highway projects that passed the preliminary screening and performed best in the detailed screening. The total funding requirement of projects in this group is \$332,039,000, approximately 91.2 percent of the estimated available PayGo funds. This group includes:
 - projects with the highest quantitative scores;
 - ongoing projects that received FY2014 NVTa regional funds.
- **Group 2: Projects not recommended for funding (see Appendix C)** – includes two mass transit and 7 highway projects:
 - projects that failed preliminary screening;
 - projects with low congestion relief relative to cost.
- **Group 3: Projects requiring further consideration (see Appendix D)** – includes five mass transit and nine highway projects that passed the preliminary screening, but require further evaluation (both individually and as a group) before a funding recommendation is made. The total funding requirement of projects in this group is \$95,550,000. Some of the projects in this group could be funded using the remaining \$31,961,000 of the estimated available funds, approximately 8.8 percent of the total, taking into account qualitative considerations such as the overall geographic and modal balance of the FY2015-16 Two Year Program.

Average funding per project for the initial project selection recommendations for the FY2015-16 Two Year Program is \$11.4 million. For the approved FY2014 projects, average funding per project was \$6.1 million.

As noted above, the updated initial NVTa staff recommendations for project selection leaves almost \$32 million of the estimated available PayGo funds unallocated. There are several reasons for this:

- Provides PIWG members with an opportunity to address any geographic or modal balance issues;
- Provides a funding source for new funding requests from previously approved projects;¹⁶
- Provides an opportunity to carry forward reserve funds into subsequent funding cycles for projects that have yet to be selected. This is particularly important for FY2018, when the update to TransAction 2040 is scheduled to be completed.

The first and second reasons are discussed in more detail below. The Finance Committee is expected to consider the third reason at its meeting on February 20.

¹⁶ This refers to funding requests to continue previously approved projects rather than for unforeseen project costs, which would be managed through a different process.

Geographic and Modal Balance

To facilitate a review of geographic and modal balance, Table 5 summarizes the allocation of funding by jurisdiction and mode associated with the updated initial NVTa staff project selection recommendations.

The 2015-16 Two Year Program will, when approved by the Authority, include the projects selected for NVTa regional funds. These projects will be funded to the full extent requested by sponsoring organizations. In the event that any of the selected projects are subsequently unable to advance, other Group 3 projects described above will be considered as replacement projects. Any uncommitted FY2015-16 funds will automatically be carried forward to FY2017.

Table 5: Summary of Funding Allocations (Updated Initial Recommendation)

Sponsor	Mass Transit		Highway		Total	
	Projects	Funding	Projects	Funding	Projects	Funding
Counties						
Arlington	1	\$12,000,000	2	\$12,000,000	3	\$24,000,000
Fairfax	2	\$59,000,000	2	\$23,900,000	4	\$82,900,000
Loudoun	1	\$ 1,860,000	2	\$50,500,000	3	\$52,360,000
Prince William	0		2	\$66,100,000	2	\$66,100,000
Cities						
Alexandria	3	\$ 4,090,000	0		3	\$ 4,090,000
Fairfax	0		3	\$12,000,000	3	\$12,000,000
Manassas	0		2	\$ 3,794,000	2	\$ 3,794,000
Towns						
Dumfries	0		1	\$ 6,900,000	1	\$ 6,900,000
Herndon	0		1	\$10,400,000	1	\$10,400,000
Leesburg	0		2	\$14,000,000	2	\$14,000,000
Purcellville	0		0		0	n/a
Transit Agencies						
PRTC	1	\$16,500,000	0		1	\$16,500,000
VRE	3	\$30,000,000	0		3	\$30,000,000
WMATA	1	\$ 8,995,000	0		1	\$ 8,995,000
Total						
	12	\$132,445,000	17	\$199,594,000	29	\$332,039,000
Proportion of Initial Funding Recommendation						
		39.9%		60.1%		
Proportion of Estimated Available Funding (\$364,000,000)						
		36.4%		54.8%		91.2%

Note: the Cities of Falls Church and Manassas Park, and the Town of Vienna did not submit project funding requests for the FY2015-16 Two Year Program.

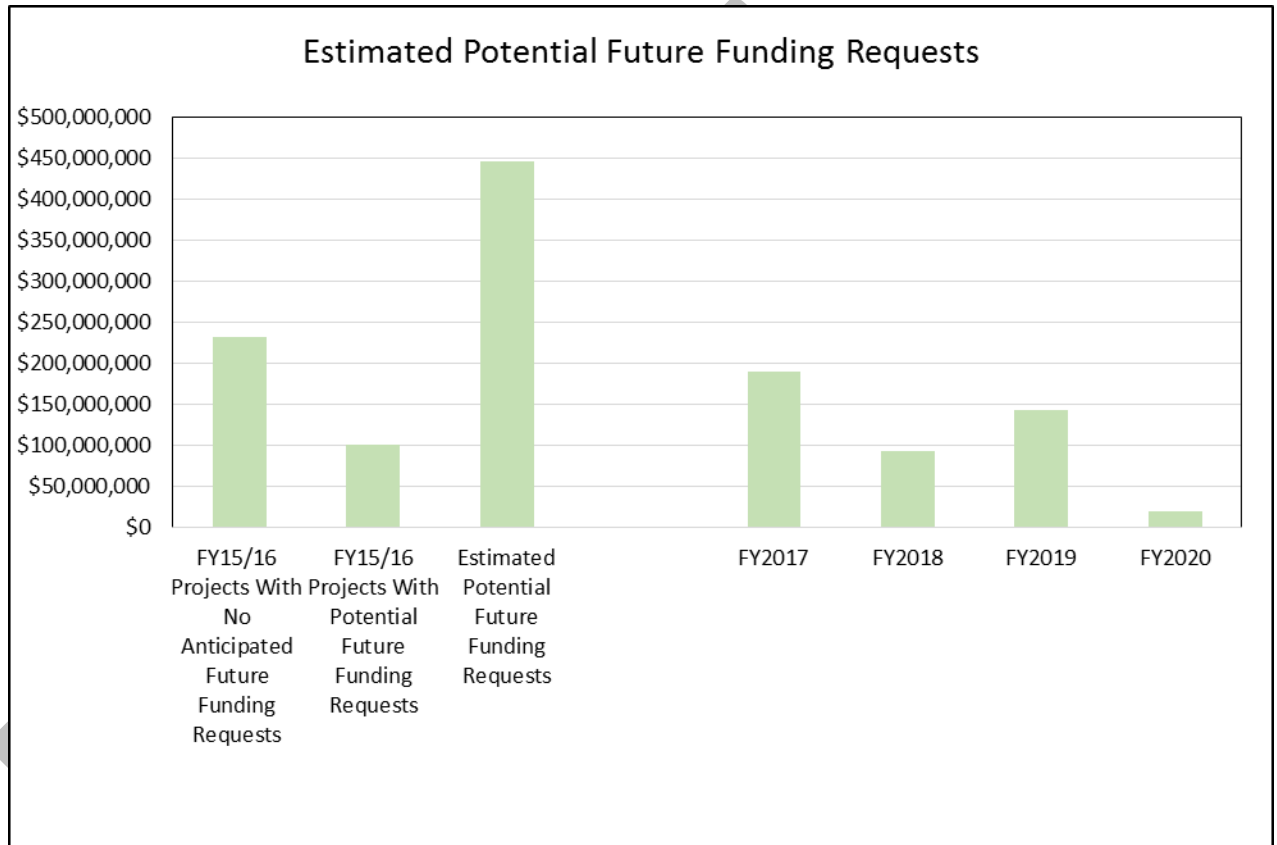
Potential Future Funding Requests

Tables 3 and 4 provide an estimated potential future funding request for each project, where available. This information was solicited on a non-binding draft basis for planning purposes only, and provides an early indication of potential upcoming revenue

demands. For some projects this information is uncertain or unknown, e.g. projects that are studies.

Given the expectation that NVTa will continue to fund approved projects in future funding programs, this information provides an important programmatic insight for project selection in the FY2015-16 Two Year Program. Figure 1 summarizes the findings for the 29 projects included in Group 1 (aka the 'Green' projects.)

Figure 1: Estimated Potential Future Funding Requests



The first two columns indicate the allocation of FY2015-16 funds for projects without and with a potential future funding request respectively. Combined, these two columns represent approximately \$332 million in funding requirements.

The third column shows an estimated \$446 million potential for future funding requests for projects associated with the second column. This is in addition to the \$332 million in funding requirements for the FY2015-16 Two Year Program. The allocation of potential future requests for transit and highway projects is as follows:

- Approximately \$206 million is associated with four transit projects; and
- Approximately \$240 million is associated with seven highway projects.

The last four columns in Figure 1 show the fiscal year in which the future funding is most likely to be expended. This indicates that, if the 'Green' projects are included in the FY2015-16 Two Year Program when approved by the Authority, they have the potential to absorb all available FY2017 funds on a PayGo basis, as well as a significant proportion of FY2018 and FY2019 funds.

In practice, the allocation of NVTAs regional funds in future years will depend on the availability and demand for funds, and the extent to which candidate projects meet or exceed NVTAs prevailing project selection criteria.

Demands for NVTAs regional funds are expected to become increasingly competitive – especially following the adoption of the update to TransAction 2040. Projects included in the FY2015-16 Two Year Program are not guaranteed to receive future NVTAs funding.

VII. Coordination

Inputs have been, or will be, sought from the TAC, JACC, and the PCAC as follows:

- TAC: January 21
- JACC: February 12
- PCAC: February 19

Comments will be summarized for consideration by the Authority at its meeting on February 26, 2015. The intent of the February 13 meeting of the PIWG is twofold:

- Develop a staff memo, on behalf of the PIWG, to the Authority for its meeting on February 26, 2015. This memo will request the Authority's approval to seek public inputs to the draft FY2015-16 Two Year Program.
- Review a draft policy for projects not advancing.

Assuming the Authority approves releasing the draft FY2015-16 Two Year Program, the Public Hearing will be held on Wednesday March 25, 2015 at the NVTAs offices. (Snow dates March, 31 and April 1.) It is envisioned that all highway and mass transit projects in Groups 1 and 3 will be featured in the Public Hearing material.

Following the Public Hearing, public inputs will be summarized by NVTAs staff, and reviewed at a subsequent PIWG meeting in early April 2015 (date TBD). The intent of this meeting of the PIWG is to prepare a report seeking approval from the Authority at its meeting on April 23, 2015 for:

- The final FY2015-16 Two Year Program;
- A recommended policy for projects not advancing.

Appendix A: Project Selection Criteria

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.
Highway projects only
Rated in the HB599 Project Evaluation and Rating Study.
Mass Transit projects only
Mass Transit project that increases capacity.

Detailed Screening: Quantitative Scores

TransAction 2040 Goal: Provide responsive transportation service to customers			
Topic	Selection Criteria	Rating Scale (unless indicated otherwise, High = 1, Medium = 2/3, Low = 1/3)	Weighting (75 points)
Reduce Roadway Congestion (Highway projects)	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	35
Reduce Roadway Congestion (Transit projects)	Project reduces roadway congestion	High: Project will significantly improve traffic flow. Medium: Project will moderately improve traffic flow. Low: Project will have minimal to no effect on traffic flow.	
Project Readiness	Project is in advanced phase of development	High: Project is in the ROW or construction phase. Medium: Project is in the design phase. Low: Project is in the study or planning phase.	15
	Project is able to be readily implemented ¹⁷	High: Project can be implemented in the near term (<6 years). Medium: Project can be implemented in the short term (6-12 years). Low: Project can be implemented in the long term (>12 years).	10
Urgency	Project addresses existing significant level of service (LOS) deficiencies for all modes of transportation	High: Project addresses existing LOS F condition. Medium: Project addresses existing LOS E condition. Low: Project addresses existing LOS A, B, C, or D condition.	5
Reduce VMT	Project reduces vehicle-miles traveled	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	Project improves the safety of the transportation system	High: Project designed to specifically improve system safety and/or address an existing safety deficiency. Medium: Project will generally result in a safety improvement. Low: Project will have no discernible positive effect on safety.	5

¹⁷ Definition of 'implemented' refers to the point in time when the intended transportation functionality of a project is fully available to users, e.g. completion of the construction phase, operation of a new transit service.

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)	Weighting (10 points)
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)	Weighting (5 points)
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.	5

TransAction 2040 Goal: Incorporate the benefits of technology			
Topic	Selection Criteria	Rating Scale (High = 1, Medium = 2/3, Low = 1/3)	Weighting (5 points)
Management and Operations	Project improves the management and operation of existing facilities through technology applications	High: 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	Selection Criteria	Rating Scale (High = 1, Medium = 2/3, Low = 1/3)	Weighting (5 points)
Cost Sharing	Project leverages private or other outside funding	High: Project leverages private or other outside funding. Medium: Project leverages modest private or other outside funding. Low: Project has no leveraged private or other outside funding.	5

Detailed Screening: Qualitative Considerations

Screening Criteria
Priority given to greatest congestion reduction relative to cost: the Authority is required to give priority to such projects. Benefit/cost analysis included in the TransAction 2040 long range transportation plan will be reviewed.
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. Approved FY2014 projects that are now requesting FY2015-16 funds that meet the above requirements will have first call on available FY2015-16 funds.
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

Appendix B: Group 1 – Projects Recommended for Funding

Project	Agency	FY2015-16 Funding Requested	Notes
Highway Projects (HB599 Identifier)			
Route 244 Columbia Pike Street Improvements (NVTA-1)	Arlington	\$10,000,000	Continuation of approved FY2014 project Previously approved amount – \$12 million
Fairfax County Parkway Improvements (Study) (NVTA-7)	Fairfax	\$20,000,000 -\$10,000,000	Study Potential HB2 impact
Belmont Ridge Road (VA Route 659)- Turo Parish Road to Croson Ln (NVTA-8)	Loudoun	\$19,500,000	No further funding requests
Loudoun County Parkway (VA-607) from US-50 to Creighton Road (NVTA-9)	Loudoun	\$31,000,000	
Route 7 Widening – Dulles Toll Road Bridge (NVTA-10)	Fairfax	\$13,900,000	No further funding requests
Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) (NVTA-11)	Dumfries	\$6,900,000	Study/scoping phase Potential HB2 impact
Route 15 Bypass at Edwards Ferry Road Interchange (NVTA-13)	Leesburg	\$1,000,000	Study, continuation of approved FY2014 project, affected by HB2 Previously approved amount – \$1 million
Northfax – Improvements at Route 29/50 and Route 123 (NVTA-14)	City of Fairfax	\$10,000,000	Continuation of approved FY2014 project Previously approved amount – \$5 million, no further funding requests
Jermantown / Route 50 Roadway Improvements (NVTA-15)	City of Fairfax	\$1,000,000	No further funding requests
Kamp Washington Intersection Improvements (NVTA-17)	City of Fairfax	\$1,000,000	No further funding requests
Glebe Road Corridor Intelligent Transportation System (ITS) Improvements (NVTA-19)	Arlington	\$2,000,000	No further funding requests
Route 7 (East Market Street)/Battlefield Parkway Interchange (NVTA-26)	Leesburg	\$13,000,000	Affected by HB2
East Elden Street Improvements & Widening Project (UPC 50100) (NVTA- 27)	Herndon	\$10,400,000	
Route 1 Widening from Featherstone Road to Marys Way (NVTA-28)	Prince William	\$49,400,000	Continuation of approved FY2014 project Previously approved amount – \$3 million

Project	Agency	FY2015-16 Funding Requested	Notes
Route 28 Widening South to the City Limits (NVTA-31)	Manassas	\$3,294,000	Complementary to adjacent PWC project
Route 28 (Manassas Bypass) Study - Godwin Drive Extension (NVTA-32)	Manassas	\$500,000	Study Affected by HB2
Route 28 Widening from Route 234 Bypass to Linton Hall Road (NVTA-31)	Prince William	\$16,700,000	Complementary to approved FY2014 project and adjacent Manassas project
Subtotal (17 Recommended Projects)		\$199,594,000	
Transit Projects			
Potomac Yard Metrorail Station	Alexandria	\$1,500,000	Continuation of approved FY2014 project Previously approved amount – \$2 million
Van Dorn - Beauregard Transitway	Alexandria	\$2,400,000	
Connector Bus Service Expansion – Capital Purchase 22 Buses	Fairfax	\$11,000,000	No further funding requests
Innovation Center Metrorail Station Construction	Fairfax	\$48,000,000	Corresponding FY2014 approved project has not yet advanced to SPA Previously approved amount – \$41 million, no further funding requests
Acquisition of 4 Buses	Loudoun	\$1,860,000	No further funding requests
Western Bus Maintenance and Storage Facility	PRTC	\$16,000,000 +\$500,000	No further funding requests
8-Car Train Traction Power Upgrades Located in Virginia	WMATA	\$44,416,000 -\$35,421,000	Corresponding FY2014 approved project has not yet advanced to SPA Previously approved amount – \$5 million
Duke Street Transit Signal Priority	Alexandria	\$190,000	Continuation of approved FY2014 project Previously approved amount – \$660,000, no further funding requests
Slaters Lane Crossover	VRE	\$7,000,000	Continuation of approved FY2014 project (Alexandria Station Tunnel) Previously approved amount – \$1,300,000, no further funding requests
Franconia-Springfield Platform Expansion	VRE	\$5,000,000 +\$8,000,000	No further funding requests
Rippon Station Expansion and Second Platform	VRE	\$10,000,000	No further funding requests
Ballston Metrorail Station West Entrance	Arlington	\$56,000,000 -\$44,000,000	Arlington County modified the funding request to include design only
Subtotal (12 Recommended Projects)		\$132,455,000	
Total (29 Recommended Projects)		\$332,039,000	

Appendix C: Group 2 – Projects Not Recommended for Funding

Project	Agency	FY2015-16 Funding Requested	Notes
Highway Projects (HB599 Identifier)			
Pohick Rd - US 1 (Richmond Hwy) to I-95 - 2 to 4 Lanes (NVTA-20)	Fairfax	\$5,000,000	Project not included in TransAction 2040 or 2010 CLRP
Shirley Gate Rd. from Braddock Rd. to Fairfax County Parkway/Popes Head Rd. (NVTA-21)	Fairfax	\$6,000,000	Project not included in TransAction 2040 or 2010 CLRP
Northstar Blvd. (VA Rte. 659 Reloc) – U.S. 50 to Evergreen Mills Rd. (VA Rte. 621) (NVTA-22)	Loudoun	\$9,400,000	Project not included in TransAction 2040 or 2010 CLRP
Route 7 / 690 Interchange (NVTA-23)	Loudoun	\$6,000,000	Project not included in TransAction 2040 or 2010 CLRP
Route 234 Grant Avenue Study (NVTA-24)	Manassas	\$235,000	Project not included in TransAction 2040 or 2010 CLRP
Main Street and Maple Avenue Intersection Improvements (NVTA-25)	Purcellville	\$2,793,810	Per HB599 project generates no congestion relief relative to cost
Route 15 Widening (Route 29 to Route 55), including RR Overpass (NVTA-29)	Prince William	\$96,030,000	Study, per HB599 project generates minimal congestion relief relative to cost
Subtotal (7 Projects)		\$125,458,810	
Transit Projects			
Richmond Highway Transit Center	Fairfax	\$24,000,000	Project not included in TransAction 2040 or 2010 CLRP
Franconia-Springfield to Woodbridge 3rd Track	VRE	\$50,000,000 -\$8,000,000	Project not included in TransAction 2040 or 2010 CLRP. Part of this project added to Franconia-Springfield Platform Expansion project
Subtotal (2 Projects)		\$66,000,000	
Total (9 Not Recommended Projects)		\$191,458,810	

Appendix D: Group 3 – Projects Requiring Further Consideration

Project	Agency	FY2015-16 Funding Requested	Notes
Highway Projects (HB599 Identifier)			
Rolling Road Widening from Old Keene Mill Road to Franconia Springfield Pkwy (NVTA-2)	Fairfax	\$27,700,000 -\$17,700,000	
US 29 Lee Highway (from west of Union Mill Road to Buckley's Gate Drive) (NVTA-3)	Fairfax	\$10,000,000 -\$6,500,000	Study
Braddock Road HOV Widening (NVTA-4)	Fairfax	\$10,000,000	Study
South Van Dorn Street and Franconia Road Interchange (NVTA-5)	Fairfax	\$4,000,000	Study
Frontier Drive Extension & Braided Ramps (NVTA-6)	Fairfax	\$9,450,000 -\$450,000	Enhances highway access to Franconia-Springfield Metrorail/VRE stations
US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road) (NVTA-12)	Fairfax	\$13,500,000	Study
Frying Pan Road (VA 28 to Centreville Road) (NVTA-16)	Fairfax	\$6,150,000	Study
Real-Time Adaptive Traffic Control and Data Management System (NVTA-18)	Alexandria	\$500,000	Study
VA Route 28 Widening (Prince William County Line to Route 29) (NVTA-30)	Fairfax	\$7,100,000 -\$2,100,000	Study
Subtotal (9 Projects)		\$61,650,000	
Transit Projects			
CUE 35-foot Bus Acquisition	City of Fairfax	\$3,000,000	
West Ox Bus Garage	Fairfax	\$20,000,000	
New Buses (20) and Bus Infrastructure Improvements	WMATA	\$24,800,000 -\$14,800,000	Corresponding FY2014 approved project has not yet advanced to SPA Previously approved amount – \$7 million Project re-scoped by WMATA, removing new bus component
Manassas Park Station Parking Expansion	VRE	\$19,000,000 -\$18,500,000	VRE modified the funding request to include conceptual design only
Crystal City Platform Extension Study	VRE	\$2,000,000 -\$1,600,000	VRE modified the funding request to include conceptual design only
Subtotal (5 Projects)		\$33,900,000	

Project	Agency	FY2015-16 Funding Requested	Notes
Total (14 Projects)		\$95,550,000	

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Northern Virginia
Transportation Authority
The Authority for Transportation in Northern Virginia

Public Hearing on NVTa's Proposed FY2015-16 Two Year Program



The Northern Virginia Transportation Authority (NVTa) is seeking public input on the fiscal year 2015-16 (FY2015-2016) Two Year Program to be funded by Regional revenues from House Bill 2313.



The NVTa urges the public to get involved by learning about and commenting on the proposed projects during the Open House and Public Hearing on March 25, 2015.

For more information on the Two Year Program go to: www.thenovaauthority.org

Pre-register to speak:
theauthority@thenovaauthority.org

Send in your comments (March 11–April 12, 2015): TwoYearProgram@thenovaauthority.org

March 25, 2015

Open House: 6:00 pm
Presentation: 7:00 pm*
Public Hearing: Immediately Following Presentation

** Presentation will last approximately 30 minutes*

[NVTa 3040 Williams Drive, Suite 200](#)

[Fairfax, Virginia 22031](#)

- FREE Parking Available
- Nearest Metro Station: [Dunn Loring-Merrifield](#) (Orange Line)
- FREE Shuttle Service from Dunn Loring Metro will be available beginning at 5:30 pm and up to 1/2 hour following the last speaker.





**Policy Framework for Addressing NVTA-Funded Projects that are not
Advancing (Updated for PIWG 2/13/2015 meeting)**

I. Purpose of Policy

- The Authority commits current and projected financial resources from the 70% Regional Revenues upon project approval. The purpose of this policy is to provide a mechanism for the Authority to remove financial (funding) commitments for approved projects that are not advancing per the approved scope of work. These funds would be returned to the 70% Regional Revenue Fund for assignment to future projects.

II. Background

- The Authority assigns funding to a project with the clear expectation of progress as outlined in the Project Description/Scope of Work. Project funding is obligated at the point that the Authority approves the project. The Standard Project Agreement (SPA – covered in another policy) provides details of expected utilization of the already obligated funds.
- Project progress may be delayed under a variety of circumstances. Funding of projects experiencing significant delays may not be in the best interests of the Authority, if such delays result in the obligation of Regional Revenue Fund resources that could be more immediately utilized by other projects.
- This draft policy framework identifies potential project delay scenarios and corresponding options for resolution, including the de-obligation of NVTA project funding. The de-obligation of project funding returns resources to the Regional Revenue Fund for future allocation by the Authority.
- On July 24, 2013, the Authority approved 33 projects for both pay-as-you-go and bond funding of nearly \$196 million. As of January 8, 2015:
 - NVTA has approved 26 SPAs;
 - 2 projects are slated for SPA approval action by the Authority at its meeting in February 2015;
 - 4 projects are slated for SPA approval action by the Authority at its meetings in March or April 2015; and
 - 1 project has been withdrawn.

- For the 26 projects with approved SPAs, one project is complete and has been fully reimbursed.

III. Specific Provisions

- In all cases, agreement will be sought with the implementing jurisdiction or agency. If agreement is not forthcoming the Executive Director may take a de-obligation request to the Authority for action.
- It will be necessary for the Authority to amend SPA language.
- **Scenario 1: Inability to complete project activation** – if there is an inability of a project sponsor to pursue project completion due to either circumstances within or outside of their control, the best interest of the Authority may be served by cancelling the project and de-obligating the funds. Examples of factors contributing to a determination that a project is not able to be diligently completed include but are not limited to:
 - SPA not being approved by the governing body of the sponsoring entity within *X* months of project authorization by the Authority. (For FY2014 projects, the Authority authorization date was July 24, 2013 with the first SPA approved in April 2014. For FY2015-16 projects, authorization is currently scheduled for April 2015.) If the SPA is not approved within *X* months, the project shall be considered to be cancelled and the revenues shall be considered de-obligated. At the request of a sponsoring entity, NVTa may, at its sole discretion, extend the timeframe for SPA approval. *NVTa recommends X be no greater than 4 months, allowing sufficient time for jurisdictional review and approval cycles.*
 - Project delays after SPA approval by the Authority arising from procurement (or other) delays. Lack of progress may be evidenced by variance greater than *Y* months between actual and expected requests for reimbursements as documented in the relevant SPA.¹ *NVTa recommends Y be no greater than 6 months, allowing sufficient time for jurisdictional procurement cycles.*
 - Project delays after SPA approval by the Authority arising from changing priorities of the sponsoring entity. Lack of progress may be evidenced by variance greater than *Y* months between actual and expected requests for reimbursements as documented in the relevant SPA. *NVTa recommends Y be no greater 6 months.*

Sponsoring entities shall submit a draft project timetable and draft cash flow analysis (SPA Appendix B) *within ten business days* of project authorization by the Authority. The project timetable shall include key milestones, including schedule for SPA submittal, procurement, and interim landmarks, and phase/project completion.

¹ It is not the intent of this policy to penalize sponsoring entities that are able to deliver projects for less than the approved NVTa funding budget, or are able to substitute NVTa funds with funds from other sources.

- **Scenario 2: Inability to complete project funding** – If the approved project anticipated the receipt of additional funding from non-NVTA sources, and such additional funding is either unlikely to ever occur, or will not occur until *Z* months² later than envisioned at the time of SPA approval, the sponsoring jurisdiction or agency may seek to withdraw the project. Such withdrawal must be approved by the Authority. Alternatively, the Authority may initiate a process to cancel the project and de-obligate the funds if the uncertainty associated with non-NVTA funding is unacceptable, e.g. *Z plus ZZ* months after SPA approval. Such an action would necessitate the development of a pre-determined mechanism, which would be developed by the Project Implementation Working Group (PIWG) for subsequent approval by the Authority. *NVTA recommends Z and ZZ each be no greater 6 months.* The Authority recognizes that sponsoring entities should be given the opportunity to find other funding sources.
- **Scenario 3: Voluntary project cancellation** – If the project sponsor wishes to cancel/withdraw a project either before work has commenced or after the start of work, a cancellation request must be made in writing to the Executive Director. The PIWG will develop a process, for subsequent approval by the Authority, to determine what proportion, if any, of NVTA regional funds already reimbursed to the project sponsor shall be returned to NVTA.

IV. Other Considerations

- The City of Falls Church has submitted comments on an earlier version of this document. Some comments have been addressed in this version. Two outstanding comments are:
 - Should consideration be given to whether an approved SPA could be suspended for a period of time (to repair deficiencies) while maintaining project authorization?
 - What is the optimal timing of future Calls for Projects taking into account factors such as Capital Improvement Program development cycles, application processes for non-NVTA funding, and jurisdictional resource constraints?

V. Schedule

- It is envisioned that this policy will be finalized and approved by the time the FY2015-16 Two Year Program is adopted, currently scheduled for April 2015. Some or all of the provisions of this policy will be applicable to the FY2014 approved projects.
- Prior to seeking Authority approval for this policy, PIWG will coordinate with the Council of Counsels, PCAC, TAC, and JACC.

² To be determined at the time of SPA approval, and included as an addendum to the SPA.