



## **Northern Virginia Transportation Authority**

*The Authority for Transportation in Northern Virginia*

### **PROJECT IMPLEMENTATION WORKING GROUP**

**Friday, February 13, 2015 9:30am**

**Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, Virginia 22031**

### **AGENDA**

- I. Call to Order/Welcome** Chairman Nohe
- II. Meeting Summary of January 15, 2015, Meeting**  
*Recommended action: Approval [with abstentions  
from those who were not present].*

### **Discussion/Information**

- III. NVTA Update** Ms. Backmon
- IV. Finance Committee Report** Mr. Longhi
- V. Draft Policy for Addressing Delayed NVTA-Funded Projects** Ms. Backmon/  
Mr. Jasper
- VI. Draft NVTA FY2015-16 Two Year Program** Mr. Jasper
- VII. Public Hearing Preparations** Ms. Quintana

### **Adjournment**

- VIII. Adjourn**

**Next Meeting: April 2015 – TBD  
(Suggested: Week beginning April 6, 2015)**





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### PROJECT IMPLEMENTATION WORKING GROUP

Thursday, January 15, 2015, 9:30 am

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3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

### SUMMARY NOTES

#### I. Call to Order/Welcome

Chairman Nohe

- Chairman Nohe called the meeting to order at 9:30 am.
- Attendees:
  - **PIWG Members:** Chairman Nohe; Vice Chairman Garczynski; Board Member Hynes (Arlington County); Council Member Banks (City of Manassas Park); Sandra Bushue (NVTa Governor's Appointee); Chairman Bulova (Fairfax County); Chairman York (Loudoun County); James Davenport (Prince William County); Tom Biesiadny, Karyn Moreland (Fairfax County); Bob Brown (Loudoun County); Sarah Crawford (Arlington County); Pierre Holloman (City of Alexandria); Wendy Block Sanford (City of Fairfax); Paul Stoddard (City of Falls Church); Patrick Moore (City of Manassas); Rene'e Hamilton, Maria Sinner, Valerie Pardo, Norman Whittaker, Bob Josef (VDOT); Kate Mattice (NVTC); Christine Hoeffner (VRE); Cynthia Porter-Johnson (PRTC); Allison Davis (WMATA); Rich Roisman (MWCOG/TPB); Richard West (Town of Dumfries); Mark Duceman (Town of Herndon); Calvin Grow (Town of Leesburg).
  - **NVTa Staff:** Monica Backmon (Executive Director); Mike Longhi (CFO); Peggy Teal, Keith Jasper (Program Coordinator).
  - **Other Staff:** Ellen Posner (Fairfax County); Steve MacIsaac (Arlington County); Angela Horan, Kimberly Bibbee (Prince William County).
  - **Other:** David Roden, Krisha Patnam (AECOM); Denise Nugent, Tania Cunha (Travesky & Associates); Nancy Hiteshue (Northern Virginia Transportation Alliance).

#### II. Meeting Summary of October 2, 2014, Meeting

- Unanimously approved.

### Discussion/Information

#### III. NVTa Update

Ms. Backmon

- Ms. Backmon informed the group that 26 SPAs had been approved from the FY2014 approved projects and six were outstanding. The goal is to get the outstanding six SPAs approved by the time the FY2015-16 Two Year Program is approved (currently scheduled for April 2015.)
- VDOT will be presenting the findings of the HB599 Rating and Evaluation Study to the Authority on January 22, 2015. Plans are underway to conduct a test of a few transit projects in order to validate the use of the TRANSIMS model for evaluating transit projects as part of the HB599 process.
- Ms. Backmon noted the Authority's meeting schedule for CY2015 meant that monthly meetings would start at 6:00 pm, Ms. Hynes indicated that this schedule may cause meeting conflicts with Arlington County's budget hearings in February and March. Chairman Nohe asked PIWG members to provide their jurisdictions' budget approval schedule.

#### **IV. Finance Committee Report**

Mr. Longhi

- Mr. Longhi reported that revenue estimates for FY2015-16 remain on track. The Finance Committee will be meeting on February 16, 2015.

#### **V. TransAction 2040 Update/Amendment Discussion**

Ms. Backmon

- The planned update is critical because the current long range transportation plan (TransAction 2040) was adopted in 2012, before HB2313 revenues were established in July 2013. In addition the plan must be updated to maintain the established process of updates every five years, ensuring the plan reflects changing circumstances and remains as current as possible.
- Ms. Backmon addressed the previously distributed chart comparing the overview of schedules for the update to TransAction 2040 with and without a parallel amendment. The update is expected to be adopted in time for a funding program (possibly a full six year program) starting in FY2018 at the earliest. This means consideration must be given to a funding program covering FY2017 as a minimum. The amendment would provide an opportunity for jurisdictions and agencies that do not have projects in TransAction 2040 to propose projects for funding consideration in FY2017. Proceeding with the update but without an amendment would mean that only projects already included in TransAction 2040 could be funded in FY2017.
- In addition to meeting the TransAction 2040 eligibility requirements, Ms. Backmon noted that it was the Authority's intent to only fund projects that had been rated by the HB599 process, commencing with the next call for projects that would be announced later in CY2015. This would include highway and mass transit projects.

- Ms. Backmon noted that there are a number of challenges associated with an amendment. It would cost approximately \$300,000, which has not been budgeted. From a technical perspective, there is uncertainty as which version of the region's CLRP would be the appropriate basis – 2010 would provide consistency with TransAction 2040, but is now out of date. There is concern that a call for projects may represent a significant capacity increase over TransAction 2040. Large new projects such as I-66 would potentially undermine the validity of previous analyses to the extent that the amendment should be treated as an update anyway.
- Ms. Hamilton confirmed that the scale of VDOT's current proposal to add capacity to I-66 is sufficiently large to justify it be included in an update rather than an amendment. She anticipated that the project would have significant impacts on travel patterns in Northern Virginia, although, as Mr. Nohe noted, there are some I-66 interchange improvements in TransAction 2040.
- Ms. Backmon recommended that the Authority continue with the planned update but without an amendment. Rather than proceed with an FY2017-19 funding program, Ms. Backmon recommended an FY2017 One Year Program, followed by a full FY2018-23 Six Year Program when the TransAction update is completed.
- Ms. Backmon emphasized the importance of having a program consistent with the CTB 6-year program and to have an annual call for projects similar to the CTB process.
- Ms. Hynes clarified that the purpose of the amendment was to allow the opportunity to consider new projects that are not in TransAction 2040.
- Mr. Brown noted that the original concern for Loudoun County is that it would be shut out of the opportunity to request funding for projects until FY2020 if the FY2015-16 Program was followed by a FY2017-19 Program. While noting that Ms. Hynes suggestion would allow greater flexibility, Ms. Backmon's recommendation was satisfactory, particularly if the update process provided the future opportunity for mid-cycle amendments.
- Ms. Bushue noted that TransAction 2040 was completed before HB2313 revenues were available, and therefore a full update to the plan is essential.
- Chairman Nohe agreed that the update approach should embed the ability to make a mid-cycle amendment to reflect changes to changing circumstances, e.g. Comprehensive Plans, elections, funding, etc.
- Ms. Hoeffner noted that VRE has ineligible projects and supported an update with an amendment option.
- In response to a question from Chairman Bulova, Chairman York confirmed that Ms. Backmon's recommendation is acceptable to Loudoun County.
- Ms. Backmon reminded the group that a call for projects does not equate to NVTAF funding of projects; while helping to advance projects is important, not every project can be funded.

## **VI. Draft Policy for addressing delayed NVTAF-funded projects**

- Ms. Backmon informed the group that the draft policy for addressing the delay of NVTAs projects will be on the agenda for the next PIWG meeting. She noted that the numbers component needs to be included in the policy and the goal is to not only get the projects approved by the Authority but to also approve SPAs, ensure projects are advancing, and address in the policy how to handle issues that may arise. The goal is to have this policy approved prior to the approval of the Two Year Program.

## **VII. Presentation of HB599 Evaluation and Rating Study Results**

- Mr. Roden presented the results of the selection process and explained how performance measures were weighted and how adjustments were made. The project total scores were reviewed. Mr. Roden noted that the larger projects get the higher total congestion reduction scores.
- The 2040 results were discussed. Mr. Roden pointed out that projects score better or worse in 2040 depending on whether the congestion overwhelms the project and other factors such as significant growth in the region. A comparison of the project ratings in 2020 and 2040 was also reviewed.
- It was explained that transit projects were not considered for this analysis but the intent is to apply the same process to evaluate transit projects in the future.
- In response to question regarding whether a May call for projects (for the next cycle of projects) will be possible, Ms. Backmon explained that, ideally, the NVTAs will provide comments and concerns to VDOT prior to the call for projects. The call for projects is expected to occur no later than fall 2015. Final ratings with any necessary adjustments will be presented at the January 22 Authority meeting, with submission of the final report in February 2015.
- Ms. Hamilton emphasized that the law requires HB599 to measure congestion relief. Ms. Bulova noted that while HB599 only looks at congestion, NVTAs funding decisions will be based on congestion relief and other criteria. Ms. Hynes asked whether we have a plan to communicate this with our legislators. Chairman Nohe agreed we should come up with a plan to describe the Authority's process.
- Ms. Hynes emphasized that certain kinds of projects by their nature will get higher scores. How transit projects are evaluated and what the data means will need to be clearly defined so that the end result is helpful to the region. Ms. Backmon echoed that we need to ensure there is a fair comparison when including transit projects in the evaluation process, which is why a test evaluation of a transit project is currently being planned.
- Chairman Nohe suggested that there will be a need to change the project selection model and the NVTAs transportation calculations need to be adjusted for a fair comparison. Also, he suggested the group look for ways to include the data in TransAction 2040 updates so that every project is rated fairly. He recommended finding ways of collecting the data for all projects and embedding the HB599 process

in the TransAction update so that all projects are rated with similar data simultaneously rather than requiring months of separate, additional analysis.

**VIII. Draft NVTa FY2015-16 Two Year Program** Mr. Jasper

- Mr. Jasper provided an overview of the Draft FY2015-16 Two Year Program to the group. He emphasized the importance of voicing initial responses and feedback to the results but he stated that a final recommendation to the NVTa will not be made at the upcoming January NVTa meeting. Inputs on project selection will also be invited from the TAC, JACC, and PCAC during January and February.
- Mr. Jasper explained that the report consists of 52 projects that are sorted into three groups: the 27 initially recommended projects are highlighted in green; the 9 projects highlighted in red are not recommended; and 16 projects are neither highlighted red nor green (white) but are identified as requiring further consideration.
- NVTa approval will be requested at the February meeting to release the draft program for public hearing to be held in March.
- After addressing feedback from this hearing and any other concerns, a final recommendation will be submitted to the NVTa in April 2015.
- Mr. Jasper noted that only the HB599 2040 ratings are being used in the analysis because, while not directly an “apples to apples” comparison, it provides some consistency in rating highway and transit projects. He also noted that the HB599 ratings were calculated under the assumption that the projects have already been completed.
- In reviewing Table 4, Mr. Jasper pointed out that the top three projects scored by NVTa are the same three projects that scored the highest for HB599. The top-rated transit project scored an 88.3 and the top-rated highway project has a score of 74; many of the transit projects outscore the highway projects because of the necessarily different approach for the congestion reduction criterion. There is a 20-point range to compare recommended transit and highway projects.
- Mr. Jasper acknowledged that the Project 27 (Herndon, East Elden Street) score needs a slight upward adjustment but this does not change the recommendation.
- Two highway projects highlighted in red (Prince William Route 15 widening and the Purcellville Main Street and Maple Avenue intersection improvements) are eligible for funding but are not recommended for further consideration. Neither project scored well in HB599 congestion relief. The cost of \$96 million for the Prince William Route 15 project means congestion relief relative to cost is very low. The other five projects highlighted in red are ineligible because they are not included in TransAction 2040.
- It was noted that clearly defining the phase of the project within the table would be helpful.
- It was recommended that the phase of the project and the jurisdiction’s expectation for the funding of the project be fully understood. Ms. Backmon reminded the group that a policy was avoided regarding this because it could constrain the NVTa to

continue to fund a project possibly from study to construction, which could span years and many millions of dollars. She reminded the group that building in some flexibility is necessary so the PIWG can make a recommendation based on the project's phase.

- It was noted that the Authority cannot fund highway projects that do not have an HB599 rating. Projects could be ineligible (highlighted red) because they did not pass the preliminary screening, i.e. inclusion in TransAction 2040.
- Mr. Jasper explained that the projects categorized in white, under further consideration, are retained on the list because they may be considered worthy of funding based on qualitative considerations at a later time. Chairman Nohe emphasized that, when the Authority authorizes advertisement of the March Hearing on the Two Year Program, it is important to include both the recommended projects and projects under consideration (green and white) on the advertisement so that citizens have the opportunity to voice their opinions regarding projects they find most worthy. He acknowledged that the red projects can be omitted from the advertisement since they are ineligible.
- For modal balance, Ms. Hynes suggested that the share of total funding associated with transit projects should be higher. She also indicated that Arlington County may resubmit one FY2015-16 funding request to include just design and not construction.
- Mr. Davenport recommended removal of "no further funding request" in Appendix B under the notes section of two Prince William County projects listed under FY2015-16 due to rising costs of right of way acquisition and utility relocation.
- Mr. Brown asked how we would address a situation where an ineligible project that has been rated by HB599 is resubmitted in response to a future call for projects. Would the project need to be re-rated by HB599?
- It was noted that transparency in how the data is collected throughout the evaluation process and public accessibility to this information is an important consideration.
- The Public Hearing was scheduled for Wednesday, March 25, 2015, at 6:00 p.m., subject to Authority approval, with possible snow dates of March 31 and April 1, 2015.

### **Adjournment**

#### **IX. Adjourn**

- The meeting adjourned at 11:35 a.m.
- The next PIWG meeting was scheduled for 9:30 a.m. on Friday, February 13, 2015 at NVT A





# **Northern Virginia Transportation Authority**

*The Authority for Transportation in Northern Virginia*

## **PROJECT IMPLEMENTATION WORKING GROUP**

### **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.<sup>1</sup> *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.

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<sup>1</sup> 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* months<sup>2</sup> 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.

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



# **NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

## **Project Implementation Working Group**

**2/9/15 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.<sup>1</sup> 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

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

determining which projects will receive NVTa 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.<sup>2</sup>
  - 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 NVTa 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 NVTa as one criterion (representing congestion reduction), and was weighted highest of all eleven selection criteria used by NVTa 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.

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<sup>2</sup> See VDOT website: [http://www.virginiadot.org/projects/northernvirginia/evaluating\\_significant\\_projects.asp](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 NVTAs evaluation of mass transit projects, only the HB599 project ratings for 2040 were used for NVTAs 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 NVTAs 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. NVTAs 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**

<b>Project</b>	<b>Agency</b>	<b>Project Description</b>	<b>NVTA Score</b>
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 <sup>3</sup>	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

<sup>3</sup> 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 (Fraleay 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 NVT Score)**

Project	Agency	Project Description	FY2015-16 Request	Project Cost	Potential Future Request	NVT 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 <sup>4</sup>	\$424,811,000	\$35,421,000	83.3
9	PRTC	Western Bus Maintenance and Storage Facility	\$ 16,500,000 <sup>5</sup>	\$ 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 <sup>6</sup>	\$ 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 <sup>7</sup>	\$ 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 <sup>8</sup>	\$ 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 <sup>9</sup>	\$ 66,400,000	\$14,800,000	53.3
17	VRE	Crystal City Platform Extension Study	\$ 400,000 <sup>10</sup>	\$ 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

<sup>4</sup> Original request \$44,416,000

<sup>5</sup> Original request \$16,000,000

<sup>6</sup> Original request \$56,000,000

<sup>7</sup> Original request \$5,000,000

<sup>8</sup> Original request \$19,000,000

<sup>9</sup> Original request \$24,800,000

<sup>10</sup> 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 <sup>11</sup>	\$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 (Fraleigh 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 <sup>12</sup>	\$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

<sup>11</sup> Original request \$20,000,000

<sup>12</sup> 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 <sup>13</sup>	\$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 <sup>14</sup>	\$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 <sup>15</sup>	\$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

<sup>13</sup> Original request \$7,100,000

<sup>14</sup> Original request \$27,700,000

<sup>15</sup> 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;<sup>16</sup>
- 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.

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<sup>16</sup> 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
<b>Counties</b>						
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
<b>Cities</b>						
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
<b>Towns</b>						
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
<b>Transit Agencies</b>						
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
<b>Total</b>						
	12	\$132,445,000	17	\$199,594,000	29	\$332,039,000
<b>Proportion of Initial Funding Recommendation</b>						
		39.9%		60.1%		
<b>Proportion of Estimated Available Funding (\$364,000,000)</b>						
		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

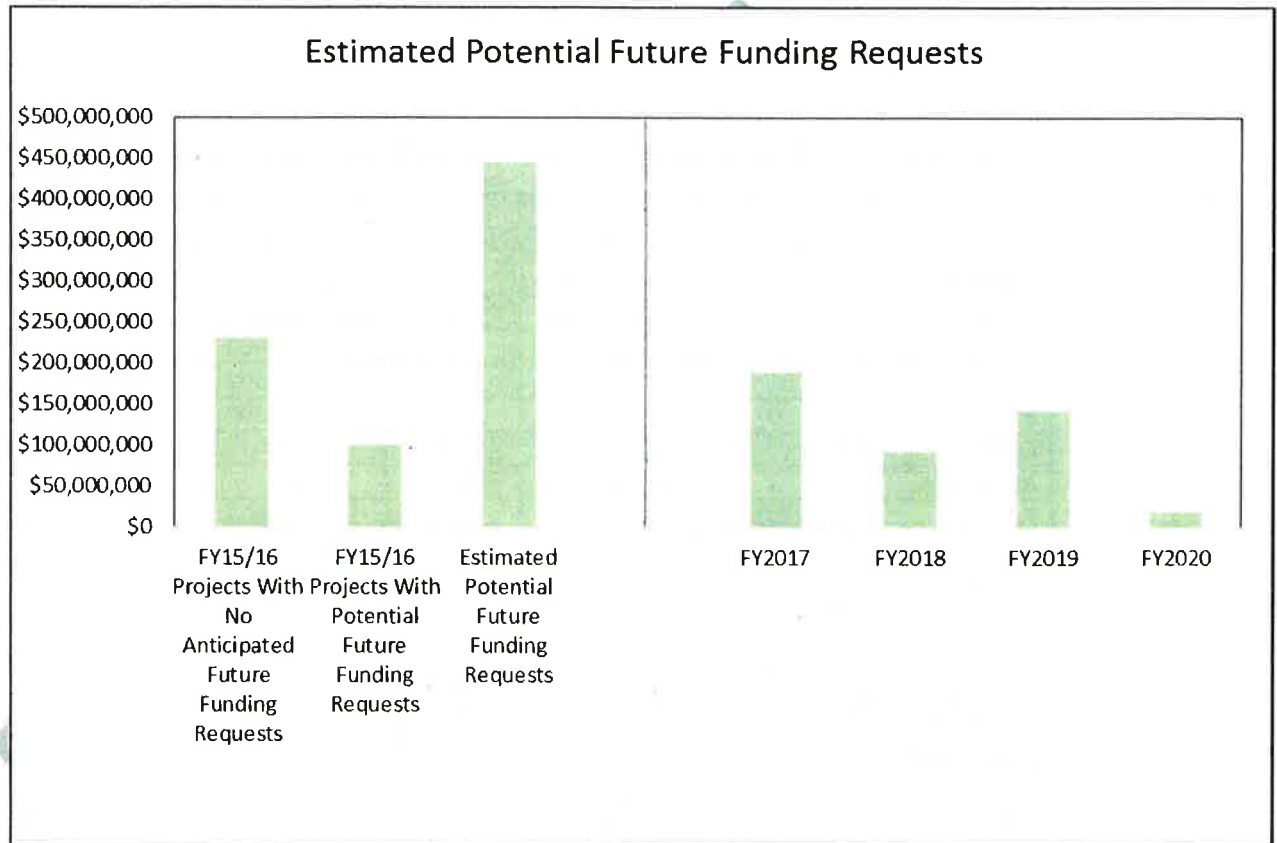
Tables 3 and 4 provide an estimated potential future funding request for each project, where available. This information was solicited on a non-binding draft basis for planning purposes only, and provides an early indication of potential upcoming revenue



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

Given the expectation that NVTAA 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

<b>Screening Criteria</b>
<b>All projects</b>
Contained in NVT'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.
<b>Highway projects only</b>
Rated in the HB599 Project Evaluation and Rating Study.
<b>Mass Transit projects only</b>
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	<b>High:</b> Project will significantly improve traffic flow. <b>Medium:</b> Project will moderately improve traffic flow. <b>Low:</b> Project will have minimal to no effect on traffic flow.	
Project Readiness	Project is in advanced phase of development	<b>High:</b> Project is in the ROW or construction phase. <b>Medium:</b> Project is in the design phase. <b>Low:</b> Project is in the study or planning phase.	
Urgency	Project is able to be readily implemented <sup>17</sup>	<b>High:</b> Project can be implemented in the near term (<6 years). <b>Medium:</b> Project can be implemented in the short term (6-12 years). <b>Low:</b> Project can be implemented in the long term (>12 years).	10
	Project addresses existing significant level of service (LOS) deficiencies for all modes of transportation	<b>High:</b> Project addresses existing LOS F condition. <b>Medium:</b> Project addresses existing LOS E condition. <b>Low:</b> Project addresses existing LOS A, B, C, or D condition.	5
Reduce VMT	Project reduces vehicle-miles traveled	<b>High:</b> Project directly reduces VMT (i.e., transit project, park-and-ride lot, new HOV lane(s), new pedestrian and bicycle trail). <b>Medium:</b> Project indirectly or through expansion reduces VMT (i.e., expansion of HOV, transit improvement, or expansion). <b>Low:</b> Project does not reduce VMT.	5
Safety	Project improves the safety of the transportation system	<b>High:</b> Project designed to specifically improve system safety and/or address an existing safety deficiency. <b>Medium:</b> Project will generally result in a safety improvement. <b>Low:</b> Project will have no discernible positive effect on safety.	5

<sup>17</sup> 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
<b>Priority given to greatest congestion reduction relative to cost:</b> 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.
<b>Continuity of project funding:</b> 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.
<b>Cost sharing:</b> 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.
<b>Geographic balance:</b> a policy consideration for the Authority when finalizing the FY2015-16 Two Year Program.
<b>Modal balance:</b> a policy consideration for the Authority when finalizing the FY2015-16 Two Year Program.
<b>Additional supporting information</b>

## Appendix B: Group 1 – Projects Recommended for Funding

Project	Agency	FY2015-16 Funding Requested	Notes
<b>Highway Projects (HB599 Identifier)</b>			
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 (Fraleay 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
<b>Subtotal (17 Recommended Projects)</b>		<b>\$199,594,000</b>	
<b>Transit Projects</b>			
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
<b>Subtotal (12 Recommended Projects)</b>		<b>\$132,455,000</b>	
<b>Total (29 Recommended Projects)</b>		<b>\$332,039,000</b>	

## Appendix C: Group 2 – Projects Not Recommended for Funding

Project	Agency	FY2015-16 Funding Requested	Notes
<b>Highway Projects (HB599 Identifier)</b>			
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
<b>Subtotal (7 Projects)</b>		<b>\$125,458,810</b>	
<b>Transit Projects</b>			
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
<b>Subtotal (2 Projects)</b>		<b>\$66,000,000</b>	
<b>Total (9 Not Recommended Projects)</b>		<b>\$191,458,810</b>	



### Appendix D: Group 3 – Projects Requiring Further Consideration

Project	Agency	FY2015-16 Funding Requested	Notes
<b>Highway Projects (HB599 Identifier)</b>			
Rolling Road Widening from Old Keene Mill Road to Franconia Springfield Pkwy (NVT-A-2)	Fairfax	\$27,700,000 -\$17,700,000	
US 29 Lee Highway (from west of Union Mill Road to Buckley's Gate Drive) (NVT-A-3)	Fairfax	\$10,000,000 -\$6,500,000	Study
Braddock Road HOV Widening (NVT-A-4)	Fairfax	\$10,000,000	Study
South Van Dorn Street and Franconia Road Interchange (NVT-A-5)	Fairfax	\$4,000,000	Study
Frontier Drive Extension & Braided Ramps (NVT-A-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) (NVT-A-12)	Fairfax	\$13,500,000	Study
Frying Pan Road (VA 28 to Centreville Road) (NVT-A-16)	Fairfax	\$6,150,000	Study
Real-Time Adaptive Traffic Control and Data Management System (NVT-A-18)	Alexandria	\$500,000	Study
VA Route 28 Widening (Prince William County Line to Route 29) (NVT-A-30)	Fairfax	\$7,100,000 -\$2,100,000	Study
<b>Subtotal (9 Projects)</b>		<b>\$61,650,000</b>	
<b>Transit Projects</b>			
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
<b>Subtotal (5 Projects)</b>		<b>\$33,900,000</b>	

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



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 (FY2015-16) 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.



**March 25, 2015**

<b>Open House</b>	<b>5:30 pm</b>
<b>Presentation</b>	<b>6:30 pm</b>
<b>Public Hearing</b>	<b>Immediately Following Presentation</b>

NVTa 3040 Williams Drive, Suite 200  
Fairfax, Virginia 22031

- Free Garage Parking Available
- Nearest Metro Station: Dunn Loring-Merrifield  
(Orange Line )

For more information on the Two Year Program  
go to: [www.thenovaauthority.org](http://www.thenovaauthority.org)

Pre-register to speak:  
[theauthority@thenovaauthority.org](mailto:theauthority@thenovaauthority.org)

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



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

## Northern Virginia Transportation Authority Public Hearing on Proposed NVTa FY2015-16 Two Year Program To Be Held March 25, 2015

The Northern Virginia Transportation Authority (NVTa) is seeking public input on the fiscal year 2015-16 (FY2015 - 16) Two Year Program to be funded by revenue from House Bill 2313, enacted by the Governor and General Assembly of Virginia in April, 2013.

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. The meeting will be held at the Northern Virginia Transportation Authority Offices located at 3040 Williams Drive Fairfax, VA - Suite 200. The Open House will be held beginning at 5:30/6:00 p.m., followed by a presentation beginning at 6:30/7:00 p.m. and the Public Hearing to follow immediately after the presentation.

The NVTa is seeking input on a list of 52 highway and mass transit transportation projects proposed for consideration in the FY2015-16 Two Year Plan.

The FY2015-16 program is too extensive for publication in this advertisement and is available at [www.TheNoVaAuthority.org](http://www.TheNoVaAuthority.org), by calling Camela Speer at (703) 642-4652, by e-mail at [TheAuthority@thenovaauthority.org](mailto:TheAuthority@thenovaauthority.org), or in person at the offices of the NVTa located at 3040 Williams Drive, Suite 200, Fairfax, Virginia 22031. Also available are the detailed project information sheets for consideration in the Two Year Program.

Comments on the FY2015-16 program may also be submitted by e-mail beginning March 11, 2015 to [TwoYearProgram@thenovaauthority.org](mailto:TwoYearProgram@thenovaauthority.org). The public comment period will be open March 11 through April 12, 2015. For additional information on the Open House and Public Hearing on March 25, contact the NVTa at (703) 642-4652.

Beginning March 11, 2015 you may pre-register to speak in one of three ways:

- visit [www.thenovaauthority.org](http://www.thenovaauthority.org) OR
- e-mail us at: [TheAuthority@thenovaauthority.org](mailto:TheAuthority@thenovaauthority.org) OR
- call us at 702-642-4652

**ACCESSIBILITY TO PERSONS WITH DISABILITIES:** The hearing is being held at a public facility believed to be accessible to persons with disabilities. Any persons with questions on the accessibility of the facility should contact the NVTa Offices at (703) 642-4652 or [TheAuthority@thenovaauthority.org](mailto:TheAuthority@thenovaauthority.org). Persons requiring special assistance or needing interpreter services for the deaf must notify the NVTa at (703) 642-4652, or via Virginia Relay by dialing 7-1-1, no later than March 20, 2015.

**Legal Requirement Print Media Run Date: March 11 and March 18, 2015**

**Posted to NVTa Web Site: February 25, 2015**

**Posted to Facebook: February 25, March 4, 11, 18 and 25, 2015**

**E-Blast and NVTa Distribution Lists: February 25, 2015; March 4, 11, 18 and 25, 2015**

## Two Year Program Draft Timeline (2015)

<i>Date</i>	<i>Event/Activity</i>	<i>Notes</i>	<i>Staff</i>
<b>FEBRUARY</b>			
February 12	JACC		
February 13	PIWG Meeting Approve Draft Materials		
February 18	TAC Meeting		
February 19	PCAC Finalize Draft Materials		
February 20	Approve Public Notice Information, Ads and Materials		Backmon, Council of Counsels
February 23	Post Public Hearing Notice on NVTA Web	Links to flyer, interactive map, project list. Secure sign ADA services and court reporter Post to Facebook E-Blast/Distribution Lists Binder of Projects Available @ NVTA, Jurisdictions	
February 26	NVTA Meeting		
<b>MARCH</b>			
March 4		Post public hearing reminder to Facebook E-Blast/Distribution Lists	
March 6	Define signage needs		
March 11	Run first Public Notice (Washington Times, Washington Post) Public Comment Period Opens	Post Presentation, project list and map to web site Post public hearing reminder to Facebook E-Blast/Distribution Lists Media List, PIO, Distribution List	
March 16	Media Release		
March 18	Run second Public Notice (Washington Times, Washington Post) PIWG Report for NVTA Meeting Due	Post public hearing reminder to Facebook E-Blast/Distribution Lists	
March 20	ADA special needs requests deadline		

<i>March 23</i>	Media Release	Media List, PIO, Distribution List
<i>March 25</i>	Public Hearing	Post public hearing reminder to Facebook E-Blast/Distribution Lists Open House - 5:30 pm Presentation – 6:30 pm Public Hearing Begins Immediately Following Presentation
<i>March 26</i> <i>March 31</i>	NVTA Meeting PUBLIC HEARING SNOW DATE	
<i>APRIL</i> <i>April 1</i> <i>April 3</i>	PUBLIC HEARING SNOW DATE PIWG Packet Prep	Includes Draft Summary of Comments; Alternate Date April 12 To Be Determined
<i>April 6</i> <i>April 12</i>	PIWG Meeting (TBD) Public Comment Period Closes	