



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING COORDINATION AND ADVISORY COMMITTEE

Monday, September 22, 2014, 9:30am
Northern Virginia Transportation Authority
3060 Williams Drive, Suite 510
Fairfax, Virginia 22031

AGENDA

- | | | |
|--------------------------------------|--|----------------------|
| I. | Call to Order/Welcome | Chairman Nohe |
| II. | NVTA Overview and PCAC Charge | Ms. Backmon |
| III. | Discussion of FY15-16 Two Year Program
A. Review Project Selection Criteria
B. Review of Project Selection Schedule | Mr. Jasper |
| IV. | PCAC Organizational Discussion
A. Election of a Chair
B. Election of a Vice Chair
C. Determination of Meeting Dates/Time | PCAC |
| <u>Discussion/Information</u> | | |
| V. | TransAction 2040 Update Listening Session | Ms. Harris |
| VI. | FY2021 CMAQ/RSTP Program Development Schedule | Ms. Harris |
| VII. | Other Business
A. NVTA Office Move | |
| VIII. | Next Meeting | |

Adjournment

- IX. Adjourn**

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

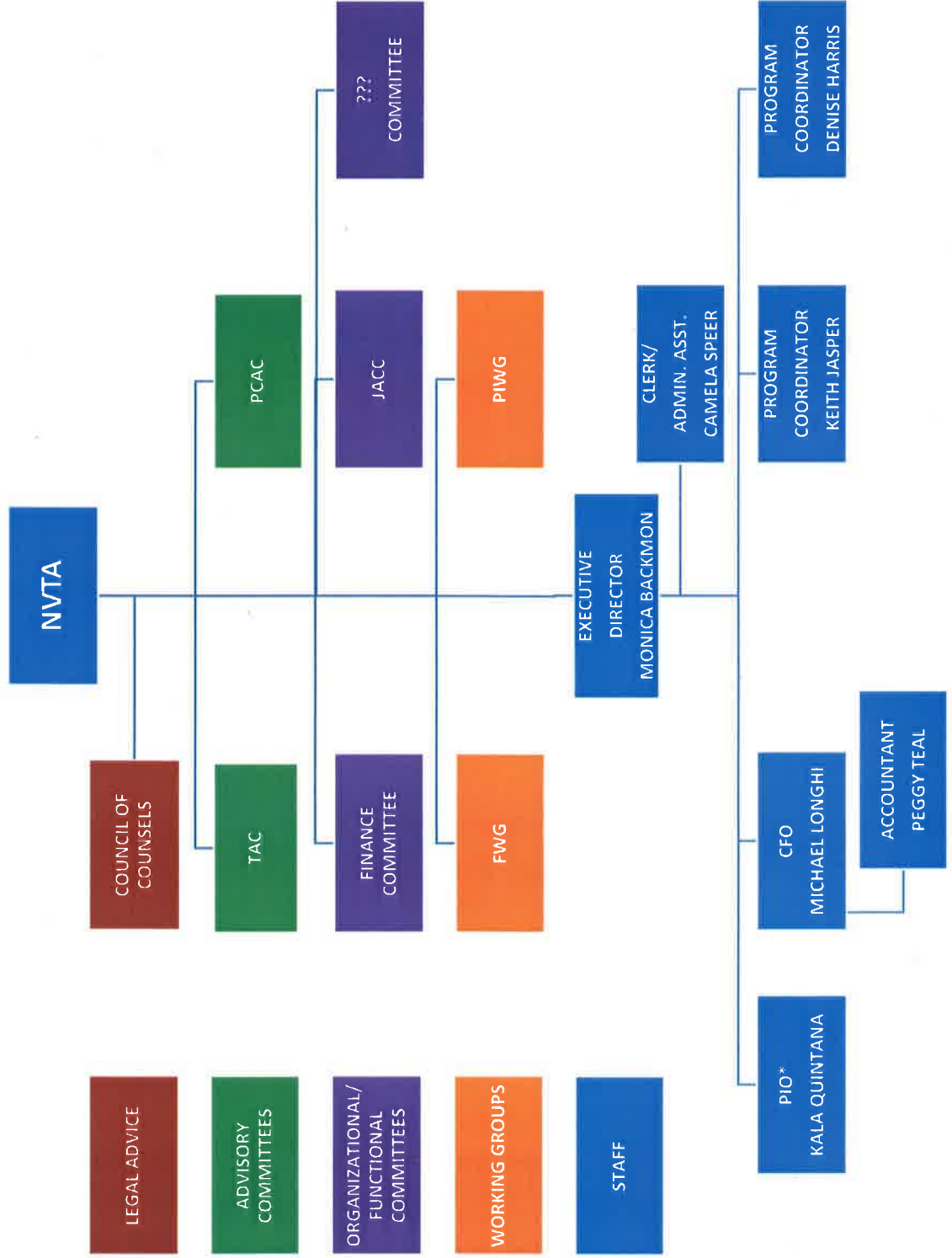
Planning Coordination and Advisory Committee

Role and Membership

- **Basis.** Code of Virginia §15.2-4837. “The Authority shall have a planning coordination advisory committee, which shall include, but not be limited to at least one elected official from each town that is located in any county embraced by the Authority and receives street maintenance payments under §33.1-41.1.
- **Bylaws charge.** This committee shall be responsible for advising the Authority on broad policy issues related to the periodic update of the NVTA’s Long Range Transportation Plan and the development of the NVTA’s Six Year Program with special consideration to regional transportation, land use and growth issues.
- **Relationships.** Reports directly to Authority. The Executive Director will ensure that the timing of meetings of this committee provide the opportunity for it to report policy recommendations to the Authority that will have a timely influence on Long Range Plan and Six Year Plan development.
- **Membership.** The Committee will consist of 14 members. One elected official, who is not a member of the Authority, shall be appointed annually (calendar year) by the NVTA cities, counties, and qualified towns.
- **Committee leadership.** The Chair and Vice Chair will be appointed by the Chairman of the Authority with the concurrence of the Authority members.
- **Quorum/decisions.** A quorum shall consist of eight (8) members. The Committee shall strive for consensus when developing recommendations. In the event that consensus cannot be attained, approval of an advisory recommendation or other action shall require an affirmative vote of two-thirds of the members present representing two-thirds of the region’s population.
- **Staff support.** NVTA staff will provide lead; other committee staffs will assist as requested.

Northern Virginia Transportation Authority

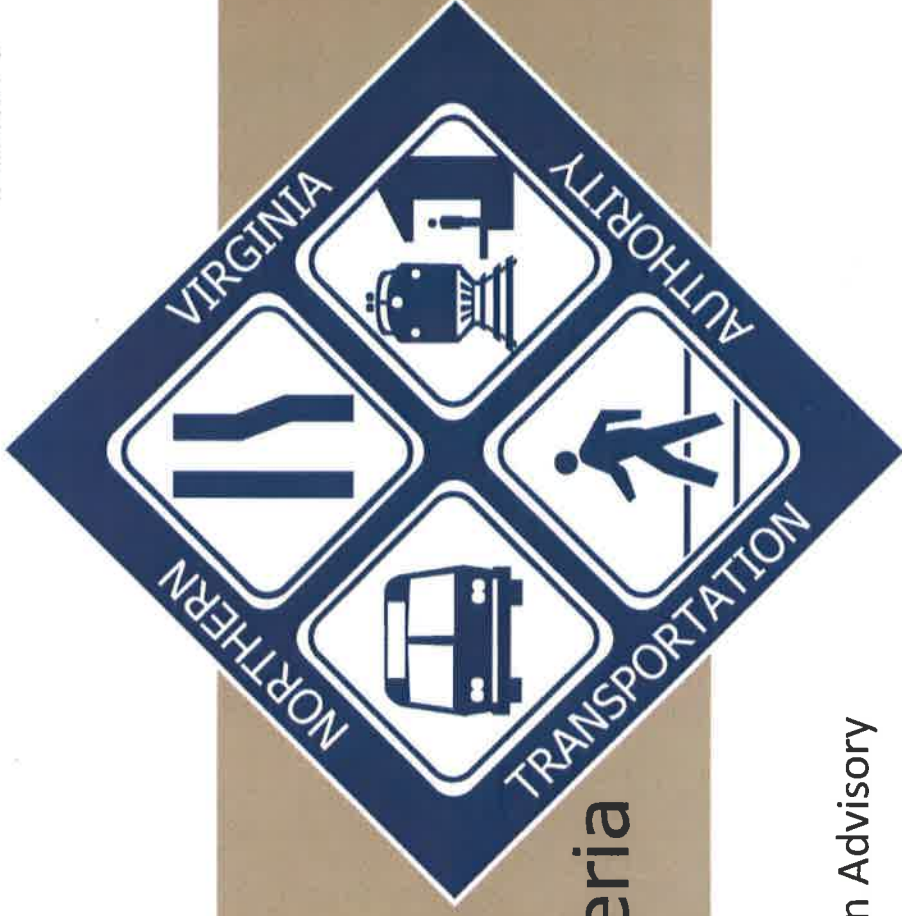
The Authority for Transportation in Northern Virginia



*In FY2014, part-time support provided by NVTC.
As of 5.14.14

III.

FY2015-16 Program Project Selection Criteria



Presentation to the Planning Coordination Advisory
Committee
(on behalf of the Project Implementation Working
Group)

September 22, 2014

Northern Virginia
Transportation Authority
The Authority for Transportation in Northern Virginia

PCAC Meeting Objectives

- Review presentation on draft project selection criteria
- Provide feedback on draft project selection criteria to PIWG
 - Next meeting on October 2
 - Seek Authority approval on October 9



What is the FY2015-16 Program?

- Component of NVTA's Six Year Program
- Contains the regional projects that will be funded by NVTA using FY2015-16 funds
- Allocates regional '70%' funds
- Does not allocate local '30%' funds
- Next iteration is expected to allocate FY2017-19 funds



Schedule

- December 2013: Call for Projects
- July 2014: NVRTA approved schedule for FY2015-16 Program
- August 2014: PIWVG developed draft project selection criteria
- September 2014: PIWVG coordinates with TAC, PCAC, and JACC
- October 2014: NVRTA approves project selection criteria
- Nov/Dec 2014: PIWVG develops draft FY2015-16 Program
- Dec/Jan 2015: PIWVG coordinates with TAC, PCAC, and JACC
- January 2015: NVRTA approves draft FY2015-16 Program for Public Hearing
- February 2015: Public Hearing
- March 2015: NVRTA approves FY2015-16 Program

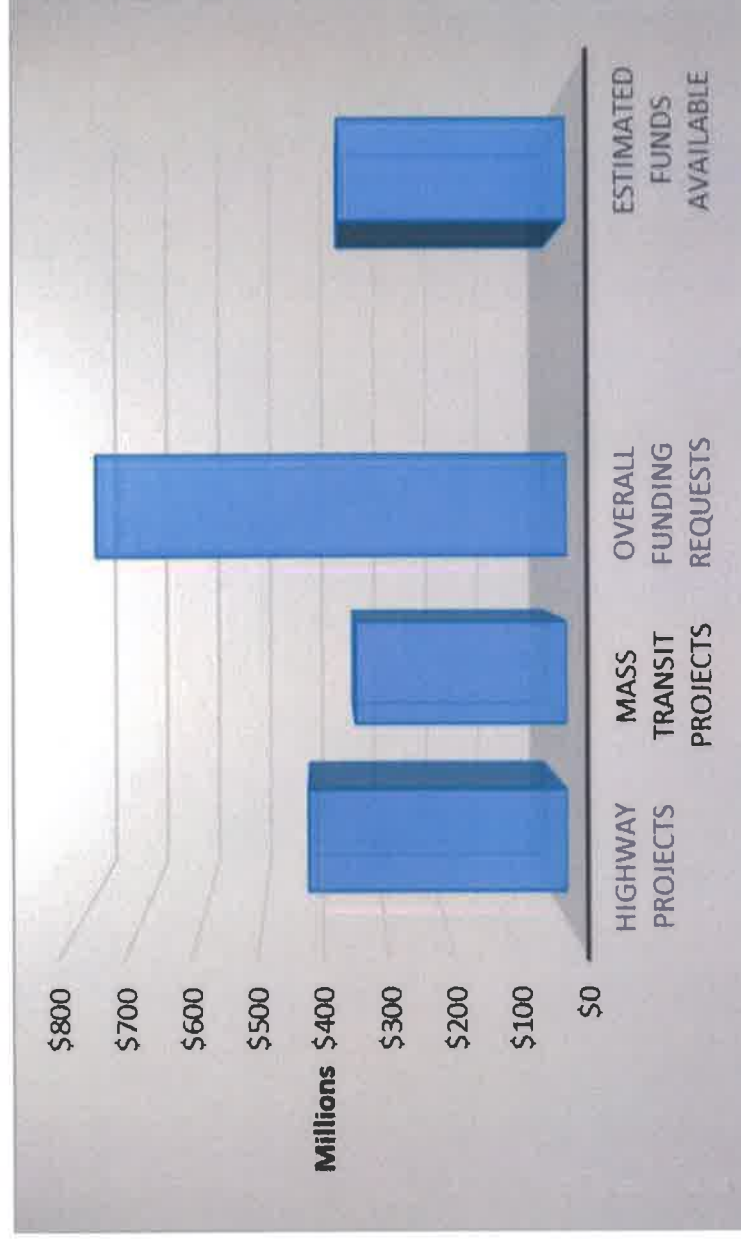


Call for Projects

- Issued in December 2013
- Responses due February 2014
- Responses from:
 - 4 Counties, 3 Cities, 4 Towns, and 3 Transit Agencies
- Wide range of regional projects
 - 33 Highway Projects
 - 19 Mass Transit Projects



Funding Requests

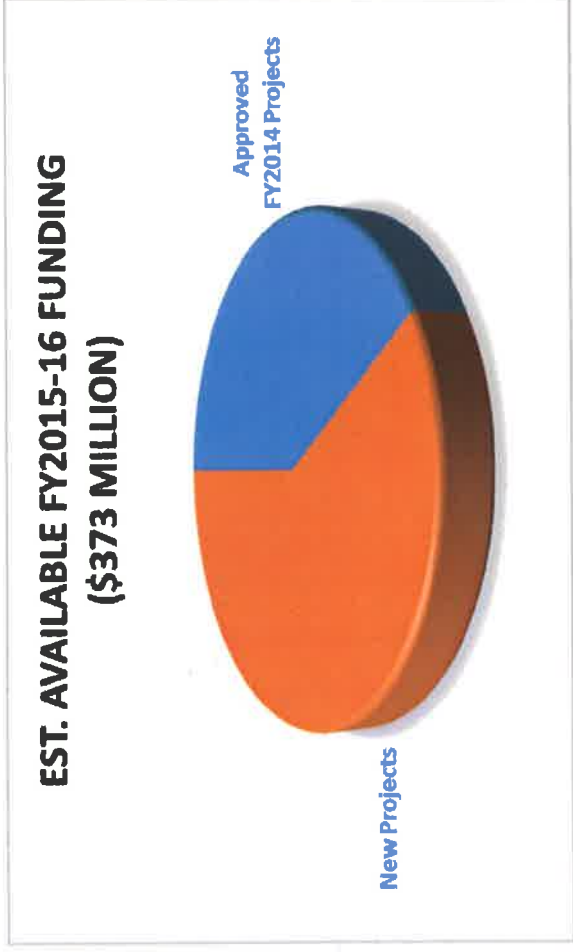
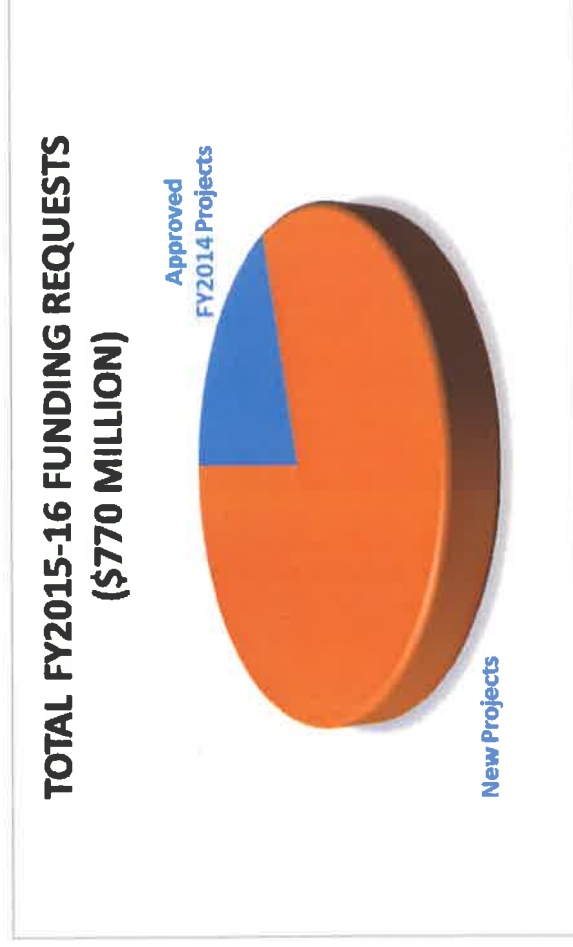


PIWG Rejected Funding Caps/Scaling

- Hinder larger projects
- Slow down projects
- Risk of not completing projects
- Priority is to fund projects that have the highest congestion reduction relative to cost



Ongoing FY2014 Projects



- Funding continuity is an important principle
 - Should FY2014 projects have first call on FY2015-16 funds?
 - Determine future project funding needs

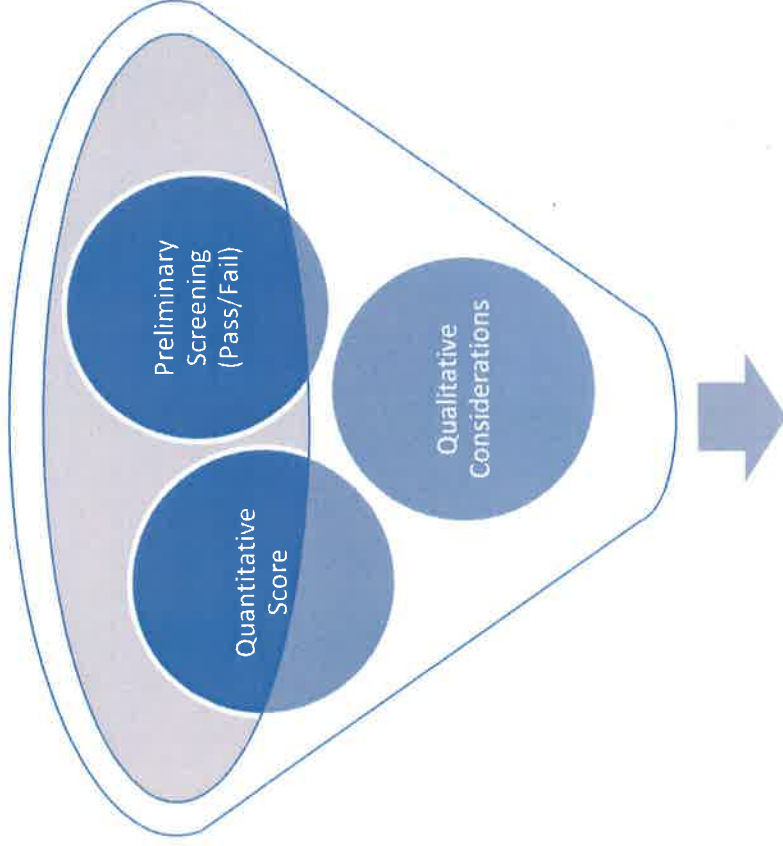


Financing Options

- Two options
 - PayGo
 - Bond issue
- Policy consideration for NVRTA; not a factor in project selection



Overall Approach



Selected Projects



Preliminary Screening

Draft Project Screening Criteria

All Projects

- Contained in the regional transportation plan (TransAction 2040/CLRP/TIP)¹
- Reduces congestion
- Within locality embraced by the Authority²
- Project is supported by a Comprehensive Plan [NEW]³

Highway Projects Only

- Rated in the HB599 Project Evaluation and Rating Study [NEW]

Transit Projects Only

- Mass Transit project that increases capacity

- 1: Refers to the 2010 version of the TPB's Constrained Long Range Plan (CLRP)
- 2: ...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
- 3: Previously, this criterion was part of the qualitative score



Quantitative Score – Methodology

For each project:

$$QS = \Sigma(\text{criterion score} \times \text{criterion weight})$$

- Criterion score
 - normally 1 (high); 2/3 (medium); or 1/3 (low)
 - 0 to 1 for congestion reduction (HB599)
- Criterion weight
 - range 5 to 35
 - sum to 100



Quantitative Score – Challenge

- For most projects, use scores from TransAction 2040 Plan
- Some projects (from 2010 CLRP) need to be scored
 - No new model runs
 - Limited time/resources to complete analysis

Approach: guided by TransAction 2040 Plan scores, subject to consistency checks



Quantitative Score – Issue

- Current HB599 rating study not required to rate mass transit projects
 - Detailed highway ratings available November 2014 (draft) and December 2014 (final)
 - Need to achieve modal balance

Approach: analysis of highway and mass transit projects will be similar but separate



Quantitative Score (Congestion)

TransAction 2040 Goal: Provide responsive transportation service to customers		
Selection Criteria	Rating Scale	Weighting
Project reduces roadway congestion (highway projects)	HB599 detailed rating ÷ 100	35
Project reduces roadway congestion (transit projects)	<p>High: Project will significantly improve traffic flow.</p> <p>Medium: Project will moderately improve traffic flow.</p> <p>Low: Project will have minimal to no effect on traffic flow.</p>	35



Quantitative Score (Readiness)

TransAction 2040 Goal: Provide responsive transportation service to customers		
Selection Criteria	Rating Scale	Weighting
Project is in advanced phase of development	<p>High: Project is in the ROW or construction phase.</p> <p>Medium: Project is in the design phase.</p> <p>Low: Project is in the study or planning phase.</p>	15
Project is able to be readily implemented	<p>High: Project can be implemented in the near term (<6 years).</p> <p>Medium: Project can be implemented in the short term (6-12 years).</p> <p>Low: Project can be implemented in the long term (>12 years).</p>	10



Quantitative Score (Urgency)

TransAction 2040 Goal: Provide responsive transportation service to customers		
Selection Criteria	Rating Scale	Weighting
Project addresses existing significant level of service (LOS) deficiencies for all modes of transportation	<p>High: Project addresses existing LOS F condition.</p> <p>Medium: Project addresses existing LOS E condition.</p> <p>Low: Project addresses existing LOS A, B, C, or D condition.</p>	5



Quantitative Score (VMT)

TransAction 2040 Goal: Provide responsive transportation service to customers		
Selection Criteria	Rating Scale	Weighting
Project reduces vehicle-miles traveled	<p>High: Project directly reduces VMT (i.e., transit project, park-and-ride lot, new HOV lane(s), new pedestrian and bicycle trail).</p> <p>Medium: Project indirectly or through expansion reduces VMT (i.e., expansion of HOV, transit improvement, or expansion).</p> <p>Low: Project does not reduce VMT.</p>	5



Quantitative Score (Safety)

TransAction 2040 Goal: Provide responsive transportation service to customers		
Selection Criteria	Rating Scale	Weighting
Project improves the safety of the transportation system	<p>High: Project designed to specifically improve system safety and/or address an existing safety deficiency.</p> <p>Medium: Project will generally result in a safety improvement.</p> <p>Low: Project will have no discernible positive effect on safety.</p>	5



Quantitative Score (Connectivity)

TransAction 2040 Goal: Maximize community connectivity by addressing transportation and land use together		
Selection Criteria	Rating Scale	Weighting
Project improves connections between multiple Activity Centers	<p>High: Project improves connectivity between three or more activity centers.</p> <p>Medium: Project improves connectivity between two activity centers.</p> <p>Low: Project improves connectivity to one activity center only.</p>	5
Project improves connections within Activity Centers [NEW] ¹	<p>High: TBD</p> <p>Medium: TBD</p> <p>Low: TBD</p>	5



1: Replaces Comprehensive Plan criterion

Quantitative Score (Bike/Ped)

TransAction 2040 Goal: Provide an integrated, multimodal transportation system		
Selection Criteria	Rating Scale	Weighting
Project supports multiple use development patterns in a walkable environment	<p>High: Project adds or extends non-motorized facility to and within activity center.</p> <p>Medium: Project improves existing non-motorized facility to and within activity center.</p> <p>Low: Project does not improve or provide a non-motorized facility to and within activity center.</p>	5



Quantitative Score (Technology)

TransAction 2040 Goal: Incorporate the benefits of technology		
Selection Criteria	Rating Scale	Weighting
Project improves the management and operation of existing facilities through technology applications	<p>High: Project improves technological management and operations of an existing transportation facility.</p> <p>Medium: Project improves technological management and operations of an expansion of an existing transportation facility.</p> <p>Low: No improvement to management and operations of a facility.</p>	5



Quantitative Score (Cost Sharing)

TransAction 2040 Goal: Identify funding and legislative initiatives needed to implement the Plan		
Selection Criteria	Rating Scale	Weighting
Project leverages private or other outside funding ¹	<p>High: Project leverages private or other outside funding.</p> <p>Medium: Project leverages modest private or other outside funding.</p> <p>Low: Project has no leveraged private or other outside funding.</p>	5

1: See also the 'Cost sharing' criterion on slide #24



Qualitative Considerations

Draft Project Screening Criteria

All Projects

- Priority given to greatest congestion reduction relative to cost
- Continuity of project funding
- Cost sharing¹
- Geographic balance
- Modal balance
- Additional supporting information

1: See also slide #23



Next Steps (after October 9)

- PIWG will apply approved project selection criteria, where possible (thru November 2014)
- Await release of draft detailed HB599 Project Evaluation and Rating Study (November 2014)
- PIWG will develop draft FY2015-16 Program (December 2014)



**Northern Virginia Transportation Authority
 Planning and Coordination Advisory Committee
 Member List
 As of 9.15.15**

IV.

Jurisdiction	Name	Term*
Alexandria	Council Member Paul Smedberg	2014
Arlington	County Board Member Jay Fisette	2014
Loudoun	Supervisor Matthew Letourneau	2014
Prince William	Supervisor Peter Candland	2014
Fairfax County	Supervisor Jeff McKay	2014
City of Fairfax	Council Member David Meyer	2014
City of Manassas	Council Member Jonathan Way	2014
Dumfries	Mayor Jerry Foreman	2014
Falls Church	Council Member Karen Oliver	2014
Manassas Park	Mayor Frank Jones	2014
Herndon	Mayor Lisa Merkel	2014
Leesburg	Council Member Kelly Burk	2014
Purcellville	Council Member Joan Lehr	2014
Vienna	Council Member Linda J. Colbert	2014
<u>NVTA Staff Coordinator</u>		
Denise Harris		
<u>NVTA Executive Director</u>		
Monica Backmon		
*Terms:		
Appointed annually by their local governing bodies.		
Quorum eight (8) members.		

JOIN US FOR AN NVTA LISTENING SESSION

WHEN

October 9, 2014
5pm – 6:30pm

WHERE

City Hall - Fairfax

10455 Armstrong Street -- Fairfax, Virginia

**Introductions at 5:00pm · Presentation at 5:15pm · Listening
Session at 5:30pm · Session Concludes at 6:30pm ·**
**For more information on how to prepare for the Listening
Session please visit: www.TheNoVaAuthority.org**



**THE
AUTHORITY
WANTS TO
HEAR FROM
YOU!**

**NVTA is preparing for
the TransAction 2040
long-range
Transportation Plan
Update to begin in
2015.**

**What elements do
you want to see in
the next long-range
transportation plan?**

**Join us.
Tell us.
Get involved.**



**CMAQ/RSTP Funding
 Jurisdiction and Agency Coordination Committee
 Strawman Schedule
 FY2021***

Date	Action
September 23rd, 2014	JACC Notice for Call/VDOT runs September 30 th Report for Jurisdictions/Agencies
October 3rd, 2014	JACC Official Call for Projects/VDOT provides most current funding Report to Jurisdictions/Agencies
December 17th, 2014	Deadline for Project Submittals
January - February, 2015	Strawman Development
February 26th, 2015	JACC Recommended Strawman Finalized
March, 2015	NVTa Approval/VDOT Deadline
Beyond March	Revisit As Necessary Due to Funding Adjustments

* Please Note: Reallocation of previous CMAQ/RSTP funds is a separate process.



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The Authority for Transportation in Northern Virginia

NVTA IS MOVING!

**New address on or about October 6, 2014:
3040 Williams Drive, Suite 200
Fairfax, VA 22031**