



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PROJECT IMPLEMENTATION WORKING GROUP

Thursday, October 2, 2014, 10:00am
Fairfax Department of Transportation
4050 Legato Road, Suite 400
Fairfax, Virginia 22033

AGENDA

I. Call to Order/Welcome **Chairman Nohe**

II. Meeting Summary of August 18, 2014, Meeting
*Recommended action: Approval [with abstentions
from those who were not present].*

Discussion/Information

III. NVTa Update **Ms. Backmon**

IV. Financial Committee Report **Mr. Longhi**

V. Discussion of NVTa Two Year Program **Mr. Jasper**
A. Draft Project Selection Criteria

1. Feedback from TAC, PCAC, JACC
2. Review revised project selection criteria
3. Review draft presentation/memo for October 9 NVTA meeting

VI. Draft Policy for addressing delayed NVTA-funded projects

VII. Draft Policy for managing unallocated FY2014 funding

VIII. Other Business

IX. Next Meeting

Adjournment

X. Adjourn



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PROJECT IMPLEMENTATION WORKING GROUP

Monday, August 18, 2014, 10:00am

Fairfax Department of Transportation

4050 Legato Road, Suite 400

Fairfax, Virginia 22033

SUMMARY NOTES

I. Call to Order/Welcome

Chairman Nohe

- Chairman Nohe called the meeting to order at 10:05am.
- Attendees:
 - **PIWG Members:** Chairman Nohe; Board Member Hynes (Arlington County); Council Member Rishell (City of Manassas Park); Rick Canizales (Prince William County); Bob Brown (Loudoun County); Tom Biesiadny (Fairfax County); Sarah Crawford (Arlington County); Jim Maslanka (City of Alexandria); Helen Cuervo, Maria Sinner (VDOT); Claire Gron (NVTC); Joe Swartz (VRE); Cynthia Porter-Johnson (PRTC); Rich Roisman (MWCOG/TPB); Richard West (Town of Dumfries); Mark Duceman (Town of Herndon).
 - **NVTA Staff:** Monica Backmon (Executive Director); Mike Longhi (CFO); Keith Jasper (Program Coordinator); Denise Harris (Program Coordinator).
 - **Other Staff:** Kimberly Bibbee (Prince William County).
 - **Other:** Nancy Hiteshue (Northern Virginia Transportation Alliance); David Dickson (Sierra Club NOVA).

II. Meeting Summary of July 11, 2014, Meeting

- Unanimously approved.

Discussion/Information

III. NVTA Update

Ms. Backmon

- Ms. Monica Backmon informed the group that Deputy Secretary of Transportation, Nick Donahue will be present at the NVTA meeting on September 11, 2014, to discuss and answer questions regarding HB2. The Authority will also work toward formalizing and approving the standard project agreement with member jurisdictions and VDOT during this meeting.

IV. Financial Committee Report

Mr. Longhi

- Mr. Mike Longhi reported that the RFPs are out for underwriting and trustee services and those proposals are due early September. Revenue for 2014 (accrual period) is on target. NVTa staff are working with member jurisdictions on routine processes for certifications.
- Mr. Tom Biesiadny reported that the Financial Working Group is working with the NVTa staff to prepare for the Authority's discussion of Long-Term Benefit and will meet with the Technical Advisory Committee (TAC) in September.

V. Discussion of Draft Project Selection Criteria

Mr. Jasper

- Chairman Nohe explained the intent of the meeting is to discuss the Two-Year Program and the draft project selection criteria. He emphasized the importance of timeliness to ensure the program development schedule is met. The PIWG will first bring findings and draft discussion to the TAC, PCAC and JACC for review, come to a consensus regarding the recommendations made by these committees then make all necessary changes prior to NVTa review and approval. The Authority is scheduled to adopt the project selection criteria at its meeting on October 9, 2014.
- Mr. Keith Jasper reviewed the components of the draft project selection criteria, the 33 highway projects and 19 mass transit projects, and the funds available for the Two-Year Program. He pointed out that some projects that received FY2014 funding are also being considered for about \$170 million funding from the Two-Year Program.
- Mr. Brown questioned whether these are ongoing projects and Ms. Backmon emphasized the need for accurate, detailed information from the jurisdictions to distinguish continuing projects from new projects. Mr. Jasper urged jurisdictions to provide this critical information so that the database of funding requests is current, correct and consistent prior to application of project selection criteria.

Suggested criteria and rating system

- Mr. Jasper continued to explain the selection criteria, summarizing the three-tier approach. While Tier I contains five pass/fail criteria, including the addition of HB599, Tiers II and III run parallel in that Tier II determines a quantitative score for each of the projects and Tier III allows for other important considerations that do not lend themselves to a scoring system. Mr. Jasper noted that five projects (four highway, one transit) failed Tier I because they are not in the long-range plan or any of the alternative plans. Also, the five Commonwealth Transportation Board (CTB)-nominated projects do not fully comply with Tier I and are ineligible for funding. Tier I criteria are similar to the FY2014 selection process with the addition of HB599

project evaluation and ratings. Chairman Nohe added that Tier 1 ensures that we comply with our own rules and the law.

- Mr. Brown requested adding the year where applicable to plans, such as the MWCOG/TPB Constrained Long Range Plan (CLRP.) He questioned whether mass transit projects need to be included in the TransAction 2040 long range plan based on the legal language regarding highway projects receiving 70 percent funding “or transit projects that increase capacity...” Ms. Backmon believed, based on the bond validation process, the projects selected for FY14 and beyond were all included in the TransAction 2040 plan and these projects had been vetted through a plan that the Authority initiated and approved. She recommended speaking to an attorney for confirmation of how the language is to be interpreted.
- For Tier II, Mr. Jasper discussed how the detailed HB599 rating will be incorporated for highway projects within the reducing roadway congestion criterion. The final HB599 rating (0-100 for rating congestion impact) will be divided by 100 and multiplied by its weighting. Since this cannot be applied to transit projects, other screening approaches were discussed. Mr. Jasper suggested assigning a high (1 point), medium (2/3 point) or low rating (1/3 point) for transit projects and then applying the weighting for those criteria.
- Mr. Rick Canizales emphasized that for projects in the TransAction 2040 plan criteria had already been scored. However, ten projects (seven highway, three transit) were not in the plan but were in the 2010 CLRP. Criteria for these ten projects would need to be scored as part of the project selection process. Board Member Hynes noted that this should be stated clearly. She emphasized the need to be transparent about how we rate transit projects and clearly define how we distinguish between significantly, moderately and minimally.
- Chairman Nohe suggested developing an extrapolation process where the group can look to similar projects in the TransAction 2040 plan to compare with each project under analysis. He noted that this will be an important discussion to have with the Authority. Ms. Backmon reiterated that getting the correct information back from the jurisdictions is imperative to ensure each project is evaluated fairly prior to going to the Authority for recommendation.
- Mr. Jim Maslanka suggested adding another column to the chart for funds likely to be received from NVTA. Mr. Jasper agreed this would be good information to have available.
- Mr. Biesiadny noted that, for the short term (next 2 ½ years), if projects are not included in the jurisdictions’ Comprehensive Plans this could be a fatal flaw. He proposed that the Land Use criterion identifying that a project is supported by a Comprehensive Plan be removed from Tier II and added to Tier I (pass/fail). Ms. Backmon further stated that the Authority relies on the jurisdictions to take ownership of completing the project and updating their Comprehensive Plans with their projects. She explained that the NVTA informs citizens of what projects are advancing and if the project is not in the Comprehensive Plan, there seems to be an automatic delay.
- The group discussed how to redistribute the 5 points in Tier II. The group decided to replace the Tier II selection criterion “Project is supported by a comprehensive plan” with “Supports intra- and inter-connector activity.” Chairman Nohe requested that

this change be added as an appendix to the documentation for the committees to review.

Suggested weightings

- Chairman Nohe cautioned that the NVTa would not want to invest millions of dollars for a road project that may not be completed because of the HB2 process. Although 5 points are allocated for cost sharing, this can be positive or negative depending on the source of the funds. Mr. Jasper explained this is another reason why we look at Tiers II and III in parallel: cost sharing is a positive factor in Tier II (worth 5 points) but is re-evaluated in Tier III as a possible negative factor depending on what strings are attached to the funding.
- Mr. Longhi noted that some jurisdictions may have documented the total project cost without fully knowing the sources of non-NVTa funds. This information needs to be defined to better understand the full financial needs of each project.
- Mr. Jasper explained that Tier II Project Readiness refers to readiness in two ways: the phase of the project (e.g., in right of way or construction versus study or planning) and how quickly the project can be implemented in terms of number of years; for a total of 25 points. Board Member Hynes questioned if 15 points being associated with right-of-way readiness leaves transit projects at a disadvantage. Mr. Canizales responded that the contract is usually already in hand for buses and railcars. He recommended that, in these instances, the project should get the full 15 points.
- Regarding Urgency and Level of Service, Mr. Canizales clarified that transit facilities will be given the score associated with that corridor. Since there is a level of service for each segment of road, a bus running within that segment of road will receive that same level of service; thus, a transit center or station will be scored according to the corridor it services. Mr. Canizales pointed out that most of these criteria come from the TransAction 2040 plan.
- Chairman Nohe stated that Project Readiness and Urgency (worth a total of 30 points) are topics that work in tandem; a project that is still under study does not relieve any congestion. Mr. Canizales added that “Urgency” (as taken from the TransAction 2040 plan) refers to a level of service, the severity of a congested corridor and is not time-based.
- In response to Mr. Brown’s question regarding whether the Authority would fund construction of a project as opposed to waiting for a study to be completed, Chairman Nohe explained that we have to be careful because it creates public expectation that projects will be completed in a timely manner. Studies need to be funded but it would be a waste of money to fund projects that do not end up getting built. Mr. Biesiadny also pointed out that, for the NVTa to consider funding any of these projects, they must be evaluated for HB599. Some projects may have been submitted to get through the HB599 evaluation process so they will be eligible for funding.
- Ms. Backmon stated that the Authority will do the first bond issuance in October and with about \$770 million in funding requests and only \$373 million in available revenue, the appropriate funding mechanism is a policy decision that will have to be determined.

Modal balance

- Mr. Jasper described another alternative for evaluating transit and highway projects. He suggested one rating scale for highway and another rating scale for transit. Rather than have one total dollar amount, having two separate dollar amounts so highway projects compete with other highway projects and transit projects compete with other transit projects. A certain percentage would go to highway projects and a percentage would be designated for transit projects. It was noted that, for FY14 funds, 60 percent was given to highway projects and 40 percent was allocated for transit projects.
- Mr. Biesiadny cautioned that only allowing a certain percentage to go to either highway or transit, depending on what you request, could prevent a large highway or transit project from getting enough funding to be completed. Mr. Jasper agreed and suggested that we won't know how this will work until after reviewing the HB599 ratings in December. If highway projects score 80-90 points, only highly rated transit projects would compete. We need to know how the majority of highway projects will score in order to know which methodology is most robust.
- Mr. Canizales stated that over time, when we get to the Six-Year Plan, we will know how the Two-Year Plan works and we can adjust accordingly. He was in favor of rating transit projects separately from highway projects without assigning dollar amounts. He recommended giving the NVTa two lists showing how highway projects rated and how transit projects rated separately and the total funding available. He suggested leaving modal balance and geographic balance out of the project selection criteria as it should be part of the NVTa selection process at completion.
- Mr. Longhi emphasized the need for flexibility based on what projects are needed. While this year there may be all highway projects, next year transit projects may be of most importance. Policymakers will need to allocate projects geographically and modally. Mr. Longhi agreed that it makes sense to administer the ratings separately.
- Board Member Hynes pointed out that, while everything is expressed here as congestion reduction, we can refine this in that we are talking about moving people—person throughput as a way to measure congestion reduction. Mr. Canizales responded that we do not have the data to understand the person throughput for each corridor but it may be something we can look at through the update of TransAction 2040. Ms. Backmon added that, although for this Two-Year Program the data is unavailable, there will be analysis of the transit projects for later programs. She emphasized that information is being extrapolated from the jurisdictions to ensure projects are evaluated fairly.
- Mr. Biesiadny also suggested the addition of “modal balance” to the Tier III criteria and Ms. Backmon concurred.

Continuity of project funding/Project funding requests vs. revenues

- Mr. Jasper discussed continuity of funding as a factor and the possibility of capping the money or percentage scaling so that every project gets a certain percentage of their requested funds. Chairman Nohe pointed out that the public expectation is to get the projects done. If you cap project funding, you run the risk of never completing projects because the money isn't there. Mr. Maslanka agreed and stated that some jurisdictions have large projects instead of multiple smaller projects so putting a cap on the total amount of the project would hinder completion of those larger projects.

- Ms. Backmon added since there is an expectation for projects that are ready and regionally significant to get funded, if there is a cap on this, it may appear that the Authority is not addressing the regionally significant component. Priority should be given to the projects that have the highest congestion reduction relative to cost. Mr. Biesiadny pointed out that, because the NVT A money allows projects to move forward that in many cases could not otherwise progress, setting an artificial cap is unfavorable. Chairman Nohe agreed capping funds is not a viable option and this should also be noted in the appendix provided to the committees.

Cost sharing

- In response to Mr. Brown's question regarding the cost-sharing criterion in Tier III, Mr. Canizales explained that cost-sharing can be re-evaluated qualitatively as a negative within Tier III because the money is based on a grant that has not yet been received or HB2 money that the State has not yet provided. Mr. Brown questioned what kind of documentation is needed to show funding and Mr. Canizales explained that project readiness is proven with inclusion of the project in the Comprehensive Plan and the Capital Improvement Program (CIP.)
- In response to Board Member Hynes' query regarding cost-sharing, Mr. Canizales explained that the cost sharing criterion in Tier II refers to actual dollars in-hand allocated for the project. Mr. Jasper added that for the Tier II project readiness criterion the assumption would be that the funding is in place. Board Member Hynes questioned how cost sharing is defined within project readiness in Tier II and Mr. Canizales explained this refers to the actual phase of the project, and not the details of funding. He stated that, for project readiness, two different factors are considered: the phase of the project (without NVT A funding) and in what timeframe the project can be implemented. Mr. Canizales, Ms. Backmon and Chairman Nohe agreed that this should be further clarified.

Geographic balance

- Council Member Rishell questioned whether there is any financial consideration when referring to geographic balance. Mr. Biesiadny stated that the money cannot be assigned to one part of the region. Residents throughout the region must be able to say there are projects within their region. Chairman Nohe explained that the law says we must allocate funds to the benefit of a jurisdiction based on the amount they have contributed. Council Member Rishell expressed concern that the inner jurisdictions (such as Arlington or Alexandria) could, depending upon the outcome of the long-term benefit discussion, have a large percentage of the funding directed inward, thereby leaving less funding to allocate to other parts of the region.
- Mr. Canizales emphasized that this is project selection for the 2 ½ year plan and we need to look at projects throughout the region but we must separate this process from the process of determining long-term benefit. Chairman Nohe explained that when the Authority adopts a plan, there will be projects inside and outside the Beltway, big and small, all throughout the region. If projects are funded and none are in a particular county, this would be a failure. Chairman Nohe acknowledged that "long-term benefit" has yet to be defined but that this definition may not be needed for the first 2 years because the long-term plan has not been developed. Long-term benefit must be a prospective and retrospective consideration.

Other

- Chairman Nohe recommended renaming the three Tiers to ensure equal importance is given to each and the language is easily understood. He suggested:
 - Initial Screening (instead of Tier I)
 - Quantitative Calculations (instead of Tier II)
 - Qualitative Considerations (instead of Tier III)

VI. Other Business

- None.

VII. Next Meeting

- PIWG meeting: Thursday, October 2, 10:00 a.m.
- NVTa meeting: Thursday, October 9, 7:00 pm

Adjournment

VIII. Adjourn

- The meeting adjourned at 11:57 a.m.



PROJECT IMPLEMENTATION WORKING GROUP

Draft Project Selection Criteria: Comments

I. Background

- Pages 2-7 of this note contain comments made by members of the Jurisdiction and Agency Coordinating Committee (JACC), the Planning Coordination Advisory Committee (PCAC), and the Technical Advisory Committee (TAC) in response to a presentation on the draft project selection criteria developed by the Project Implementation Working Group (PIWG).
- Comments are consolidated by presentation slide number. Each comment has an identifier that includes the letter J, P, or T to denote the source of the comment – JACC, PCAC, or TAC respectively.

II. Selection Process

- Following approval by the Authority (scheduled for October 9, 2014), NVTA staff will evaluate each project using the approved selection criteria. For highway projects, this process will not be complete until the final HB599 ratings are available. NVTA staff will coordinate with jurisdictional staff throughout this process.
- Criteria that support quantitative scoring will be based on the rating scale and associated thresholds listed in the TransAction 2040 Technical Report:
http://www.thenovaauthority.org/transaction2040/2040PDFs/Final/NVTA_TA2040_TechReport_20121121_LoRes.pdf
- The project selection process is scheduled to continue through November 2014.

III. Future Funding Programs

- It is noted the general approach to project selection, choice of selection criteria, associated scoring methodologies, and the relative emphasis placed on individual criteria will likely be reviewed, and possibly refined, with each successive funding program.

ID	Slide	Comment	Initial NVRTA Staff Response
T1	8	<p>Notion of Continuity of Funding - I believe it is appropriate in general to give priority for NVRTA funds to projects that previously received some NVRTA funds. Presumably if a project was worthy of funding in an earlier year, and continues to be championed by one or more jurisdictions, it should continue to receive funding rather than be interrupted, jeopardizing its completion. However, if prior NVRTA funds were solely for a study or very early stage of design, then I could support delaying funding if there were other priority projects at risk. No jurisdiction should take NVRTA funding for granted, but there should still be a comfort level that funding is likely if the project is well-managed and not having serious overruns or dropping in the regional priority list. (AA)</p>	<p>Currently, NVRTA funding approval is multi-year – no changes are planned.</p> <p>In general, NVRTA 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.</p>
P1	8	<p>Consideration should be given as to how to wean projects off NVRTA funding, and only fund phases.</p>	<p>Funding decisions will continue to be based on the prevailing project selection criteria, subject to funding availability at the time of request.</p> <p>However, funding continuity decisions will be continue to be considered on a case-by-case basis.</p>
P2	8	<p>Consideration must be given to the Towns' limitations to float bonds. Also, local 30% funds are smaller for Towns than member jurisdictions and therefore require many years of savings to contribute to large projects.</p>	<p>NVRTA funding approval for studies does not infer a commitment to fund any subsequent project phase, including additional studies.</p>
P3	8	<p>Concern that NVRTA regional 70% funds will get used up by early projects.</p>	<p>Continuity of funding commitments requires compliance with all terms and conditions associated with approved SPAs, and any requirements imposed by NVRTA.</p>
J1	8	<p>While not specific to any project, consideration should be given to NVRTA authorizing multi-year funding agreements that would span multiple years of project funding and/or multiple project phases. This approach is consistent with VA DRPT and Federal capital grant programs (i.e., Rail Enhancement Fund, Fixed Guideway Capital Investment grant) that issue multi-year grant funding agreements. It also provides sufficient commitment of NVRTA funds (even if they are committed for future year funding) to leverage as local match to pursue other local, State or Federal funding opportunities.</p>	

ID	Slide	Comment	Initial NVT A Staff Response
P4	9	Ensure Towns are not at a disadvantage; understand what jurisdictions are doing to raise revenue. Concerns that state funding will be eliminated on some projects if other funding sources are not confirmed.	No changes proposed to project selection criteria although concern on these issues is noted.
J2	11	VRE is an independent transit agency, separate from local jurisdictions. VRE major capital projects are not generally contained or supported by a jurisdiction Comprehensive Plan. However, the System Plan 2040 is VRE's adopted long-range plan. In evaluating VRE project funding submissions against this criterion, inclusion of the project in the VRE System Plan is the applicable comprehensive plan document.	'Comprehensive Plan' refers to the plans that counties, cities, and towns are mandated to publish. Transit projects may be included in such plans or supported through Board resolutions in the localities affected. Consideration will be given to the VRE System Plan.
P5	11	For projects in different jurisdictions in the same corridor, approaches must work together.	
P6	11	Provide list of acronyms to explain various projects list and methodologies	No changes proposed to project selection criteria; explanatory information will be developed.
P7	11	Clarify screening rules with respect to CLRP	Information provided in Note 1.
P8	11	Should a project be included in all Comprehensive Plans for jurisdictions in which it has an effect, or just for jurisdiction in which project is located?	The project shall be included in the Comprehensive Plan(s) for the jurisdiction(s) in which the project is located. (see also J2)
T2	12	For future consideration - as data becomes available from the Long-Term Benefits Program, as well as other outside resources, suggest addition of criteria associated with results/return on investment of similar projects carried out by NVT A members/elsewhere. (AC)	No changes proposed to project selection criteria – this will be reviewed for future funding programs.
P9	15	Ensure that project information is updated for HB599 ratings study and for NVT A selection process.	Due diligence efforts have been underway since August 7, and will continue through evaluation.
P10	15	How will future land use be taken into account, e.g. Potomac Shores?	Address through TransAction 2040 update
P11	15	Explain rating methodology for high, medium, low scoring.	Addressed on Slide 12

ID	Slide	Comment	Initial NVT A Staff Response
J3	16	<p>While it is important to be able to implement projects, the TransAction 2040 Goal to provide responsive transportation service to customers cannot be accomplished without planning for long range expansion and growth of the transportation service. Implementing large, complex transportation projects, especially transit projects, must begin with solid planning and can take multiple years to reach fruition. Application of this criterion should not unduly penalize such projects which, due to the project development process necessary to qualify for other State or Federal funding must rely on local funds at the early project phases. Failure to maintain an adequate project “pipeline” that will enable the transportation system to be responsive to future needs will hamper long-term network growth.</p>	<p>The rating scale for project readiness is consistent with TransAction 2040, and the associated weightings reflect the Authority’s continued emphasis on funding projects that provide near-term congestion relief.</p> <p>PIWG members may suggest alternative rating scales and weightings.</p> <p>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.</p>
J4	16	<p>“Implementation” as defined by this criterion should apply to the specific project phase being funded rather than completion of project construction. Similar to above comments, the inability to “implement” a project phase, even an earlier project phase such as design or NEPA, will deter the timely implementation of the project and responsive growth of the transportation network.</p>	
J5	16	<p>Suggest ‘High’ be based for a project that can start construction in < 2 years. What does implemented mean?</p>	
T3	16	<p>Project readiness originally came about as a result of the TIGER funds from the Federal Government during the recent recession as a way to get jobs energized. As the economy is generally improving, it is suggested that the weighting of readiness be reevaluated. The suggestion here is that Safety [Slide 19], the reduction of VMT [Slide 18] and Urgency [Slide 17] may not be outweighed by Readiness. (RB)</p>	

ID	Slide	Comment	Initial NVT A Staff Response
T4	17	For "Quantitative Score (Urgency)" - suggest (depending upon availability of data) future consideration of alternative metrics associated with reliability of travel and/or delay (e.g., hours of delay, cost of delay, and % of travel in extreme delay) (AC)	No changes proposed to project selection criteria – this will be reviewed for future funding programs.
J6	18	This is a qualitative, vs. quantitative assessment?	Uses quantitative ratings from TransAction 2040
J7	20	Suggestion for 'High': walkable community	PTWG members may suggest alternative rating scales and weightings.
J8	20	An alternative to a new "Within Activity Center" criterion could be modal integration, e.g. a Complete Streets solution.	
J9	20	Connecting jurisdictions is different to connecting activity centers.	
P12	20	Instead of new "Within Activity Center" criterion, replace with "Connects Multiple Jurisdictions".	
T5	20	Further discussion should be pursued in the definition of "within Activity Centers" as it relates to the Connectivity Quantitative score. One could argue the connectivity within a Activity Center (i.e. Jones Branch Connector in Fairfax County connecting Route 123 to Jones Branch Drive and the I-495 Express Lanes) has little to no impact on the regional system. This may be best used for the localities in their assignment of the "30% funds" that they receive to use as they desire within the limits of the regulations. It is hard to develop an example where such a project within an activity center would be beneficial enough to warrant a ranking for regional consideration. If it does have such a ranking, it would be captured in the other measures such as congestion relief, safety, etc. This measure may need to be removed and the 5 points assigned to other factors. (RB)	
T6	20	Program selection criteria: I would like to see them keep "project improves connections within activity centers." This is a very important factor and I was happy to see it added. As a quantitative evaluation method, they could use a link/node ratio method. I have a white paper	

ID	Slide	Comment	Initial NVT A Staff Response
		about methods for measuring internal connectivity that I am glad to share with the staff, if they think it would be useful. (MJ)	
T7	20	Connectivity within Activity Centers: Criterion definitions needed - High: Project increases the number of travel modes available between two different land uses in an Activity Center (residential and office, residential and retail, office and retail), Medium: Project reduces transit, bicycle, or pedestrian travel time between two land uses in an Activity Center, Low: Project improves sidewalks, walk signals, curb cuts, or the like within an Activity Center. (AA)	
T8	20	How large are “activity centers?” Is it necessary to create criteria for motorized vehicles within an activity center? One would assume that walking would be the mode for moving within an activity center, rather than driving. (PT)	
T9	20	Perhaps Connectivity between activity centers should be retained, and just be assigned 5 points. The remaining 5 points (“Project improves connections within Activity Centers”) could be assigned elsewhere. Or, alternately, reassign the entire 10 points to Connectivity between activity centers. (PT)	
T10	21	Note that in the next criteria, Bike/Ped, “within an activity center” is mentioned in each scale. This is a reasonable criteria. (PT)	Consider alongside comments for Slide 20
T11	21	I see that in the Bike/Ped quantitative Score box that the selection criteria is: “Project supports multiple use development patterns in a walkable environment.” Does “walkable” generally include “bikable?” (PT)	Reword ‘Selection Criteria’ to “...in a walkable/ <u>bikeable</u> environment.’
T12	21	Is the term “bikable” not in common use? (PT)	
J10	22	Should also allow a new project the same rating scale	Agreed


ID	Slide	Comment	Initial NVT A Staff Response
J11	23	Is State or Federal considered 'Other'?	'Other' refers to any funding source other than NVT A regional (70%) funds, i.e. federal, state, local, NVT A local (30%) funds.
J12	23	As noted in comments to slide 8 (J1), commitment of a local match is a prerequisite to applying for many State or Federal funding programs. This criterion should address not only already identified private or outside (i.e., non-NVT A) funding sources but also the ability of an NVT A funding commitment to leverage a State or Federal application for major capital funding sources. As VRE has noted regarding the FY15-16 Franconia-Springfield to Woodbridge funding application, a commitment by NVT A to provide \$30M in local funding for the project can leverage up to \$70M in VA Rail Enhancement Funds. The NVT A and VA funds (\$100M) could in turn leverage up to \$100M in Federal Fixed Guideway Capital Investment Grant funds; in effect turning NVT A's \$30M into \$200M.	No action required; cost sharing will be documented and evaluated during the selection process, from both quantitative and qualitative perspectives.
J13	24	Discussions at the September 23, 2014 JACC meeting indicated "cost sharing" as reflected in this criterion is a "negative score" to the extent the project is relying on future, unallocated funding to complete the funding commitment for a phase or the entire project. As noted in prior comments, initial commitment of NVT A funding as a local match can leverage significant funding from State and Federal sources. However, those funding sources require demonstration of the commitment of local match funds as evidenced by agreement or formal action of the funding authority – but not necessarily allocation of funds in the current year – in order to qualify as local match.	No action required; cost sharing will be documented and evaluated during the selection process, from both quantitative and qualitative perspectives.
T13	24	Under "Qualitative Considerations" - suggest future consideration of "extent of mobility enhancement" as a potential screening criteria (AC)	No changes proposed to project selection criteria – this will be reviewed for future funding programs.

FY2015-16 Program

Project Selection Criteria

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


September 22, 2014



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PCAC Meeting Objectives

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



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What is the FY2015-16 Program?

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



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Schedule

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



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Call for Projects

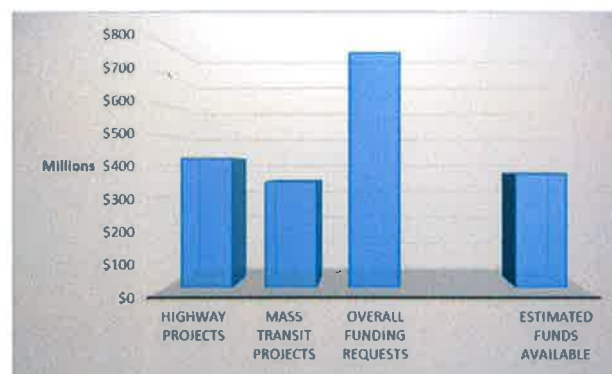
- Issued in December 2013
- Responses due February 2014
- Responses from:
 - 4 Counties, 3 Cities, 4 Towns, and 3 Transit Agencies
- Wide range of regional projects
 - 33 Highway Projects
 - 19 Mass Transit Projects



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Funding Requests



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PIWG Rejected Funding Caps/Scaling

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



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Ongoing FY2014 Projects

TOTAL FY2015-16 FUNDING REQUESTS
(\$770 MILLION)



EST. AVAILABLE FY2015-16 FUNDING
(\$373 MILLION)



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



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Financing Options

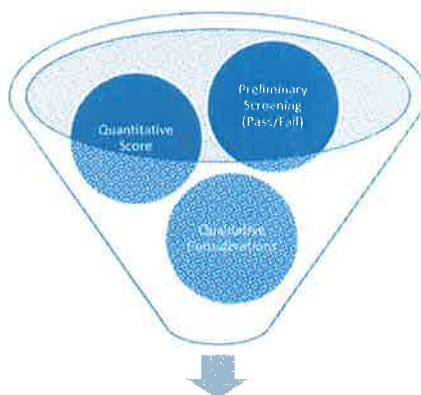
- Two options
 - PayGo
 - Bond issue
- Policy consideration for NVTa; not a factor in project selection



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Overall Approach



Selected Projects



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Preliminary Screening

Draft Project Screening Criteria

All Projects

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

Highway Projects Only

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

Transit Projects Only

- Mass Transit project that increases capacity

1: Refers to the 2010 version of the TPB's Constrained Long Range Plan (CLRP)

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

3: Previously, this criterion was part of the qualitative score



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Quantitative Score – Methodology

For each project:

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

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



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Quantitative Score – Challenge

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

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



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Quantitative Score – Issue

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

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



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Quantitative Score (Congestion)

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



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Quantitative Score (Readiness)

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



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Quantitative Score (Urgency)

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



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Quantitative Score (VMT)

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



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Quantitative Score (Safety)

TransAction 2040 Goal: Provide responsive transportation service to customers

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



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Quantitative Score (Connectivity)

TransAction 2040 Goal: Maximize community connectivity by addressing transportation and land use together

Selection Criteria	Rating Scale	Weighting
Project improves connections between multiple Activity Centers	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
Project improves connections within Activity Centers [NEW] ¹	High: TBD Medium: TBD Low: TBD	5

1: Replaces Comprehensive Plan criterion



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Quantitative Score (Bike/Ped)

TransAction 2040 Goal: Provide an integrated, multimodal transportation system

Selection Criteria	Rating Scale	Weighting
Project supports multiple use development patterns in a walkable environment	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



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Quantitative Score (Technology)

TransAction 2040 Goal: Incorporate the benefits of technology

Selection Criteria	Rating Scale	Weighting
Project improves the management and operation of existing facilities through technology applications	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



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Quantitative Score (Cost Sharing)

TransAction 2040 Goal: Identify funding and legislative initiatives needed to implement the Plan

Selection Criteria	Rating Scale	Weighting
Project leverages private or other outside funding ¹	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

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



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Qualitative Considerations

Draft Project Screening Criteria

All Projects

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

1: See also slide #23



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Next Steps (after October 9)

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



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PROJECT IMPLEMENTATION WORKING GROUP

Policy Framework for Addressing NVTA-Funded Projects that are not Advancing

I. Purpose of Policy

- The Authority commits 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 prior financial (funding) commitments for previously approved projects that are not advancing per the approved scope of work. Thus, 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. Project funding is obligated at the point that the Authority approves the project. The Standard Project Agreement (SPA – covered in another policy) provides a detail of expected utilization of the already obligated funds.
- Project progress may be delayed under a variety of circumstances. Continued funding of projects experiencing significant delays may not be in the best interests of the Authority if such delays result in reserving Regional Revenue Fund resources that could be more immediately applied to 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. As of September 26, 2014:
 - NVTA has approved 12 SPAs;
 - 6 projects are slated for SPA approval action by the Authority at its October 9, 2014 meeting
 - 14 projects have not yet submitted SPAs for approval; and
 - 1 project has been withdrawn

- For the 12 projects with approved SPAs, one project is complete and has been fully reimbursed. No other receipts have been submitted to NVTa.

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. For FY2015-16 projects, authorization is currently scheduled for March 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.
 - Project delays after SPA approval by the Authority arising from procurement 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.
 - 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.

Sponsoring entities shall submit a project timetable *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.

- **Scenario 2: Inability to complete project funding** – the certainty of future funding cannot be guaranteed in all cases. 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* months¹ 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

¹ To be determined at the time of SPA approval, and included as an addendum to the SPA.

the uncertainty associated with non-NVTA funding is unacceptable. Such an action would necessitate the development of a pre-determined mechanism, which would be developed by the PIWG for subsequent approval by the Authority.

- **Scenario 3: Voluntary project cancelation** – If the project sponsor wishes to cancel/withdraw a project either before work has commenced or after the start of work, a cancelation request must be made in writing to the Executive Director. The Executive Director will ascertain the reasons and facts for the request and will present same to the Project Implementation Working Group (PIWG). The PIWG will develop a recommendation to the Authority, inclusive of any costs to cancel the project. The Authority may allow the project to be cancelled, but reserves the right to require the project to be completed.

IV. 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 March 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 TAC, PCAC, and JACC during the December 2014 meeting cycle.



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PROJECT IMPLEMENTATION WORKING GROUP

Policy Framework for Managing Unallocated FY2014 Funds

I. Purpose of Policy

- The Authority approves projects for funding based on a combination of agreed upon selection criteria, using a process that complies with applicable legal requirements and operational policies based on those requirements. The purpose of this policy is to define a framework with respect to unallocated FY2014 regional funds. This is necessitated by the unallocated FY2014 funds having certain unique one time only legal status (HB599 exemption).

II. Background

- The Authority established a comprehensive, transparent process for selecting projects using FY2014 funds. On July 24, 2013 the Authority allocated \$206,793,000 in FY14 funds to 33 projects.
- The PIWG is currently developing a similar process for selecting projects using FY2015-16 funds. The estimated funding available for the FY2015-16 Two Year Program is approximately \$373 million. This includes \$76,431,787 of unallocated FY2014 funds that has been carried forward for inclusion in the available revenues for the FY2015-16 Two Year Program.
- At the time the projects were selected for FY2014 funds, these funds were considered to be exempt from the requirements of HB599. This draft policy framework seeks to leverage that exemption.
- This draft policy framework seeks to identify an alternative approach to allocating the unallocated FY2014 funds. If such an approach is adopted by the Authority, the funding available for the FY2015-16 Two Year Program will be an estimated \$297 million, based on the FY2014 unallocated funds being assigned to projects in accord with this policy.

III. Specific Provisions

- The alternative approach for projects using FY2014 funds cannot be arbitrary, and requires a transparent methodology that is known to all member jurisdictions and agencies.

- If NVTa proceeds with this alternative approach, there should be a new Call for Projects for TA2040/CLRP2010 compliant projects only. Projects already submitted will not need to be resubmitted, although it will be noted whether they are projects that were considered for FY2014 funding but not selected (the 'Carryover' projects). The Call for Projects will need to be approved by the Authority, and will need to be open for approximately one month.
- Projects submitted under this new solicitation will be allocated to the FY2014 'funding pool', while previously submitted projects in response to the December 2013 Call for Projects will be allocated to the FY2015-16 funding pool. Depending on how many new projects are submitted, it may be necessary to either:
 - Transfer some projects from the FY2015-16 funding pool to the FY2014 funding pool, e.g. the 'Carryover' projects; or
 - Transfer some portion of the FY2014 funds into the FY2015-16 funding pool, ensuring that the 'new' projects are in the FY2014 funding pool.
- There will be a slightly different project selection methodology for each funding pool, but with some safeguards to ensure that all projects are ultimately compared on a generally consistent basis.
- Consequently it is proposed that the alternative approach will be the same as for the FY2014 project selection process. This is similar to the approach currently under development for the FY2015-16 Two Year Program, with a couple of modifications:
 - Under preliminary screening there is no requirement for HB599 rating; and
 - Under quantitative scoring, the rating scale for congestion reduction will need to be modified.
- While the alternative approach will reduce the funding available for the FY2015-16 Program, it does not affect the project selection process for the FY2015-16 Program. Nor does it ultimately impact the overall amount of funding available for projects, meaning the total available funds remains at the estimated \$373 million. However, there will be two avenues for the assignment of funding, with this new avenue respecting the uniqueness of the remaining FY2014 funds.
- This approach must be vetted by the Council of Counsels.

IV. Schedule

- It is envisioned that this policy must be finalized and approved urgently, due to the potential impacts on the estimated funding available for the FY2015-16 Two Year Program, which is currently scheduled for NVTa adoption in March 2015.
- Prior to seeking Authority approval for this policy, PIWG will coordinate with the TAC, PCAC, and JACC during the November 2014 meeting cycle.
- At a minimum, the public hearing will be delayed for at least two months.