

NVTA Project Implementation Working Group

Fairfax Department of Transportation

4050 Legato Road, Suite 400

Fairfax, Virginia 22033

Friday, July 11, 2014

10:00 am

- I. Introductions
- II. Approval of Summary of March 21, 2014, Meeting
- III. Reports from Financial Committee/Working Group
- IV. Report and Discussion on VDOT Basic Evaluation and Rating of Regional Projects
- V. Discussion of NVTA Six Year Plan
 - A. Coordination with VDOT Evaluation and Rating Study
 - i. Schedule for Final Results
 - ii. Next Steps
 - B. Timeline and Steps for NVTA Six Year Plan Strawman
 - i. Recommendation on schedule from PIWG to NVTA
 - ii. Coordination with TAC, PCAC, and JACC
 - iii. Public involvement
 - iv. NVTA approval of Plan
 - C. Update from Mrs. Backmon, NVTA Executive Director
- VI. Other Business
- VII. Next Meeting
- VIII. Adjourn

**Project Implementation Working Group
Fairfax County Division of Transportation
Legato Building, 4th Floor Conference Room
Fairfax, VA**

Minutes

Meeting Held on March 21, 2014, 10:00 a.m.

Participants:

Marty Nohe – Chairman, NVTA
Rick Canizales – Prince William County
John Mason – NVTA
Cynthia Porter Johnson – PRTC
Jim Maslanka – City of Alexandria
Allison Davis – WMATA
Richard West – Town of Dumfries
Helen Cuervo – VDOT
Rich Roisman – MWCOG/TPB
Claire Gron – NVTC
Jillian Linnell – NVTC
Kanti Srikanth – VDOT-NOVA
Dalia Leven – AECOM
David Roden – AECOM
Ron Kirkpatrick – Fairfax County Public Works
Karyn Moreland – Fairfax County DOT
Noelle Dominguez – Fairfax County DOT
Mike Longhi – NVTA
Christine Hoeffner – VRE
Bob Brown – Loudon County
Joe Kroboth – Loudon County
Jeanette Rishell – City of Manassas Park
Paul Stoddard – City of Falls Church
Wendy Block Sanford – City of Fairfax
Sandy Bushue – NVTA
Mary Hynes – Arlington County/NVTA
Kevin Mentz – HNTB Corporation
Maria Siviner – VDOT
Valerie Pardo – VDOT
Thomas Bruccoleri – Arlington
Calvin K. Grow – Town of Leesburg
Mark Duceman – Town of Herndon
Monica Backmon – Prince William County

I. Welcome and Introduction

Chairman Marty Nohe brought the meeting to order at 10:10 a.m. The meeting began with participant introductions and opening remarks from Chairman Nohe. The January 10, 2014, and February 13, 2014, meeting minutes and amendments were approved.

II. Reports from Other Working Groups

Ms. Monica Backmon reported that the Financial Working Group met on March 6, 2014. A long-term benefit subcommittee was established by the Financial Working Group. The group is currently working on the MOA between the authority, DRPT, and VDOT and they are working with Mr. Mike Longhi to revise revenue estimates.

Mr. John Mason summarized the findings from the Technical Advisory Committee (TAC) meeting, which took place on March 12, 2014. The TAC agreed there is room for calibration of the calculations used for the Project Selection Model (PSM) but the timing of this exercise is beneficial because improvements can be made based on lessons learned, prior to when this tool is needed next year. The TAC recommended revising the map of nominated projects so it includes all projects in the pipeline to increase awareness of all ongoing projects, making the map more comprehensive. Ms. Sandy Bushue noted that Loudon County has an exemplary map that is easily understood and could be useful when revising this map. Mr. Mason also stated that the TAC agreed the VDOT evaluation score posted on the Website should be presented with a thorough explanation of how that score was determined, and the PSM score should not be widely seen by the public to avoid any confusion about how that score was calculated. A summary of the TAC's findings will be distributed.

III. VDOT Project Selection Model (PSM) Discussion Summary

Mr. Kanti Srikanth provided an overview and recap of the VDOT Project Selection Model (PSM) and findings. He welcomed all feedback to improve upon the model. He recognized Mr. David Roden and Ms. Dalia Leven, consultants from AECOM, who were present to answer questions regarding the project methodology. Mr. Srikanth emphasized that the purpose of the PSM was to ensure selected projects are consistent with CTB priorities and the mandates and objectives of the study; to analyze regionally significant projects and projects that reduce congestion. He noted that the PSM is not imperative to this cycle since the number of projects nominated is within the resource limitations of the study. However, the PSM could be a useful tool for project selection in the future.

Chairman Nohe noted this was a good opportunity to form this exercise, explore findings, and determine learn lessons in a context where the outcome is less critical. Improvements can be implemented before the list of projects becomes more robust and the outcome of the evaluation is critical to determine which projects move forward to be rated.

Mr. Srikanth said the NVTA submitted 32 projects, and the CTB added 5 additional projects, for a total of 37 projects. Mr. Srikanth noted that all nominated projects met the Tier 1 criteria and are consistent with CTB priorities. He explained that the project selection scores are not the ratings; the scores are quantitative. He expressed that the study team is eager to see what correlation there is between these scores and the ratings. He requested feedback on the model regarding whether the best questions to determine the significance of a project have been asked and whether the scores are the best way to assign quantitative value.

Ms. Bushue asked if cost and cost benefit would be discussed. Mr. Srikanth explained that the study was designed to provide quantitative assessments of congestion reduction. The estimated congestion reduction can be expressed relative to the cost but the benefit goes beyond congestion reduction. He emphasized that there are other benefits to the region that this study does not highlight.

Chairman Nohe stated that this process is developed to give a specific analysis defined in the code. The code says the Authority must evaluate cost, but this is not the purpose of the model. When making decisions, the softer side of benefit will need to be defined as there is more to benefit than congestion reduction. While a project that will come to fruition in 15 years may have a higher score than a project that could come to fruition in 3 years, that 3-year window makes the lower scoring project more attractive to the commuters who will use that facility. Chairman Nohe noted that the NVTA will have to consider this in determining which projects to fund.

After Mr. Srikanth provided an overview of the Detailed Project Selection Scores, Mr. Bob Brown asked how congestion severity, person hours of delay, and congestion duration were determined. Mr. David Roden explained that the estimates for volume, congestion level, etc., were derived from the model 2020 forecast map distributed in February, which contains the four quantitative model results for every link in the region: high volume, congestion severity, congestion duration, and person hours of delay. Some measures were averaged and some other more subjective factors were also considered.

Mr. Rick Canizales questioned specifically how volume was determined. Mr. Roden explained that the volume calculated based on a modeling analysis for year 2020 that originated in the COG network. Mr. Srikanth stated that they established a baseline for the projected traffic volume, congestion level, and congestion severity using the 2020 forecast without the 37 projects included. Criteria numbers 3 (travel volume), 6 (congestion severity), 7 (congestion duration), and 8 (person-hours of delay) are all dependent on these baseline projections made using the 2020 model forecast.

Mr. Canizales questioned why NVTA-11 (U.S. 1 Widening and Relocation – Dumfries) and NVTA-12 (U.S. Widening – Fairfax) scored higher in congestion severity and congestion duration than NVTA-28 (Route 1 Widening – Prince William), which scored zeroes in these categories. NVTA-28 is an hourglass facility located between a section the county is completing and a section VDOT is completing, yet the scores for those facilities to the north and to the south are higher than the facility that creates the bottleneck and scores a higher volume. Mr. Srikanth understood this concern and explained that the numbers in Column 3 (travel volume) are point scores not travel volumes and that the traffic volume on Route 1 varies.

Mr. Brown suggested the need for more interaction between the PSM team and the PIWG to discuss the findings in greater detail, provide input, and possibly revise the form itself. Mr. Richard West also suggested verifying the methodology and developing an avenue for questioning results. Mr. Srikanth concurred with these suggestions and reiterated that feedback is needed to ensure the methodology is applied correctly.

Mr. Paul Stoddard asked if any of these projects are already in the CLRP and pointed out that we may already have the projects we are proposing in the base 2020 analysis. Further discussion suggested this could be a “fatal flaw” in the findings in that the model assumes the projects in the CLRP are completed. Chairman Nohe emphasized that projects are in the CLRP because they are needed, but they are included on the current list because they are needed sooner than the CLRP anticipates completion. He stated, as policymakers, we need to accomplish congestion relief faster and we need to ensure we understand how to address this when evaluating projects. Chairman Nohe also pointed out the need to consider that some projects are interdependent. If one project in the CLRP cannot move forward without another, then both projects would need to be removed, as part of the evaluation process.

Ms. Jeanette Rishell asked why NVTA-30 (Route 28 Widening – Prince William) was given a score of 50 in Criteria 11 (emergency mobility) while CTB-2 (Route 7 Widening) received a score of 100,

and whether consideration was given to commuters taking various routes off of Route 66. Ms. Dalia Leven stated that radial roads were defined as those roads that ease evacuation from the district and not necessarily the region. Therefore, Route 7 was counted as a full radial road and Route 28 was not considered to be radial.

While explaining how the travel time index is determined, Mr. Srikanth suggested that averaging both directions of travel dampens the overall travel time index calculations, which leads to a lower score. Thus, one improvement could be to focus on peak times since projects are often designed to address a specific problem at a peak time of day.

Mr. Stoddard asked if the congestion wasn't caused by the link you are improving, but it is a downstream issue that backs up into your project, how this is addressed. Mr. Canizales also questioned this and asked in the case where the improvement is a section of road that will open up two other sections of roads already being built, how this is taken into consideration. He also pointed out that despite the fact that his project already has congestion and the volume doubles in 2020, the model shows that there is no congestion.

Mr. Stoddard suggested tabling this discussion for a follow up work session between the PIWG and the study team and revisiting the board's motion of adopting the methodology of this PSM.

Mr. Joe Kroboth asked what information will be used to select projects and if the NVTA board will make decisions based solely on the VDOT model. Chairman Nohe said this evaluation was designed to narrow down the number of projects to under 40. These projects will undergo a more robust evaluation and the PSM will be an important tool for selecting projects in the future.

Mr. Ron Kirkpatrick stated that the interchanges seem to have a bias. Every interchange project will have an advantage over linear projects and this should be considered.

Mr. Brown suggested, since the purpose of the PSM is to select projects for VDOT, the PSM could be a function done by the NVTA staff. Ms. Helen Cuervo emphasized that the purpose of the model is to provide technical information and help clarify what projects are legally sound, have regional significance, and will reduce congestion.

Ms. Karyn Moreland questioned the usefulness of Criteria 10 (reduces vehicular trips) given only one project scored in that category. Chairman Nohe suggested that in future iterations, certain tier weights could be removed based on what we are evaluating.

Mr. Srikanth explained that the technical analysis of the selected projects is the next step. The initial set of ratings will be posted in June 2014. After further analysis, draft ratings will be released in October 2014, and final detailed ratings will be published in December 2014.

Mr. Jim Maslanka highlighted the need for a good "benefit" description to determine how to allocate dollars between jurisdictions. He also noted the importance of determining a rating for transit projects, and how to allocate between transit and roads.

Chairman Nohe stated it is probable that the committee that is derived from the PIWG will begin working on the draft 6-year plan based on the preliminary scores obtained in June 2014. After receiving comments and making revisions, the group can possibly adopt a final plan in February 2015.

Ms. Christine Hoeffner asked if the plan that gets adopted will focus on FY14 through FY16 period and not a full 6-year program. Mr. Canizales said that, initially, the 2 ½ year plan will be established and then a new calendar will be created that is more in synch with the TPB, CTB, and VDOT calendars. Chairman Nohe added that the goal is to operate on a calendar that is coordinated and parallel with the CTB but it will take some time to make this happen.

Mr. Canizales said he will begin creating a working calendar for the next meeting and suggested topics for the next meeting, including discussion of whether the NVT A rating criteria is applicable to a multi-year plan.

Mr. Mason notified the group that after thorough review, he recommends not proceeding with the Tiger Grant Program. Chairman Nohe and the group agreed.

IV. Next Meeting

Chairman Nohe stated that the timing of the next meeting is to be determined based on the outcome of legislative attempts to mandate the analysis of all projects, and will depend on the outcome of the state budget.

V. Adjourn

The meeting adjourned at 12:01 p.m.

Northern Virginia Transportation Authority

DRAFT Schedule for the NVTA FY15-16 Plan

October 17, 2013	TPB Releases Final Call for Projects – Transportation Agencies begin Submitting Project Information through On-Line Database
November 2013	VDOT – Confirm with CTB the priorities for development of the SYIP, FFY Strategy determined & districts begin updating schedules and estimates for SYIP update.
November 20, 2013	TPB CLRP/TIP Releases Final Call for Projects – state agencies begin submitting project information through on-line database.
November 22, 2013	VDOT Rating Study Project Selection Model (HB599) Stakeholder Meeting
December 2013	Discuss NVTA Six Year Program planning and process with NVTA Technical Advisory Committee (TAC) and Planning Coordination Advisory Committee (PCAC) DEADLINE - VDOT Urban Priorities Due & District coordinates with MPOs to provide regional priorities
December 3, 2013	VDOT Rating Study (HB599) Project Selection Model Input Session #1
December 12, 2013	NVTA issues Six-Year Program Call for Projects VDOT/NVTA Joint Work Session on VDOT Rating Study (HB599) Project Selection Model
December 13, 2013	DEADLINE – Transportation Agencies Complete On-Line Submission of Draft Project Inputs VDOT provides obligation information to non-attainment MPOs for TIPs
December 27, 2013	VDOT provides annual list of obligations for public release
January 2014	VDOT issues VDOT Rating Study (HB599) Call for Project Nominations

	VDOT Central Office Programming starts working on draft scenario of SYIP based on estimates/schedules in the PCES system as of December 30 & District Programming coordinates RSTP/CMAQ amounts and instructions to MPOs.
January 16, 2014	CLRP project submissions and draft Scope of Work released for public comment.
January 23, 2014	TPB briefed on Project Submissions and Draft Scope of Work
January 31, 2014	DEADLINE – Project submissions for NVTA Six Year Program due to Project Implementation Working Group
February 2014	JACC reviews project submissions for NVTA Six Year Program
	VDOT provides project list to MPOs
	CLRP & TIP Project Submissions and Draft Scope of Work Release for Public Comment
	DRPT – Commuter Assistance Grant Applications Due
	VDOT – Central Office Programming continues working on draft scenario of SYIP, CO and District Management review preliminary working draft of the interstate system & CO and District have MPO/PDC Meetings on SYIP development, etc.
February 6 or 13, 2014	NVTA approves Project Implementation Working Group project nominations for VDOT Rating Study (HB 599).
February 14, 2014	DEADLINE – Project nominations for VDOT Rating Study (HB 599) due to VDOT.
February 15, 2014	TPB CLRP public comment period ends
February 19, 2014	TPB reviews Public Comments and is asked to Approve Project Submissions and Draft Scope of Work
March 2014	VDOT – Draft SYIP Public Hearing dates determined, Final appropriation amounts received, District Programs MPO RSTP/CMAQ allocations and special program funding based on MPO strawman & Project managers update estimates and schedules.
March 13, 2014	NVTA action on projects selected by VDOT for Rating (HB599)

NVTA discusses Six Year Program Process, Project Prioritization and Project Development.*

March – October 2014	VDOT Rating Study (HB 599) conducts project evaluation and rating.
April 2014	VDOT – Begin SYIP public hearings, Final Allocations determined & Final CMAQ/RSTP allocations coordinated with MPO
April 7, 2014	VDOT – Draft SYIP release
May 2014	VDOT – Complete SYIP public hearings and review comments
May 2, 2014	DEADLINE - Transportation agencies finalize CLRP forms and inputs to FY 2015-2020 TIP.
May 15, 2014	FY14-19 SYIP adopted by the CTB
May 21, 2014	TPB Receives Status Report on Conformity Assessment
June 2014	VDOT – SYIP to be adopted by CTB and posted to external website, Begin discussions on districts/divisions/DPRT on bonus federal Obligation Authority & Central Office Programming submit budget posting information from final SYIP to Financial Planning.
June 12, 2014	Draft CLRP & TIP and Conformity Assessment Released for Public Comment at Citizens Advisory Committee (CAC)
June 18, 2014	TPB releases Conformity Assessment for Public Comment
July 11, 2014	VDOT Presents Initial Basic Evaluation and Rating of Regional Projects to PIWG <i>PIWG completes recommendation of schedule for adoption by NVTA of the Two-Year Plan (FY15-16)</i>
July 16, 2014	TPB Presents the Draft CLRP & TIP and Conformity Assessment
July 24, 2014	Report to the Authority on preliminary results of VDOT Rating Study (HB 599) <i>NVTA adopts schedule for NVTA FY15-16 Plan</i>

<i>August/September 2014</i>	<i>PIWG develops draft project selection criteria for NVTA FY15-16 Plan</i>
September 2014	TPB Approves CLRP & TIP and Conformity Assessment
<i>October 2014</i>	<i>Coordination with JACC, TAC, PCAC on project selection criteria</i>
November 2014	VDOT releases draft Rating Report (HB 599)
November 13, 2014	NVTA to receive briefing on VDOT draft Rating Report <i>NVTA approves NVTA project selection criteria</i>
December 2014	VDOT releases Final Rating Report (HB 599)
January 2015	NVTA to receive briefing on VDOT Final Rating Report (HB 599)
<i>January/February 2015</i>	<i>NVTA Staff/PIWG develop “Strawman” Draft NVTA FY15-16 Plan through approved project selection criteria and results of Final Rating Report</i>
<i>February 2015</i>	<i>Coordination with JACC, TAC, PCAC on Draft FY15-16 Plan</i>
<i>March 2015</i>	<i>NVTA approves Draft NVTA FY15-16 Plan for Public Hearing</i>
<i>March/April 2015</i>	<i>Hold Public Hearings on Draft NVTA FY15-16 Plan</i>
<i>April/May 2015</i>	<i>NVTA approves FY15-16 Plan</i>



Evaluation and Rating of Significant Transportation Projects in NoVA

Draft Basic Project Evaluation and Rating

NVTA - PIWG
July 11, 2014

Basic Evaluation and Rating

- Ratings based on results from basic evaluation and analysis (using TPB Travel Demand model only)
- Basic evaluation model runs feed into the more detailed analysis and rating (using operational simulation modeling)
- Traditional travel demand models (like TPB model) are not sensitive to small, traffic operational improvements
- High-level ratings developed explicitly to enable NVTA to begin development of its Six Year program (2.5 years)
- The detailed ratings developed using dynamic simulation modeling (completed in December) may differ from the basic rating for some projects

Basic Analysis Method

- **Apply the COG/TPB Regional Travel Model for each Project**
 - Full runs of the TPB Version 2.3.52 model with the currently adopted 2013 CLRP highway and transit networks and the Round 8.2 Cooperative Land Use Forecasts for 2020 and 2040
 - If the project is **not** included in the 2020 or 2040 CLRP, add the project to the network and calculate impacts based on **project minus base**
 - If the project is included in the 2020 or 2040 CLRP, subtract the project from the network and calculate impacts based on **base minus project**
- **Modify the TPB model (speeds and capacities) for projects that focus on traffic operational improvements**
- **Calculate the project's impact using 5 specific performance measures on the facility and in an area around the project with the greatest impact (i.e., not all of Northern Virginia)**

Performance Measures for Basic Ratings

➤ Performance Measures

➤ Calculated on the Roadway being improved

- Reduce the maximum peak period V/C ratio on the project facility
- Increase the daily person miles of travel (PMT) on the project facility
- Increase the PMT per Capacity increase on the project facility

➤ Calculated over an Area experiencing greatest Impact

- Reduce the total congested PMT in the project impact area
- Reduce the minutes of travel time per mile in the project impact area

- ❖ *These performance measures are used for the Basic Rating only; the Detailed Rating will use a different set of measures, previously reviewed by the NVTAs and CTB members.*

Project Facility Measures

- **Maximum V/C Ratio** (*objective – decrease V/C ratio*)
 - Change calculated on a link with highest ratio within the project segment
 - For new facilities maximum V/C ratio on a parallel facility is used as the base
 - If the V/C ratio is < 0.9 (LOS E) or the V/C ratio increases, zero points
- **Person Miles of Travel** (*objective – increase PMT*)
 - Change calculated on all links (both directions) within the project limits
 - For new facilities PMT on a parallel facility is used as the base
 - Decrease in PMT gets zero points (no projects had a decrease)
- **PMT per Capacity Increase** (*objective – higher ratios*)
 - Change in total PMT divided by the total miles of hourly capacity added by the project to the facility
 - For a new facility PMT on a parallel facility is used as the base

Measures for the Area of Greatest Impact *

- **Congested Person Miles of Travel** (*objective – decrease CPMT*)
 - Change in PMT on links in the impact area with V/C ratios > 0.9 (LOS E)
 - Increase in congested PMT or no links with V/C ratios > 0.9 get zero points
- **Minutes of Travel Time per Mile** (*objective – decrease travel time*)
 - Person hours of travel / person miles of travel
 - Score based on percent change
 - Increases receive zero points
- ❖ **Area of Greatest Impact**
 - ✓ All roadway links (both directions) within the project limits, plus
 - ✓ Roadway links near the project with change in volume >250 vehicles or >20% (minimum of 100 vehicles) during the peak period

General Comments from Stakeholders

- ✓ Examine alternative approaches to assign the High/Med/Low ratings (to address boundary impacts)
- ✓ Assign High/Med/Low ratings based on total of all 5 MOEs (rather than each MOE and again on total of 5 MOEs)
- ✓ Expand the impact areas to include all TAZ's that are contiguous to each project
- ✓ Re-name the impact area as “area of greatest impact” OR “area of significant impact”
- ✓ Review and document the rationale for selecting links and zones for inclusion in the impact area
- ✓ Consider including links that are plus or minus a proportion of the 250 / 20% threshold
- ✓ Develop the ratings for 2040 (in addition to 2020)
- ✗ Report a total score (sum of scores for the 5 MOEs) for each project rather than High/Med/Low rating
- ✗ Normalize all the MOE's by the capacity added value.

Refinements to Basic Rating Method

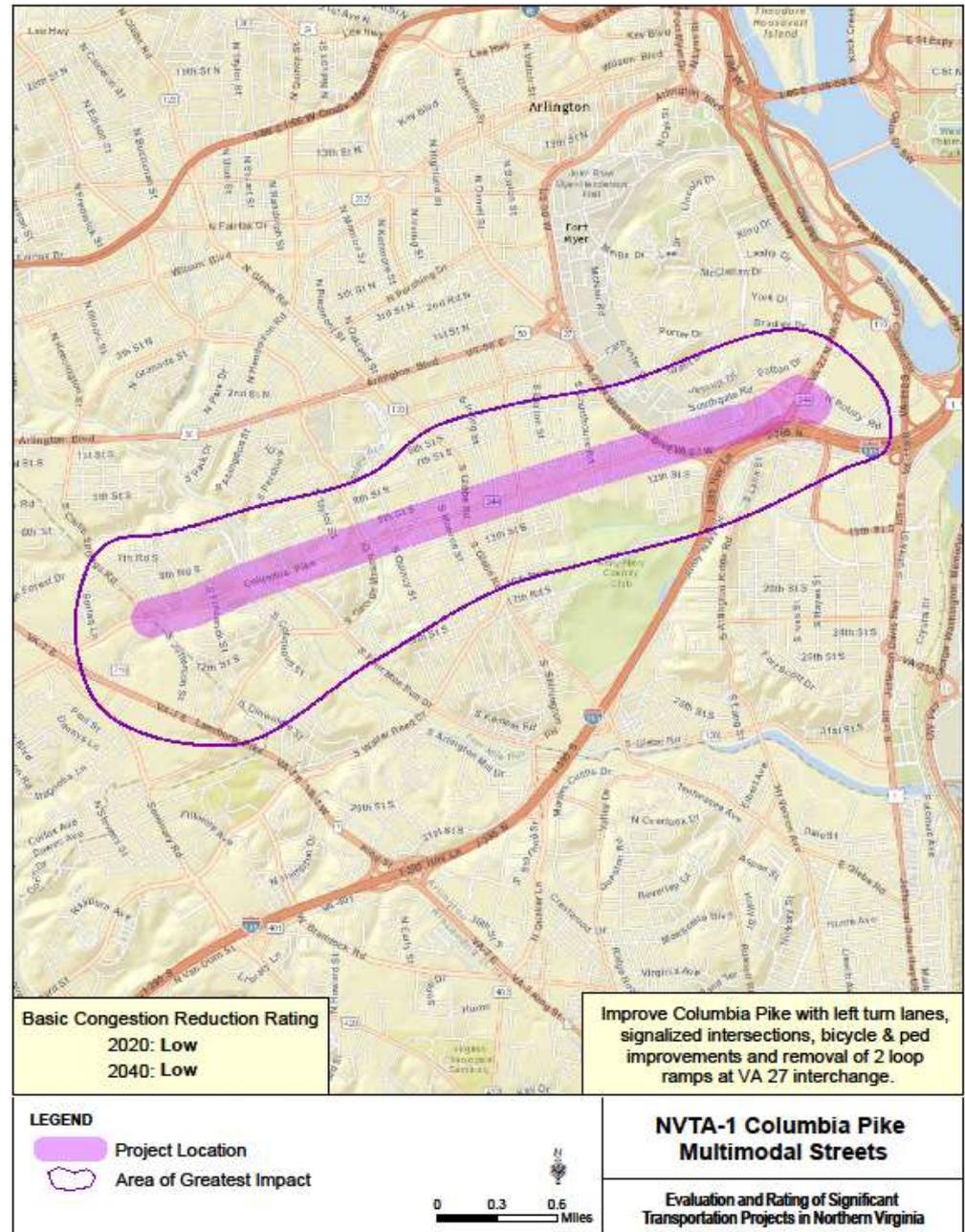
- **Individual performance measures no longer rated High/Med/Low; only the total score of all 5 performance measures**
 - A. Change in performance measures converted to point score (0 to 100)
 - B. Total point score of all 5 performance measures used to assign rating
- **Examined alternative / modified methods for setting High/Med/Low ratings**
 - Recommend using 1/3 Rank: order the projects by total score; assign 1/3 of the projects to each rating*
- **Met with 7 jurisdictions to answer questions and address issues**

Project Ratings based on Total Scores

Project Name		2020 Rating	2040 Rating
NVTA-1	Columbia Pike Multimodal Streets	Low	Low
NVTA-2	Rolling Road Widening	High	High
NVTA-3	US 29 Widening	Medium	Medium
NVTA-4	Braddock Road Widening	Low	Medium
NVTA-5	South Van Dorn St & Franconia Rd Interchange	High	High
NVTA-6	Frontier Dr Extension*	Low	Low
NVTA-7	Fairfax County Pkwy Improvements	High	High
NVTA-8	Belmont Ridge Rd	Low	Low
NVTA-9	Loudoun County Parkway*	Medium	High
NVTA-10	Route 7 Bridge Widening	Medium	Medium
NVTA-11	US 1 Widening and Relocation - Dumfries	High	Low
NVTA-12	US 1 Widening - Fairfax	High	Medium
NVTA-13	Route 15 Bypass/Edwards Ferry Road Interchange	Medium	Low
NVTA-14	Northfax Intersection (US29/50 @ VA123)	Low	Low
NVTA-15	Jermantown/US 50 Roadway Improvements	Low	Low
NVTA-16	Frying Pan Road Widening	Low	Medium
NVTA-17	Kamp Washington Intersection (US 50/29 @ VA236)	Medium	Low
NVTA-18	Real-Time Adaptive Traffic Control & Management	Medium	Medium
NVTA-19	Glebe Rd Corridor ITS Improvements	Medium	Medium
NVTA-20	Pohick Road Widening	Medium	High
NVTA-21	Shirley Gate Road Extension*	Low	Low
NVTA-22	Northstar Blvd Extension*	High	High
NVTA-23	Route 7/690 Interchange	High	High
NVTA-24	Route 234/Grant Avenue Reconstruction	Low	Medium
NVTA-25	Main St & Maple Ave Intersection	Low	Low
NVTA-26	Route 7/Battlefield Pkwy Interchange	Medium	Medium
NVTA-27	East Elden Street Widening	Medium	Low
NVTA-28	Route 1 Widening - Prince William	Medium	High
NVTA-29	Route 15 Widening	Low	Medium
NVTA-30	Route 28 Widening - Fairfax	High	High
NVTA-31	Route 28 Widening - Prince William	Medium	Medium
NVTA-32	Route 28 - Godwin Drive Extension*	High	High
CTB-1	Route 294 (PW Pkwy) Grade Separation	High	Medium
CTB-2	Route 7 Widening	High	High
CTB-3	I-395 Southbound Widening	Low	Low
CTB-4	Fairfax County Pkwy - I-95 to US1	High	High
CTB-5	Fairfax County Pkwy - I 95 to US 1 (County Alt)	Medium	Medium

Project Summary Map Highlights

- Project location
- Description of the project
- Area of greatest impact
- Basic Congestion Reduction Rating – 2020 and 2040



Next Steps

- June 19 – Preliminary Evaluation and Ratings Review By Stakeholders Jurisdiction Representatives
- June 26 – Review responses to stakeholder suggestions for changes to performance measures and rating methods
- June 25-27 – met with each jurisdiction to review project coding and analysis methods
- June 27 – July 8 - Update the 2020 ratings (response to comments) and add the 2040 ratings
- **July 11 – NVTA-PIWG – review ratings**
- **July 16 – NVTA-TAC meeting – review ratings**
- **July 24 – NVTA meeting – present basic project ratings**
- **November 2014 – draft detailed ratings available**



Questions / Comments

THANKS!

Evaluation of Transportation Projects in Northern Virginia Transportation District
Draft Basic Project Evaluation and Rating
July 11, 2014