



# **Northern Virginia Transportation Authority**

*The Authority for Transportation in Northern Virginia*

## **TECHNICAL ADVISORY COMMITTEE**

**Wednesday, February 18, 2015, 7:00pm**

**NVTA Offices**

**3040 Williams Drive, Suite 200**

**Fairfax, Virginia 22031**

## **AGENDA**

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

**II. Meeting Summary of January 21, 2015, Meeting**  
*Recommended action: Approval [with abstentions  
from those who were not present].*

## **Discussion/Information**

**III. NVTA Update** Ms. Backmon

**IV. Draft Policy for Addressing Delayed NVTA-Funded Projects** Ms. Backmon

**V. NVTA FY2015-16 Two Year Program Update** Mr. Jasper

**VI. TransAction 2040 Update** Mr. Jasper

## **Adjournment**

**VII. Adjourn**

**Next Meeting: March 18, 2015**



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Wednesday, January 21, 2015, 7:00pm

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### SUMMARY NOTES

#### I. Call to Order/Welcome

Chairman Boice

- Chairman Boice called the meeting to order at 7:05pm.
- Attendees:
  - Members: Chairman Randy Boice; Pat Turner; Agnes Artemel; Meredith Judy; Shanjiaang Zhu; Bob Dunphy; Armand Ciccarelli.
  - NVTA Staff: Monica Backmon (Executive Director); Denise Harris (Program Coordinator); Keith Jasper (Program Coordinator).
  - Other Staff: James Davenport (Prince William County); Brent Riddle (Fairfax County).
  - Other: Maria Sinner, Valerie Pardo (VDOT); David Roden (AECOM); Denise Nugent (Travesky and Associates).

#### II. Meeting Summary of December 17, 2014, Meeting

- Dr. Zhu moved to approve the minutes of December 17, 2014; seconded by Ms. Artemel. Motion carried unanimously (with an abstention from Mr. Boice who was not present at the December 17, 2014 meeting.)

### Discussion/Information

#### III. Presentation of HB599 Evaluation and Rating Study

VDOT

- Ms. Pardo introduced Mr. Roden, who gave the presentation on the HB599 Evaluation and Ratings study.
- Ms. Artemel asked whether project impact areas overlapped and, if so, had synergistic benefits been taken into account. Mr. Roden indicated that projects had been evaluated independently of each other, and that some projects could have been grouped for this analysis. He added that impact areas vary in size for each project.
- Mr. Dunphy asked if any impacts beyond the impact areas are taken into account. Mr. Roden stated such impacts are not counted.

- Dr. Zhu asked how the accessibility measure is calculated. Mr. Roden confirmed that, unlike other measures, accessibility is calculated across the entire region, not just the project impact area. Each zone has a path to other zones. Mr. Roden noted that accessibility is calculated separately for transit and auto modes.
- Mr. Roden noted that a primary assumption for the evaluation is that there are no changes in land use and the trip table is fixed.
- Mr. Dunphy asked whether reduced transit congestion resulted from traffic congestion relief. Mr. Roden confirmed that travel time savings for transit passengers were included in the measures. However, most transit crowding is on Metrorail, not buses.
- It was noted that, overall, the HB599 project ratings indicate the scale of each project's impact relative to the top performing project. Ratings can change for different assessment years, and if the mix of projects changes.

#### **IV. Presentation of NVTA FY2015-16 Two Year Program Initial Results**

- Mr. Jasper presented a summary of the initial NVTA staff recommendation for the FY15-16 Two Year Program. The purpose of the presentation is to get feedback from TAC members on the staff recommendation. The Project Implementation Working Group (PIWG) will ask the Authority to release the draft program for public hearing at its February meeting. It is anticipated that the public hearing will be held in March. The PIWG will seek the Authority's approval on the final draft program at the April NVTA meeting.
- The draft Two Year Program divides 52 projects into 27 recommended for funding, 9 not recommended for funding, and 16 which require further consideration. Projects will be taken to public hearing to solicit feedback on the draft Two Year Program. This feedback will provide additional inputs in order to create a comprehensive short list.
- HB599 ratings represent one criterion in the calculation of NVTA project scores, however it is the highest weighted in that it represents 35% of the total score. NVTA project scores only use the HB599 ratings for 2040 (instead of 2020) because the corresponding criterion for transit projects is based on TransAction 2040 which didn't include an analysis of 2020.
- HB599 ratings were calculated assuming each project was operational regardless of whether the project was a study or construction project. HB599 evaluates the congestion reduction impacts of a project. It does not consider other impacts, such as cost benefit, safety, and the environment. However, NVTA is taking such factors into account in its project selection process.
- Larger projects score better which is why congestion reduction relative to cost is important to consider.
- Some projects recommended for funding are previously approved FY2014 projects that are requesting continued funding, despite being lower on the ranked project list. Transit and highway projects are separated in the analysis because the congestion criterion was scored separately.

- Project selection recommendations are fluid, although some of the projects highlighted in red are ineligible for funding due to them not being in TransAction 2040 or the 2010 CLRP – a pass/fail criterion.
- In response to a question regarding why there is a narrow spread in the NVTAs scores and a wide spread in HB 599 ratings, Mr. Jasper stated that rather than focus on individual project scores, it was more important to consider the relative scores across the projects. Selection of the recommended projects is based on a 20 point spread from the top scoring highway and transit projects respectively.
- Table 5 includes the actual dollars broken out by transit and highway by jurisdiction for the initial recommendations.
- Projects highlighted in green are assumed to be funded at the full amount requested. However some project sponsors sense it may be better to request smaller amounts over a multi-year period and are willing to take less if their project will get funding in subsequent years.
- Project readiness is addressed by two criteria. Appendix B of NVTAs Standard Project Agreement (SPA) also lays out how and when NVTAs funds will be spent.
- For future funding programs, it is anticipated that highway and transit project funding requests will be considered on a similar basis. This will entail applying the HB599 process to both types of project. To enable comparison of the congestion impacts of both highway and transit projects, a pilot test is planned in the coming months to assess how well TRANSIMS can model transit projects. NVTAs will coordinate with VDOT and DRPT regarding this pilot test. If successful, this offers the potential to compare the congestion impact of highway and transit projects on a more consistent basis.
- The requirement to consider Long Term Benefit may eventually influence the evaluation and selection of projects. However, this will not occur until the first ten-year estimate of benefit distribution.
- Mr. Jasper requested two types of comments from TAC members:
  - Tier one comments may potentially affect project selection decisions.
  - Tier two comments relate to process issues that may affect future Calls for Projects. One such comment is that top rated projects are studies that do not yet have a fully defined project. This needs to be addressed as a study can out-score a project with a more defined scope. If a project is funded as a study it should have to go back through the process before future phases are funded.
- TAC members were invited to send comments to Chairman Boice by January 30, 2015.
- Chairman Boice asked if the Columbia Pike Improvements Project (NVTAs 1) ranking was still valid after Arlington County removed the streetcar project from the corridor. Ms. Backmon and Mr. Jasper replied that the streetcar did not impact the project ranking.
- Chairman Boice raised the issue that the projects identified as “studies” were being ranked with established projects which may not provide a true picture for the rankings. The rankings assume that the improvements envisioned in the

studies will actually be done; however, “studies” are to ascertain what improvements, if any, are to be advanced to a true project. Theoretically, some or all of the improvements outlined in a study may be found to be unwarranted. Thus, the ranking of the study project higher than an established improvement project that has been studied and warranted can unfavorably skew the application of dollars away from projects that will achieve the goals of the NVTAs funds, i.e. reducing congestion, enhancing safety, etc. Studies also tend to account for corridor areas where improvement projects are typically pieces of overall corridor improvements identified in past studies. For example the Fairfax County Parkway study will be assessing grade separating current at-grade intersections as well as widening the parkway over its length. It is likely that such improvements will be phased over time due to the nature and costs of the improvements. Ranking studies with actual projects appears to be an “apple to orange” comparison in the overall rankings. This is not to diminish the importance of studies in the region. However, through this process it should be noted that studies appear to garner points in a way that may not be the way that was intended.

**V. NVTAs Update**

Ms. Backmon

- Ms. Backmon reported that VDOT is presenting the HB599 results at tomorrow’s NVTAs meeting.
- The Authority will be electing a new chair and vice chair and appointing a new town representative. It will also make a recommendation on whether TransAction 2040 should be amended..
- March 25 is the tentative public hearing date for the FY2015-16 Two Year Program. It is important to have the benefit of the TAC comments in this process.

**Adjournment**

**VI. Adjourn**

- Meeting adjourned at 8:45pm.



## **PROJECT IMPLEMENTATION WORKING GROUP**

### **Policy Framework for Addressing NVRTA-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 NVRTA 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:
  - NVRTA 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**

**2/10/15 Version**

### **Draft FY2015-16 Two Year Program: Summary of Project Evaluations**

#### **I. Background**

In December 2013, NVTA issued a call for projects for the HB 599 process as part of the first 2.5 years of its Six Year Program, now referred to as the FY2015-16 Two Year Program. The FY2015-16 Two Year Program will contain the regional projects that will be funded by NVTA's regional (70%) funds.<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 NVTa's evaluation of mass transit projects, only the HB599 project ratings for 2040 were used for NVTa's evaluation of highway projects.

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

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

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

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

### **Highway versus Transit Projects**

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

## **V. Project Evaluation Activity**

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

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

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

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

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

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

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

**Table 1: Quantitative Scores for Mass Transit Projects**

Project	Agency	Project Description	NVTA Score
1	Alexandria	Potomac Yard Metrorail Station	83.3
2	Alexandria	Van Dorn - Beauregard Transitway	88.3
3	City of Fairfax	CUE 35-foot Bus Acquisition	63.3
4	Fairfax	Richmond Highway Transit Center	0.0
5	Fairfax	West Ox Bus Garage	61.7
6	Fairfax	Connector Bus Service Expansion – Capital Purchase 22 Buses	66.7
7	Fairfax	Innovation Center Metrorail Station Construction	76.7
8	Loudoun	Acquisition of 4 Buses	71.7
9	PRTC	Western Bus Maintenance and Storage Facility	80.0
10	WMATA	New Buses (20) and Bus Infrastructure Improvements <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 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)	45.1	14.6
12	Fairfax	US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)	29.2	12.0
13	Leesburg	Route 15 Bypass at Edwards Ferry Road Interchange	39.0	1.9
14	City of Fairfax	Northfax - Intersection and drainage improvements at Route 29/50 and Route 123	51.7	0.2
15	City of Fairfax	Jermantown / Route 50 Roadway Improvements	48.8	1.3
16	Fairfax	Frying Pan Road (VA 28 to Centreville Road)	25.9	2.7
17	City of Fairfax	Kamp Washington Intersection Improvements	52.9	3.5
18	Alexandria	Real-Time Adaptive Traffic Control and Data Management System	34.9	4.6
19	Arlington	Glebe Road Corridor Intelligent Transportation System (ITS) Improvements	53.0	8.6
20	Fairfax	Pohick Rd - US 1 (Richmond Hwy) to I-95 - 2 to 4 Lanes	0.0	1.8
21	Fairfax	Shirley Gate Rd. from Braddock Rd. to Fairfax County Parkway/Popes Head Rd.	0.0	0.9
22	Loudoun	Northstar Blvd. (VA Rte. 659 Reloc) – U.S. 50 to Evergreen Mills Rd. (VA Rte. 621)	0.0	14.5
23	Loudoun	Route 7 / 690 Interchange	0.0	6.4
24	Manassas	Route 234 Grant Avenue Study	0.0	1.5
25	Purcellville	Main Street and Maple Avenue Intersection Improvements	38.3	0.0
26	Leesburg	Route 7 (East Market Street)/Battlefield Parkway Interchange	50.6	1.8
27	Herndon	East Elden Street Improvements & Widening Project (UPC 50100)	45.1	0.3
28	Prince William	Route 1 Widening from Featherstone Road to Marys Way	52.1	10.8
29	Prince William	Route 15 Widening (Route 29 to Route 55), including RR Overpass	40.2	0.5
30	Fairfax	VA Route 28 Widening (Prince William County Line to Route 29)	34.4	17.3
31 (G)	Manassas	Route 28 Widening South to the City Limits	49.7	8.7
32	Manassas	Route 28 (Manassas Bypass) Study - Godwin Drive Extension	55.3	29.3
33 (G)	Prince William	Route 28 Widening from Route 234 Bypass to Linton Hall Road	48.0	8.7

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

Project	Agency	Project Description	FY2015-16 Request	Project Cost	Potential Future Request	NVTA Score
2	Alexandria	Van Dorn - Beauregard Transitway	\$ 2,400,000	\$129,000,000	\$59,740,000	88.3
1	Alexandria	Potomac Yard Metrorail Station	\$ 1,500,000	\$287,484,000	\$66,000,000	83.3
11	WMATA	8-Car Train Traction Power Upgrades Located in Virginia	\$ 8,995,000 <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 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)	\$ 6,900,000	\$ 82,500,000	\$75,600,000	45.1	14.6
27	Herndon	East Elden Street Improvements & Widening Project (UPC 50100)	\$10,400,000	\$ 30,902,000	\$14,000,000	45.1	0.3
29	Prince William	Route 15 Widening (Route 29 to Route 55), including RR Overpass	\$96,030,000	\$ 96,030,000	n/a	40.2	0.5
4	Fairfax	Braddock Road HOV Widening	\$10,000,000	\$63,000,000	TBD	39.0	6.8
13	Leesburg	Route 15 Bypass at Edwards Ferry Road Interchange	\$ 1,000,000	\$50,000,000	\$ 4,000,000	39.0	1.9
6	Fairfax	Frontier Drive Extension & Braided Ramps	\$ 9,000,000 <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.

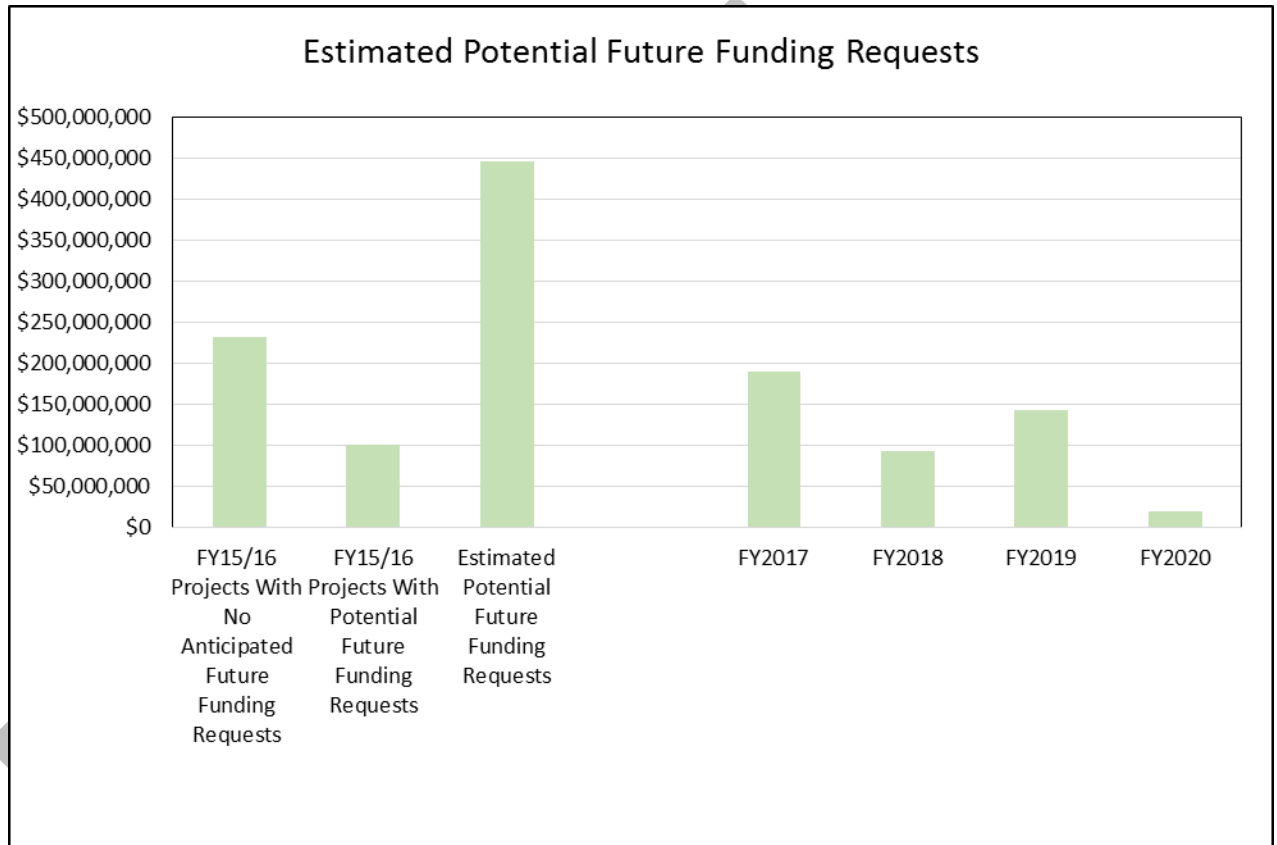
## Potential Future Funding Requests

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

**Figure 1: Estimated Potential Future Funding Requests**



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

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

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

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

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

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

## **VII. Coordination**

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

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

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

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

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

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

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

## Appendix A: Project Selection Criteria

### Preliminary Screening: Pass/Fail Assessment

Screening Criteria
<b>All projects</b>
Contained in NVTa's regional transportation plan (TransAction 2040), or included in the Transportation Planning Board's 2010 Constrained Long Range Plan
Reduces congestion
Within locality embraced by the Authority or in adjacent localities but only to the extent that such extension is an insubstantial part of the project and is essential to the viability of the project within the localities embraced by the Authority.
<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) <b>Rating:</b> 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.	15
	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
Urgency	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	<b>High:</b> Project improves connectivity between three or more activity centers. <b>Medium:</b> Project improves connectivity between two activity centers. <b>Low:</b> Project improves connectivity to one activity center only.	5
Regional Connectivity and modal integration	Project connects jurisdictions and modes	<b>High:</b> Project connects jurisdictions and modes. <b>Medium:</b> Project connects jurisdictions. <b>Low:</b> 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	<b>High:</b> Project adds or extends non-motorized facility to and within activity center. <b>Medium:</b> Project improves existing non-motorized facility to and within activity center. <b>Low:</b> 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	<b>High:</b> Project improves technological management and operations of an existing transportation facility. <b>Medium:</b> Project improves technological management and operations of an expansion of an existing transportation facility. <b>Low:</b> 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	<b>High:</b> Project leverages private or other outside funding. <b>Medium:</b> Project leverages modest private or other outside funding. <b>Low:</b> 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 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) (NVTA-11)	Dumfries	\$6,900,000	Study/scoping phase Potential HB2 impact
Route 15 Bypass at Edwards Ferry Road Interchange (NVTA-13)	Leesburg	\$1,000,000	Study, continuation of approved FY2014 project, affected by HB2 Previously approved amount – \$1 million
Northfax – Improvements at Route 29/50 and Route 123 (NVTA-14)	City of Fairfax	\$10,000,000	Continuation of approved FY2014 project Previously approved amount – \$5 million, no further funding requests
Jermantown / Route 50 Roadway Improvements (NVTA-15)	City of Fairfax	\$1,000,000	No further funding requests
Kamp Washington Intersection Improvements (NVTA-17)	City of Fairfax	\$1,000,000	No further funding requests
Glebe Road Corridor Intelligent Transportation System (ITS) Improvements (NVTA-19)	Arlington	\$2,000,000	No further funding requests
Route 7 (East Market Street)/Battlefield Parkway Interchange (NVTA-26)	Leesburg	\$13,000,000	Affected by HB2
East Elden Street Improvements & Widening Project (UPC 50100) (NVTA- 27)	Herndon	\$10,400,000	
Route 1 Widening from Featherstone Road to Marys Way (NVTA-28)	Prince William	\$49,400,000	Continuation of approved FY2014 project Previously approved amount – \$3 million

Project	Agency	FY2015-16 Funding Requested	Notes
Route 28 Widening South to the City Limits (NVTA-31)	Manassas	\$3,294,000	Complementary to adjacent PWC project
Route 28 (Manassas Bypass) Study - Godwin Drive Extension (NVTA-32)	Manassas	\$500,000	Study Affected by HB2
Route 28 Widening from Route 234 Bypass to Linton Hall Road (NVTA-31)	Prince William	\$16,700,000	Complementary to approved FY2014 project and adjacent Manassas project
<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 (NVTA-2)	Fairfax	\$27,700,000 -\$17,700,000	
US 29 Lee Highway (from west of Union Mill Road to Buckley's Gate Drive) (NVTA-3)	Fairfax	\$10,000,000 -\$6,500,000	Study
Braddock Road HOV Widening (NVTA-4)	Fairfax	\$10,000,000	Study
South Van Dorn Street and Franconia Road Interchange (NVTA-5)	Fairfax	\$4,000,000	Study
Frontier Drive Extension & Braided Ramps (NVTA-6)	Fairfax	\$9,450,000 -\$450,000	Enhances highway access to Franconia-Springfield Metrorail/VRE stations
US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road) (NVTA-12)	Fairfax	\$13,500,000	Study
Frying Pan Road (VA 28 to Centreville Road) (NVTA-16)	Fairfax	\$6,150,000	Study
Real-Time Adaptive Traffic Control and Data Management System (NVTA-18)	Alexandria	\$500,000	Study
VA Route 28 Widening (Prince William County Line to Route 29) (NVTA-30)	Fairfax	\$7,100,000 -\$2,100,000	Study
<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	

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