

FY2024-2029 Six Year Program

Sree Nampoothiri, Senior Manager, NVTA



Planning and Programming Committee

May 6, 2024

Project Selection Process



Multiple Components:

1. Eligibility

- TransAction ID; project descriptions will be verified
- Project location
- Governing Body resolution(s)

2. Quantitative Analyses

- Congestion Reduction Relative to Cost (CRRC) – initial ranking uses this measure
- TransAction Project Ratings, formerly HB 599 (2012)
- Long Term Benefit (LTB)

3. Qualitative Considerations

- Past performance
- Previous NVTA allocation
- Funding gaps
- External funding (committed sources only)
- **Alignment with Core Values**
- Geographic/modal balance

4. Public Comment

Evaluation Summary



| Application ID | Jurisdiction / Agency | Project | Primary and supporting modal components | Phases for which there is still a funding gap | Local priority | External funds | Past performance (% of expected funds reimbursed by 12/31/2023) | | Policy 29 non-compliance: # of projects 18-month substantive progress | Policy 29 non-compliance: # of projects - SPA within three meetings of fund appropriation | SPA with no invoices for 12+ months | First fiscal year of expected drawdown | Year of opening | Alignment with Core Values | | | Long Term Benefit | Other | TransAction project rating (Incl. HB 539) | TransAction project rating rank (Incl. HB 539) | CRRC (Reduction in annual person hours of delay / Total project cost in \$1000's) | CRRC rank |
|----------------|-----------------------|---|---|---|----------------|----------------|---|----------------------|---|---|-------------------------------------|--|-----------------|----------------------------|--------|----------------|-------------------|--------|---|--|---|-----------|
| | | | | | | | Continuation Projects | Jurisdiction /Agency | | | | | | Equity | Safety | Sustainability | | | | | | |
| CFX-011 | City of Falls Church | City of Falls Church Signal Prioritization Project | 📶 🚗 | | | | | | | | | | | | | | | 25.70 | 9 | 653.57 | 1 | |
| ALX-037 | City of Alexandria | Smart & Connected Vehicle Infrastructure | 📶 🚗 🚲 🚶 🦽 | | | | | | | | | | | | | | | 21.70 | 15 | 277.60 | 2 | |
| PWC-042 | Prince William County | Route 234 Operational Improvements | 📶 | | | | | | | | | | | | | | | 29.19 | 8 | 240.43 | 3 | |
| FFX-138 | Fairfax County | Seven Corners Ring Road Improvements | 🚗 🚲 🚶 🦽 | | | | | | | | | | | | | | | 66.61 | 1 | 114.19 | 4 | |
| MAN-003 | City of Manassas | Roundabout at Route 28 and Sudley Rd | 🚗 🚲 🚶 🦽 | | | | | | | | | | | | | | | 23.34 | 13 | 113.76 | 5 | |
| VRE-017 | VRE | VRE Backlick Road Station Improvements | 🚆 🚶 | | | | | | | | | | | | | | | 23.92 | 12 | 102.62 | 6 | |
| ALX-032 | City of Alexandria | South Van Dorn Street Bridge Enhancements | 🚗 🚲 🚶 🦽 | | | | | | | | | | | | | | Note A | 38.61 | 2 | 33.00 | 7 | |
| ALX-033 | City of Alexandria | Alexandria Metroway Enhancements | 🚗 🚲 🚶 🦽 | | | | | | | | | | | | | | | 32.36 | 5 | 25.61 | 8 | |
| CMP-001 | City of Manassas Park | Route 28-Centreville Road Corridor Improvements | 🚗 🚲 | | | | | | | | | | | | | | | 15.59 | 21 | 24.75 | 9 | |
| CFX-019 | City of Fairfax | Old Lee Highway Multimodal Improvements | 🚶 🦽 🚲 | | | | | | | | | | | | | | | Note B | 13.38 | 23 | 24.56 | 10 |
| ALX-029 | City of Alexandria | Safety Improvements at High-Crash Intersections | 🚶 🦽 🚲 🚗 🚶 🦽 | ROW, CN | | | | | | | | | | | | | | 24.25 | 11 | 24.07 | 11 | |
| PWC-040 | Prince William County | Route 234 and Sudley Manor Drive Interchange | 🚗 🚶 | | | | | | | | | | | | | | | 37.41 | 3 | 23.29 | 12 | |
| PWC-043 | Prince William County | The Landing at Prince William Transit Center | 🚶 🚶 | | | | | | | | | | | | | | | 20.27 | 17 | 17.86 | 13 | |
| LDN-034 | Loudoun County | Route 15 at Braddock Road Roundabout | 🚗 🚶 | | | | | | | | | | | | | | | 15.86 | 20 | 16.34 | 14 | |
| PWC-044 | Prince William County | Triangle Mobility Hub and First/Last Mile Connection Improvements | 🚶 🚶 | | | | | | | | | | | | | | | 14.05 | 22 | 15.82 | 15 | |
| ARL-022 | Arlington County | Shirlington Bus Station Expansion | 🚶 🚶 | | | | | | | | | | | | | | | 18.54 | 18 | 14.52 | 16 | |
| PWC-041 | Prince William County | Route 234 Bicycle and Pedestrian Facility Over I-95 | 🚶 | | | | | | | | | | | | | | | 4.36 | 24 | 13.59 | 17 | |
| CFX-018 | City of Fairfax | Northfax Network Improvements: Northfax East-West Road | 🚗 🚲 🚶 🦽 | | | | | | | | | | | | | | | 32.54 | 4 | 13.46 | 18 | |
| LDN-029 | Loudoun County | Old Ox Road Widening - Shaw Road to Oakgrove Road | 🚗 🚶 | | | | | | | | | | | | | | | 20.49 | 16 | 11.22 | 19 | |
| FFX-136 | Fairfax County | Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive) | 🚗 🚶 | | | | | | | | | | | | | | | 16.45 | 19 | 8.35 | 20 | |
| FFX-134 | Fairfax County | Frontier Drive Extension and Intersection Improvements | 🚗 🚶 🚶 | | | | | | | | | | | | | | | Note B | 30.96 | 7 | 6.26 | 21 |
| LDN-033 | Loudoun County | Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard | 🚗 🚶 | | | | | | | | | | | | | | | 22.94 | 14 | 5.19 | 22 | |
| FFX-135 | Fairfax County | Route 7 Multimodal Improvements (I-495 to I-56) | 🚗 🚶 🚶 | | | | | | | | | | | | | | | Note A | 31.53 | 6 | 2.24 | 23 |
| ARL-023 | Arlington County | CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector) | 🚶 🦽 🚶 | | | | | | | | | | | | | | | Note B | 24.99 | 10 | 0.96 | 24 |

Note A Project proposed to add dedicated ROW for future Bus Rapid Transit services

Note B All or some phases of the project were considered fully funded with the previous NVTa allocation

TransAction Rating



Core Values are built into the performance measures

| Goal | Objective | Performance Measure | Weight | Alignment with Core Values | |
|--|--|--|--|----------------------------|--|
| Mobility: Enhance quality of life of Northern Virginians by improving performance of the multimodal transportation system | A. Reduce congestion and delay* | A1. Total Person-Hours of Delay in autos | 10 | | |
| | | A2. Total Person-Hours of Delay on Transit | 10 | | |
| | B. Improve travel time reliability* | B1. Duration of Severe Congestion | 10 | | |
| | | B2. Transit person-miles in dedicated/priority ROW | 10 | | |
| | Accessibility: Strengthen the region's economy by increasing access to jobs, employees, markets, and destinations for all communities | C. Improve access to jobs* | C1. Access to jobs by car, transit, and bike | 10 | |
| | | | C2. Access to jobs by car, transit, and bike for EEA populations | 10 | |
| D. Reduce dependence on driving alone by improving conditions for people accessing transit and using other modes | | D1. Quality of access to transit and the walk/bike network | 15 | | |
| Resiliency: Improve the transportation system's ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. | E. Improve safety and security of the multimodal transportation system | E1. Potential for safety and security improvements | 10 | | |
| | F. Reduce transportation related emissions | F1. Vehicle Emissions | 10 | | |
| | G. Maintain operations of the regional transportation system during extreme conditions* | G1. Transportation System Redundancy | 5 | | |

Note: Transit may include HOV

* Objectives align with HB599 requirements

Core Values:



Equity



Safety



Sustainability



Equity



Definition

An equitable transportation system ensures fairness in mobility and accessibility, to meet the needs of the region and all travelers, particularly underserved populations. (e.g., low-income, minority, elderly, children, women, people with Limited English Proficiency (LEP), people with disabilities.) It facilitates social and economic opportunities through reliable and affordable transportation options. It recognizes past inequities, commits to addressing them when possible, and actively avoids further injustices.

Examples

- Providing benefits to Equity Emphasis Areas (EEAs)
- Separated and protected bike facilities are installed in EEAs or areas with other underserved populations
- Efforts are made to reduce emissions by using Zero Emissions Buses, or other low-emissions options
- ADA access is prioritized as part of the project, to improve equitable access to destinations and corridors



Safety



Definition

A safe transportation system minimizes fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. It also addresses community perceptions of safety.

Examples

- Separated and protected bicycle facilities or a trail/shared use path is created.
- Traffic calming measures are introduced to lower travel speeds.
- Pedestrian-scale lighting and wayfinding is incorporated into the project design, to improve perceptions of safety.
- Bus lanes, and bike-pedestrian safety infrastructure such as Leading Pedestrian Intervals (LPIs), High-Intensity Activated Crosswalk (HAWK) or Rectangular Rapid Flashing Beacons (RRFB) are installed as part of the project.
- Intelligent Transportation Systems (ITS) and Transit Signal Priority (TSP) are used to improve travel flow and thus reduce congestion, crashes and emissions



Sustainability



Definition

A sustainable transportation system meets the needs of the present, without compromising the ability of future generations to meet their needs. It considers sustainability to be comprised of three pillars, that focus on economic, environmental, and social impacts, and also addresses the interactions between these.

Examples

- Economic
 - Congestion relief is prioritized to ensure the area is attractive for all.
 - New routes that connect existing regional transit systems or activity centers are established.
- Environmental
 - Zero Emissions Buses and related charging infrastructure are included in the project.
 - Resiliency and system redundancy are considered in projects.
 - Solar charging for Shared Mobility devices (SMDs), permeable surfaces, and storm water management techniques are included in the project.
- Social
 - Place making elements such as community art, wayfinding and lighting, are incorporated.
 - Routes and alignment are selected to prioritize connecting socially significant settings such as government community centers as well as informal community gathering sites.

Guidelines for Applicants



NVTA staff provided a Guidance Document at the beginning of application process, which included Core Value definitions and examples of project elements that will align with Core Values.

Applicants were strongly encouraged to highlight how their candidate projects are aligned with NVTA's Core Values by uploading a *Core Value Statement* with each project application.

- Address each Core Value separately and any interaction between Core Values.
- Highlight any relevant actions or plans the submitting jurisdiction or agency has taken relating to the Core Values.
- Be no more than three pages in length, including graphics or charts.

Evaluation Method



- Review the application and Core Value Statement
 - If a Statement was not provided, NVTA staff reviewed the project application
- Answer the questions for each Core Value:
 - Is the submission S.M.A.R.T.?
 - 1 point for each component
 - Is the submission consistent with NVTA's stated definition of the relevant Core Value?
 - 1 (least consistent) to 5 (most consistent)
 - Does the portion of the submission about this Core Value synergize or detract from the portion of the submission relevant to other Core Value(s)?
 - 1 (least synergistic) to 5 (most synergistic)

S **M** **A** **R** **T**

SPECIFIC
Be clear and specific so your goals are easier to achieve. This also helps you know how and where to get started!

MEASURABLE
Measurable goals can be tracked, allowing you to see your progress. They also tell you when a goal is complete.

ACTIONABLE
Are you able to take action to achieve the goal? Actionable goals ensure the steps to get there are within your control.

REALISTIC
Avoid overwhelm and unnecessary stress and frustration by making the goal realistic.

TIMEBOUND
A date helps us stay focused and motivated, inspiring us and providing something to work towards.

SMART GOALS EXPLAINED

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Evaluation Method



- Equity-specific (scores 1-5):
 - Does the submission address equity in a meaningful way (that avoids tokenism)?
 - Is the intention to be equitable thoroughly integrated throughout the project?
- Safety-specific (scores 1-5):
 - Does the submission take a comprehensive view of safety?
 - Is safety one of the primary reasons for pursuing this project?
- Sustainability-specific (scores 1-5):
 - Does the application of this Core Value consider the greater regional context?
 - How does the submission compare to established best practices for sustainability ?

Evaluation Method

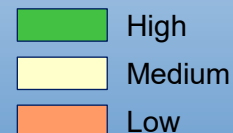


- Maximum points for each Core Value is 25.
- Three different reviewers score the projects separately.
- Take average of scores by the reviewers for the final score for each Core Value.
- Provide an additional point for applications that provided Core Value Statement (effort)
- Categorized projects based on scores for each Core Value:
 - 17-25: High (green)
 - 9-16: Medium (yellow)
 - 0-8: Low (orange)

Alignment with Core Values: Results



| Project | Equity | Safety | Sustainability |
|---|--------|--------|----------------|
| City of Falls Church Signal Prioritization Project | Medium | Medium | Medium |
| Smart & Connected Vehicle Infrastructure | Medium | Medium | Medium |
| Route 234 Operational Improvements | Medium | Medium | Medium |
| Seven Corners Ring Road Improvements | Medium | Medium | Medium |
| Roundabout at Route 28 and Sudley Rd | Medium | Medium | Medium |
| VRE Backlick Road Station Improvements | High | High | High |
| South Van Dorn Street Bridge Enhancements | Medium | Medium | Medium |
| Alexandria Metroway Enhancements | Medium | Medium | High |
| Route 28-Centreville Road Corridor Improvements | Medium | Medium | Medium |
| Old Lee Highway Multimodal Improvements | High | High | High |
| Safety Improvements at High-Crash Intersections | Medium | High | Medium |
| Route 234 and Sudley Manor Drive Interchange | Medium | High | Medium |
| The Landing at Prince William Transit Center | High | Medium | High |
| Route 15 at Braddock Road Roundabout | Medium | High | Medium |
| Triangle Mobility Hub and First/Last Mile Connection Improvements | High | High | High |
| Shirlington Bus Station Expansion | High | Medium | High |
| Route 234 Bicycle and Pedestrian Facility Over I-95 | High | High | High |
| Northfax Network Improvements: Northfax East-West Road | Medium | Medium | Medium |
| Old Ox Road Widening - Shaw Road to Oakgrove Road | Medium | Medium | Medium |
| Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive) | Medium | High | Medium |
| Frontier Drive Extension and Intersection Improvements | Medium | High | Medium |
| Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard | Medium | Medium | Medium |
| Route 7 Multimodal Improvements (I-495 to I-66) | Medium | Medium | Medium |
| CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector) | High | High | High |



Note: No application is scored low

Example



VRE Backlick Road Station Improvements

- Extend VRE platform to accommodate 8-car trains

| Equity | Safety | Sustainability |
|--|---|--|
| <ul style="list-style-type: none">- Addresses SMART- Details with supporting data on EEA population served tying in with connectivity to employment centers and other transportation systems- Consistent with definition- Scope is synergistic among Core Values- Could have provided traveler origins; public engagement in different phases of the project | <ul style="list-style-type: none">- Addresses some aspects of SMART- Consistent with definition- Scope is synergistic among Core Values- Could have provided quantitative data on safety | <ul style="list-style-type: none">- Addresses some aspects of SMART- Consistent with definition- Scope is synergistic among Core Values- Moving people away from driving- Didn't address all three pillars of sustainability fully |

Example



Northfax Network Improvements

- Road grid connection, intersection improvement, bike-ped facilities

| Equity | Safety | Sustainability |
|---|---|--|
| <ul style="list-style-type: none">- Addresses some components of SMART- Consistent with definition; some areas missing- Synergies are not explained well (e.g. how will new turn movements interact with people with disabilities)- Could have provided details/data | <ul style="list-style-type: none">- Addresses some components of SMART- Consistent with definition; some areas missing- Implicit benefits- Could have provided quantitative data on safety | <ul style="list-style-type: none">- Addresses some components of SMART- Consistent with definition; some areas missing- Synergies are not explained well (e.g. how will new turn movements will interact with safety)- Implicit benefits- Didn't address all three pillars of sustainability fully |

Example



Route 15 at Braddock Road Roundabout

- Four-legged roundabout, bike-ped facilities

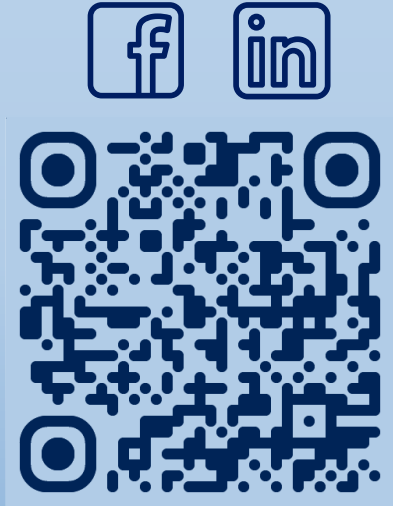
| Equity | Safety | Sustainability |
|--|--|---|
| <ul style="list-style-type: none">- Addresses some components of SMART- Consistent with definition; some areas missing- Scope is somewhat competing among Core Values (e.g. not clear how equity will be improved by safety features)- Generic response regarding Comp Plan | <ul style="list-style-type: none">- Addresses some components of SMART- Consistent with definition- Scope directly addresses several safety features- Existing crash hot spot- Provided data | <ul style="list-style-type: none">- Addresses some components of SMART- Consistent with definition; some areas missing- Synergies are not explained (e.g. how will the reduced speeds help equity)- Addition of local bike-ped facilities- Didn't address all three pillars of sustainability |

FY2024-2029 SYP Schedule



- May 1, 2023: Call for regional Transportation Projects issued
- July 28, 2023: Application deadline
- October 27, 2023: Governing body resolution deadline
- Summer/Fall 2023: Eligibility review; one-on-one applicant meetings; coding
- Fall/Winter 2023: Evaluations and review with applicants
- March 2024: Review evaluations with TAC, PCAC, PPC
- March 2024: Anticipated NVTA approval of Public Hearing date
- March 2024: NVTA releases candidate project list and evaluations for public comment
- March 28 to May 19, 2024: Public comment period
- May 9, 2024: NVTA hosts Public Hearing
- June 13, 2024: NVTA briefed on public comments
- June 2024: NVTA staff releases project recommendations for review and endorsement by TAC, PCAC, and PPC (June 25)
- July 11, 2024: Anticipated NVTA adoption of FY2024-2029 SYP

Thank You!



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