NVTA Project Implementation Working Group

Fairfax Department of Transportation
4050 Legato Road, Suite 400
Fairfax, Virginia 22033
Monday, December 2, 2013
10:00 a.m.

I. Introductions

II. Approval of Summary of November 8, 2013, Meeting

III. Reports from Other Working Groups

IV. Review of Overarching Questions
- A. Discussion of NVTA Six Year Plan
  - a. Coordination with VDOT Rating Study
    - i. PIWG comments: November 1, 2013 VDOT Study draft PSM
    - ii. Discussion of VDOT Rating Study Stakeholders Meeting on November 22, 2013 draft PSM
    - iii. VDOT Rating Study next steps
  - b. Discussion of draft NVTA Six Year Plan (SYP) Calendar
    - i. Updated VDOT/NVTA critical milestones
    - ii. ACTION: Approval of updated draft SYP Calendar
- B. Coordination with TAC and PCAC
  - a. Update from Mr. Mason, NVTA Executive Director

V. Other Topics for Discussion
- A. Project submission forms

VI. Other Business

VII. Items to Refer to Other Working Groups

VIII. Next Meeting

IX. Adjourn

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

Minutes

Meeting Held On,
November 8, 2013; 10:00 a.m.

Members:
Chris Zimmerman, Chair
Gary Garczynski, Co-Chair
Jim Maslanka – Alexandria
Jennifer Fioretti – Arlington
Wendy Block-Sanford – City of Fairfax
Jeanette Rishell – City of Manassas Park
Rich Roisman – COG/TPB
Joe Swartz – DRPT
Noelle Dominguez – Fairfax County
Ron Kirkpatrick – Fairfax County
Paul Stoddard – Falls Church
Joe Kroboth, III, PE – Loudoun
Bob Brown - Loudoun
Rick Canizales – Prince William
Cynthia Porter-Johnson – PRTC
Kelly Coyner – NVTC
Clair Gron – NVTC
Doug Allen – VRE
Christine Hoeffner – VRE
Allison Davis - WMATA

Others:
Helen Cuervo - VDOT
Denise Nugent - Travesky & Associates
Rob Whitfield – Dulles Corridor Users Group
Clayton Medford – Sharon Bulova's Office
Mark Duceman – Town of Herndon
Calvin Grow – Town of Leesburg

I. Welcome and Introduction

Chairman Chris Zimmerman called the meeting to order.

II. General Business

Cynthia Porter-Johnson of PRTC agreed to be the scribe for the Project Implementation Working Group (PIWG).

III. Approval of Summary of July 8, 2013 Meeting Minutes

The minutes were approved as presented.

IV. Report from other Working Groups

The following update was provided:

A. **Financial Working Group ("FWG")** – Noelle Dominguez (Fairfax County) reported that the FWG is working on the Memorandum of Agreement (MOA) between the NVTA and the jurisdictions.

V. Review of Overarching Questions

A. Overview of NVTA FY 2014 Program

Jennifer Fioretti presented an overview of the NVTA FY 2014 Program. Of the total 33 projects approved in the FY 2014 Program, 24 are in the CLRP. Of the 15 projects not considered for FY 2014 funding, 6 are in the CLRP.

Jeanette Rishell asked why the Fairfax County project (Route 28 Widening, 4-6 lanes) was not considered for FY 14 Funding. Ms. Dominguez explained that other Fairfax County projects were further along in the process.

B. Discussion of NVTA Six – Year Program (SYP)

a. Coordination with VDOT Rating Study

Ms. Fioretti identified VDOT's Rating Study provided an overview of the documents related to the CTB approval of the study selection priorities.

Ms. Helen Cuervo indicated that the stakeholder meeting letters had gone out to all jurisdictions and transit agencies requesting representatives to help VDOT and DRPT conduct the study. Ms. Cuervo gave a brief history of the legislation that as suggested by Chair Gary Garczynski. She indicated that VDOT is developing a program that will screen the projects. She further stated that VDOT is collaborating with many jurisdictions that will help to decide the definitions of regional significance and congestion reduction. The study is on a fast track and VDOT is completing the rating as fast as they can to have a project list to be rated in the spring of 2014. Ms. Cuero explained that the NVTA is not bound by the rating and has the choice to decide whether transit projects will be run through the system. She advised that Monday, November 11th would be the deadline for VDOT to receive comments and to provide representatives for the input session that will be held on Thursday, November 14, 2013.

Ms. Cuervo later stated that Tuesday, November 12, 2013 at 10:00 a.m. would be the absolute latest that VDOT could receive comments. VDOT needs time to meet and discuss the comments in preparation for the input session. Ms. Dominguez stated that VDOT giving the NVTA less than one week is not coordination nor is it in the spirit and the letter of the law. Ms. Cuervo reiterated that VDOT is doing the best that they can to have a list of projects in the spring and summer of 2014. She also stated that sharing the project selection and evaluation framework with the NVTA is an example of coordination.

Chairman Zimmerman stated that it has been reiterated the time constraints of this study. VDOT took a long time to get a consultant on board. He stressed if we had some dialogue prior, we would be further along.

Mr. Garczynski identified that there are dueling pressure with the CTB and VDOT and accountability to the legislature. The General Assembly wants to know that we have a process to relieve congestion.

Ms. Allison Davis asked how transit projects would be included in the study. Ms. Cuervo responded by stating VDOT will send the list of projects through the system. However, she noted that the law does not require transit projects to be run through the system.

Chairman Zimmerman stated that the NVTA is not required to submit projects that expand transit capacity, they do not need to go through VDOT's process. Thus, there is no reason to submit transit projects through the rating system.

Mr. Rick Canizales asked the group to consider how NVTA defines congestion. Ms. Fioretti stated that the Trans Action 2040 document approved by the authority captures the definitions of congestion and regional significance. Mr. Canizales followed by stating there is no need to reinvent the wheel. VDOT should be asked to use some of the measures already approved in Trans Action 2040.

Ms. Fioretti provided members with a draft definition of congestion. She indicated that congestion is more than traffic. TransAction 2040 has quantitative analysis that has already been done.

Mr. Paul Stoddard indicated his support for the Congestion write-up dated November 6, 2013, but suggested that "at the current price" be added to the language.

Ms. Rishell noted that she submitted her comments on the definition of regional significance and congestion reduction via email to the PIWG co-coordinators. Ms. Fioretti confirmed receipt.

Mr. Jim Maslanka stated that he agreed with Ms. Fioretti's definition of congestion but indicated VDOT's definition of congestion is based on single occupancy vehicles. He mentioned that there are times when Level C of congestion is more efficient and we should be careful about how we define congestion.

Ms. Cuervo indicated that the program model VDOT selected for the study is much more refined and can add an additional car to a train. This program has the ability to consider surrounding areas and transit, etc.

Mr. Zimmerman stated that as stated in the September 26, 2013 NVTA meeting, he looks forward to VDOT sharing the details of the model with NVTA.

b. SYP Development

Mr. Canizales indicated that there will be a call for projects at the December 12th NVTA meeting. The call for projects would be for FY15 – FY16 with an amendment to FY14. He reminded the group that there are allocations left from FY14 funding. The deadline to submit project requests will be Friday, January 17, 2014.

Christine Hoeffner asked if there will be any changes to the process or application. Mr. Canizales responded stating that the NVTA criteria has been validated by the court, however minor changes will be needed. Changes should be discussed at the next meeting. Ms. Fioretti followed by stating VDOT's scope requires significant information and the application may need to be modified based on VDOT's requirements.

c. Discussion of draft SYP Calendar

Chairman Zimmerman directed attention to the proposed schedule for the Six Year Program of Projects. Ms. Fioretti noted that some of the dates shown on the calendar are tentative. The calendar will be updated to reflect the most up to date information.

C. Coordination with TAC and PCAC

This item was tabled until the next meeting.

VI. Other Topics for Discussion

A. Discussion of NVTA budget as it pertains to project implementation
   I. Two Program Coordinator Positions
   Ms. Fioretti indicated that the purpose of the coordinators is to help develop the regional plan and manage projects. She explained that there will be a significant amount of work if the NVTA administers projects. With the call for projects in December 2013, Ms. Fioretti stated that we will need to have someone on board in the next quarter.

VI. Next Meeting

The next two PIWG meetings will be held on Monday, November 18, 2013 at 10:00 a.m. and Monday, December 2, 2013 at 10:00 a.m. The meetings will be held at the Fairfax County Legato Building. **(Note: The meeting scheduled for Monday, November 18, 2013 was subsequently cancelled).**

XI. Meeting was Adjourned

The meeting was adjourned at 12:02 p.m.

Tier 2: Primary Selection Criteria

2.A – Regional Significance	
	Comments
2.A.1.	• Eliminate this criterion completely. It is too similar to criterion 2.A.5. • If the criterion is retained "affects" must be defined and "residents" is too limiting. This misses the impact on our transportation system caused by non-resident workers, visitors, and those who are traveling through the region. • Both this criterion and 2.A.5. may prevent smaller jurisdictions from receiving regional funding for projects that rest entirely within a single jurisdiction though they are regionally significant. There are regionally significant projects in single jurisdictions that improve congestion and improve regional mobility during a homeland emergency situation. In addition, there may be future non Single Occupancy Vehicle (SOV) modes such as pedestrian and bike trails that may rise to the level of regional significance.
2.A.2.	• In order to capture network effects, "corridors" should be the broad multimodal NVTA corridors (with accommodations for projects in the "other" corridor), not just 1 single specific facility. • Person throughput should be per peak hour, not per day, since the peak hour is the period of highest congestion. • If individual facilities are used, the person throughput cut lines should be lowered to 10,000, 30,000, 60,000, and >100,000. Under current cut lines it will be difficult for non-Interstate or non-Metrorail projects to qualify, neither of which NVTA should be expected to fund.
2.A.3.	• Change description to read "Projects that enhance or expand non-automobile or HOV connections within MWCOG regional activity centers" to capture nodal projects. • Change measures to: 1. Does not improve non-automobile or HOV facility inside an activity center. (worst) 2. Improves non-auto or HOV facility inside one activity center. 3. Improves non-auto or HOV facility inside multiple activity centers. (best)
2.A.4.	Is every connection equal? How are these counted? Connections between RACs should be on a per mile basis so as to normalize across projects of different lengths. Additionally, there should be some 'bonus' for connecting primary RACs that already exist, as opposed to extending the system to connect to RACs that are not solidified yet.
2.A.5.	Change all references to "jurisdictions" to be "activity centers" instead. Given the broad range in size of jurisdictions in the region, activity centers are fairer. There are jurisdictions like Fairfax County that encompass 400 square miles with over 1.1 million residents that have projects that affect half of Northern Virginia's residents which have clear regional benefits and should be considered despite the fact that they are geographically contained within one jurisdiction. Further, NVTA has determined that Fairfax County Parkway, the Loudoun County Parkway, and the Prince William County Parkway are all regional. This criteria as proposed could specifically penalize local jurisdictions' transit projects as structurally, they often do not cross jurisdictional boundaries, yet do a lot to reduce congestion and support the region's homeland security needs.
2.A.6.	New criterion proposed: • Title: *Necessary to support regional travel.*

	• Description: Projects that do not themselves move significant regional travel, but which are necessary for or improve the capability of those that do. (Examples include access to transit, maintenance and operations centers, etc). • Measures: 1. No change to support facilities. (worst) 2. Improves access to or operationally supports local road or transit route serving only areas outside any activity center. 3. Improves access to or operationally supports local road or transit route serving an activity center. 4. Improves access to, or operationally supports, arterial or Interstate road, or fixed guideway transit route. (best)

2.B – Congestion Reduction	
	Comments
2.B.1.	*Comments apply to both 2.B.1 and 2.B.2.*
2.B.2.	TTI should be replaced by annual hours of travel delay per capita, or average peak period trip time per capita. If transit is included, congestion cannot only be measured based on travel time. This is where the rating scale/evaluation measures from TransAction 2040 could be used. TTI makes long-distance trips look better than short, local trips, which is counterproductive to reducing congestion. “The Travel Time Index is computed as a ratio where the denominator is the total amount of time spent traveling, places with longer average trip lengths will have lower travel time indices. All other things being equal, if trips get longer [in distance] (say the average commuter adds 5 more minutes to their trip), the larger will be the denominator in the equation, and the lower will be the Travel Time Index.” If it's not possible to replace TTI with another measure, then at minimum VDOT must use “threshold travel time” instead of "free flow travel time." The former is based on a threshold speed that an NVTA jurisdiction or the NVTA could set for each road segment. Using a threshold speed allows greater flexibility in setting speed and congestion targets. This is important because free-flow speed is rarely achieved anywhere since it requires nearly empty roads, and is not the most efficient use of the roadway in terms of moving people and vehicles. Any measure that encourages free-flow pushes us to an impossible and cost-ineffective plan. No community wants empty roads, and a jurisdiction or the region should be able to set different thresholds or goals for the wide variety of roads around the region. Jurisdictions or the NVTA may set the desired threshold speed below the free-flow speed.
2.B.3.	• How is “likelihood” defined? • Congestion reduction of 25% according to ANY of the congestion reduction criteria, not only highways.
2.B.4.	New criterion proposed: • Title: *The current and future congestion of transit.* • Description: Projects that simultaneously increase transit ridership and reduce crowding levels within transit vehicles or facilities, by increasing the square footage per passenger

	at peak crush periods (excluding projects that divert transit riders onto roads). • Measures: 5. No change. (worst) 6. Square footage / passenger increases up to 50%. 7. Square footage / passenger increases above 50%. (best)
2.B.5.	New criterion proposed: • Title: *The project does not induce future congestion.* • Description: Project does not induce increased per capita Vehicle Miles Traveled. • Measures: 1. VMT/capita decreases (best) 2. VMT/capita increases (worst)

Tier 3: Secondary Selection Criteria

3.A – Project status & feasibility	
	Comments
3.A.1.	*None.*
3.A.2.	Study should use NVTA definition of project readiness, rather than creating an entirely new definition.
3.A.3.	Whether a project can be completed quickly or not should not be a factor in this study. A project that is cost effective in terms of reliving congestion should not be ranked lower or eliminated solely because it will take longer to implement. This is already addressed in the "project readiness" factor. Scoring timelines are too long to suit NVTA's purposes, and too long to provide any benefit for true "shovel ready" projects. Propose changing measures to: 1. <2 years. (best) 2. 2-5 years. 3. 5-10 years. 4. > 10 years. (worst)
3.A.4.	The cost categories do not reflect the approximate levels difficultly / complication needed, and the larger categories are too broad for NVTA's purposes. Propose changing measures to: 1. <$5 million. (best) 2. $5-20 million. 3. $20-75 million. 4. $75-500 million. 5. > $500 million. (worst) It should also be noted that some level of judgment is required when rating projects based on cost since some projects may be more expensive but more cost effective than a project that is in the lower cost tier but is less cost effective than the former.
3.A.5.	While it's true that projects wholly within Northern Virginia are usually easier to implement than those that aren't, other projects may still be important, and may sometimes actually be easier to implement if an outside agency provides significant support. Propose changing measures to: 1. Wholly in NVTA geographic area. (best) 2. Partially outside NVTA area, but the non-NVTA jurisdiction provides at least a fair share of financial support for the project. 3. Partially or fully outside NVTA area, and the non-NVTA jurisdiction provides less than a fair share of financial support for the project. (worst)

3.B – Specific CTB priorities	
	Comments
3.B.1.	This criterion should be removed. NVTA is not required to restrict spending to Corridors of Statewide Significance. To eliminate projects to study based on this criterion limits the Authority from meeting its statutory obligations and not adapted for a regional perspective. A possible alternative to this criterion is to reference NVTA corridors.
3.B.2. *cont. on next page* *cont. from prev. page*	How will mobility improvement be defined? Emergency evacuation and safety should be listed separately as TA2040 does. These are really two different factors. Only emergency evacuation is required by code. With regards to emergency evacuation, there is an extremely high likelihood that in the event of an emergency, some or all of the Potomac River bridges connecting Arlington to DC would be closed to cars, as they were during the 2009 presidential inauguration. That allows vastly more efficient and dense movement of people, to a level not desirable during normal days, but necessary in extreme situations. It's therefore potentially likely that in an evacuation scenario, such closures would be extended beyond the bridges, through long segments of highways, allowing a combination of emergency transit, EMS, and pedestrians/bicyclists to move efficiently and safely. Even if bridges and surface highways are not intentionally closed to cars, it's extremely likely pedestrians would use and overwhelm them regardless of the rules. The criterion must therefore reflect the high likelihood that major road paths out of DC will not be viable for private automobiles during an emergency. Therefore, propose changing measures to: 1. Project promotes travel options likely to be impractical during a homeland security emergency. (worst) 2. Project is neutral regarding homeland security emergencies. 3. Project improves reliability and/or accessibility of extreme high-capacity/efficiency travel, necessary for an emergency evacuation of the region (including Washington, DC).
3.B.3.	How are bottlenecks defined? Must include transit & access to transit. Connectivity of RACs should be evaluated not based on bottlenecks, but on the number of RACs accessible within 30 or 45 minutes. There should be a 'bonus' for connecting to existing well-developed RACs.
3.B.4.	Is this simply applying a dollar value to time lost? How will costs be defined or calculated? In general, "reduced travel times" and "accident rates" should be measured separately. These are two very different factors and both have already been considered elsewhere.
3.B.5.	Why favor only operations improvements that are achieved using smart system technologies? Any operations improvement is valuable. Propose broadening this criterion to include any operations improvement or demand management.
3.B.6.	Modify measures as follows: • "Increase bus frequency or coverage" should change to become "Increase transit frequency, coverage, or capacity" • Add new measure to determine level of community support.

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia
3060 Williams Drive ◆ Suite 510 ◆ Fairfax, VA 22031
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Project Implementation Working Group
Northern Virginia Transportation Authority

November 14, 2013

Ms. Helen L. Cuervo, P.E.
Northern Virginia District Administrator
VDOT Northern Virginia Office
4975 Alliance Drive
Fairfax, VA 22030

Subject: VDOT Draft Project Selection Framework

Dear Ms. Cuervo:

Thank you for the opportunity to comment on the Virginia Department of Transportation's (VDOT) Draft Project Selection Framework dated November 1, 2013. The Northern Virginia Transportation Authority's (Authority) Project Implementation Working Group (PIWG) has reviewed the draft Project Selection Framework, and would like to offer the following technical comments and suggestions for your consideration.

Project Selection Framework

Ongoing Coordination with the Northern Virginia Transportation Authority
The Authority has directed its Project Implementation Working Group (PIWG) to lead the discussion on the coordination with the VDOT on the implementation of HB599. As such, it is expected that any discussion related to the implementation of HB599 begin with this group. This includes but is not limited to the development of the project selection and project evaluation models, project selection framework, definition of baseline conditions, project solicitation and selection, project evaluation and analysis tools.

Section 33.1-13.03:1 of the Code of Virginia provides that the Virginia "Department of Transportation, in ongoing coordination with the Commonwealth Transportation Board, Department of Rail and Public Transportation, and the Northern Virginia Transportation Authority, shall evaluate all significant transportation projects." We remain concerned that VDOT developed the VDOT Study methodology without input from the Authority or its member jurisdictions prior to the Authority meeting on September 26, 2013. VDOT has had more than a year and a half to develop the implementation plan for the study, but did not have any meaningful discussions with the Authority prior to that meeting. We are now at the point where VDOT has developed an implementation schedule that provides little or no time for the Authority or its member jurisdictions

to react or provide input. Giving the Authority limited time to react to priorities and methodologies is not "coordination" nor shows any plan for "ongoing coordination."

Critical Milestones
Essential to our ability to work together effectively is an understanding on the part of all stakeholders of when decisions will be made and what information will be discussed at each respective decision point. Please provide updated dates and associated desired outcomes of all planned critical milestones throughout the VDOT Projects Ratings Study. Include a description of how VDOT intends to coordinate with the Project Implementation Working Group and subsequently, the Authority. Any subsequent changes to the schedule should be shared with the Authority in a timely manner.

Comment Period
Thank you for extending the comment period on the draft VDOT Project Selection Framework (PSF) to 5:00pm on Friday, November 15, 2013. While we understand that VDOT is working under a tight study timeframe, it is important that sufficient time be provided to all stakeholders, including the PIWG, to comment. Providing less than a week to comment on critical aspects of the study framework, including the PSF, does not give stakeholders adequate time to discuss and fully coordinate their concerns, and as a result may sacrifice the quality of the end product. Like VDOT, the Authority must ensure the basis upon which projects are selected for funding enables us to meet our statutory obligations. Taking the time to make sure our work is properly coordinated will not only help us deliver a better outcome for Northern Virginia taxpayers, but is also necessary to comply with the law.

In the future, we encourage the Department to work with the PIWG in setting comment periods when soliciting information from the Northern Virginia on key study materials.

Project Selection Model

Project List
We understand that VDOT intends on conducting a "detailed evaluation and rating of 25-30 projects" at least every two years. As proposed, rating 25-30 projects may restrict or otherwise limit the Authority's ability to develop a Six-Year Program consistent with our priorities and goals. As you know, the Authority is required to maintain geographic equity with regards to our funding program. If VDOT does not rate a sufficient number of projects, the Authority's ability to meet its legal requirements will be seriously impeded. In addition, some projects selected to be rated may score poorly, and/or may not be eligible for NVTA funding, further limiting the Authority's ability to develop an effective Six-Year Program.

Section 33.1-13.03:1 of the Code of Virginia sets minimum requirements only, leaving the Department flexibility to rate as many projects with whatever frequency is needed. While we understand that there are funding constraints, we believe that sufficient resources should be made available so as not to impede the Authority's ability to meet its statutory obligations.

VDOT Study Methodology
The original genesis for HB599 was a model that was prepared by VDOT's Northern Virginia district staff, which was a relatively simple, straightforward approach to evaluating project benefits. The approach that VDOT is proposing to use for the Rating Study is overly complicated and unnecessarily time consuming. Since the Authority must rely on the study to identify highway projects to fund in the future, it is important that this study effort not be unduly burdensome or time

consuming. Further, using a straightforward approach would help address the previously stated concern about the insufficient number of projects, by allowing for additional ones to be evaluated.

The Project Selection Model (PSM) developed by VDOT staff introduces a complicated set of criteria in three tiers. The following are comments specific to each tier.

Tier One

With regard to the Commonwealth Transportation Board's (CTB) Tier One priorities, we remain concerned that the "priority principles" are currently broadly described without specific reference to the Northern Virginia region. This is especially true with the priority "Preserve and Enhance Statewide Mobility through the Region," which does not specifically relate to improving regional mobility. As an alternative, we recommend modifying the priority to read as follows: "Preserve and Enhance Regional Mobility."

Tier Two

Under the current proposal, VDOT states that it will use "two primary criteria to examine if a project is determined to be 1) regionally significant and 2) reduce congestion. These two criteria are directly derived from the legislative mandate for the study (to evaluate significant projects that reduce congestion)." Principal among the PIWG concerns with VDOT's project selection methodology is that it uses "congestion reduction" as a criterion to determine which projects it will rate in the study. This is not a legal requirement. Section 33.1-13.03:1 mandates the Department evaluate "all significant transportation projects." Once projects have been selected for evaluation, the Department shall then develop an "objective, quantitative rating for each project according to the degree to which the project is expected to reduce congestion and, to the extent feasible, the degree to which the project is expected to improve regional mobility in the event of a homeland security emergency." Put simply, using congestion reduction as a screening method to cull projects from a report studying congestion reduction puts the proverbial cart before the horse. We do not know the congestion reduction benefits of these projects until the study is complete.

In addition, using congestion reduction criteria to screen projects for rating duplicates similar activities already proposed in the Project Evaluation Model. It should also be noted that VDOT's proposed methodology makes no mention of screening projects for the other required study output, "improving regional mobility in the event of a homeland security emergency". In light of these facts, we request that VDOT remove the congestion reduction criteria from their Tier Two assessment, as it is inconsistent with the law.

Tier Two: Regional Significance

The proposed criteria assume a definition of regional significance that is not consistent with the work of previous regional planning bodies, including the Metropolitan Washington Council of Governments (MWCOG), the Transportation Planning Board (TPB), the Authority, and the Washington Metropolitan Area Transit Authority (WMATA). The definition of a regionally significant project does not need to be defined again by VDOT. In November 2012, the Authority and eight of nine member jurisdictions adopted TransAction 2040, which was prepared as required by the Authority's authorizing statute. VDOT participated in the development of TransAction 2040 and its precursors. TransAction 2040 defines the projects that NVTA believes are regionally significant. In addition, TransAction 2040 already evaluated congestion reduction benefits of projects contained within the plan. The measures used to evaluate projects in the TransAction 2040 plan have been vetted by the Authority and its member jurisdictions and regional transportation agencies, including VDOT and DRPT. It does not appear necessary for VDOT to take time to evaluate the criteria in Tier Two, since the data is readily available and fairly current.

In general, the criteria should be based on the utilization of transportation resources in Northern Virginia. Person trips are the most appropriate and widely available measure of transportation resource utilization.

Additionally, bicycle and pedestrian projects can be regionally significant. Biking and walking are transportation modes, used for literally hundreds of thousands of trips every day, with a massive effect on our transportation system. For example, as many as 9,000 bicyclists and pedestrians cross the Key Bridge between Arlington and DC on weekdays. A majority of those trips occur during rush hour, which is higher than car counts on many roads. Not only are such projects absolutely essential for access to transit and circulation within activity centers, they are also likely to be the most important elements of any large-scale emergency evacuation of the national capital area. In such a homeland security emergency, given the geographic layout of the region, the most realistic means of large-scale evacuation are through walking, biking, and emergency transit traveling in temporarily dedicated facilities. In these instances, the normal driving habits of regional commuters would overwhelm the network to the point of gridlock, and would be unacceptably inefficient and ineffective.

In addition to the overarching comments stated above, attached please find PIWG's specific comments on the proposed Regional Significance criteria.

Tier Two: Congestion Reduction

As stated previously, we recommend removing these criteria altogether from the Tier Two assessment. The following comments apply to Project Selection and Project Evaluation Models.

The measurement of congestion reduction is not simple and cannot be overly simplified down to a small number of criteria which only measure whether single-occupant vehicles are in free-flow conditions. Measures of congestion must address the entire transportation system, regardless of mode, and must not bias investment towards road expansion projects. Measures need to be broad enough to accurately reflect both the benefits and long-term costs of all modes, including transit. Under the current proposal transit's benefits and road expansion costs will likely be under-reported, which will distort the study outcomes.

Congestion measurement should include the quantitative and qualitative measures used to evaluate and prioritize projects in TransAction 2040. For the purposes of the HB599 VDOT Rating Study, it is recommended that the following measures utilized in TransAction 2040 be considered:

- Multimodal Choice 1 – Total Home Based Work non-SOV Productions and Attractions
- Multimodal Choice 2 – Change in Transit Vehicle Miles
- Person-Throughput 1 – Person Miles Traveled by non-SOV
- Person-Throughput 2 – Person Miles Traveled by SOV
- Travel Time – Person Hours Traveled

These measures are commonly used to assess congestion and mobility across the country. Further, they are multimodal and person-centric, two features that are repeatedly cited as necessary in other sources on transportation performance measures. In addition to the overarching comments stated above, attached please find specific comments related to the VDOT proposed criteria.

Tier Three
VDOT should not be creating new factors or new definitions of factors. The Authority has used criteria for project selection and ranking since 1999 as part of the adopted 2020 Northern Virginia Regional Transportation Plan. These criteria were updated and supplemented by TransAction 2030 and TransAction 2040. VDOT lead the 2020 Transportation Plan effort and actively participated in the TransAction 2030 and TransAction 2040 Plans. The factors in the current TransAction 2040 Plan have been well vetted and regionally accepted.

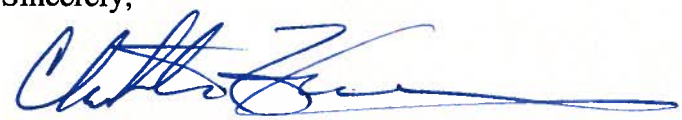
In addition to the statements above, please see attached comments related to the proposed secondary project selection criteria.

Measures of Effectiveness

As noted in Chairman Nohe's letter to you dated October 16, 2013, Virginia Code Section 33.1-13.03:1 provides that VDOT may rely on the results of transportation modeling performed by other entities, including the Authority, which suggests, at a minimum, the CTB should be informed of the Authority's work and be asked whether that work should be used. Prior to notifying the CTB, we ask that you seek input from the PIWG as you develop the Project Evaluation Model, not just the Measures of Effectiveness. As requested at the September 26, 2013, Authority meeting, we wish to understand all aspects of the model including assumptions used to evaluate the projects.

Again, it is both the legal requirement and our desire that the Authority be closely involved throughout this process. If you have any questions or would like to discuss any of these comments, please contact me at 703-228-3131.

Sincerely,



Christopher Zimmerman, Chair
Project Implementation Working Group

Evaluation and Rating of Significant Transportation Projects in Northern Virginia

Project Selection Model

December 2, 2013

The Virginia Department of Transportation (VDOT) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting a study to evaluate all significant projects in and near the Northern Virginia District per the mandate of Virginia Code, section 33.1-13.03:1. The following statements represent a summary of the intent of the authorizing legislation and the objectives of this study:

> *Use transportation models and computer simulations to provide an objective, quantitative rating of at least 25 significant transportation projects selected according to priorities determined by the Commonwealth Transportation Board (CTB), in coordination with the Northern Virginia Transportation Authority (NVTA).*
>
> - *Significant projects in the Constrained Long Range Plan, TransAction 2040 Plan, and other highway, rail, bus, and technology projects that could make a significant impact on mobility in and near the Northern Virginia Transportation District.*
> - *Projects are expected to reduce congestion and improve regional mobility in the event of a homeland security emergency.*
> - *Give priority to projects that most effectively reduce congestion in the most congested corridors and intersections.*

Projects will be analyzed and assigned a quantitative rating that reflects their ability to reduce congestion and, to the extent possible, their ability to improve mobility during a homeland security emergency situation. The legislation also requires that the results of the study to be published on VDOT's website and for the study to be updated every four years.

Project nominations will be solicited from the CTB and NVTA. The first round of project evaluations[1] will be limited to evaluating up to 30 projects. For the purposes of this study a project is defined as either a single highway, transit, technology or large scale travel demand management project or a package of complementary projects that together could significantly reduce congestion and improve mobility during a homeland security emergency.

To select this package of 30 projects from all of the projects that are nominated and to ensure that projects are significant and reduce congestion, a Project Selection Model (PSM) has been developed in coordination with the CTB, NVTA, and study stakeholders. The PSM will be applied to all projects nominated for evaluation.

[1] The detailed evaluation of the selected 30 projects will be conducted using travel demand forecast modeling and traffic operational simulation modeling. Measures of effectiveness, defined with input from the study stakeholders in the next task of this study, will be used to develop the final congestion rating for each project.

Project Selection Model

The Project Selection Model provides an objective and quantitative process by which to determine (1) the degree of significance of each nominated project and (2) the degree to which the nominated project is likely to reduce congestion, while also improving mobility during a homeland security emergency. All projects must meet the overall legislative requirements, namely that:

> ***The project is a significant highway, rail, bus, technology, or travel demand management project that reduces congestion.***

Examples of projects that do not meet this objective include lighting projects, sound walls, landscaping, etc., and project that do not directly affect the movement of vehicles and/or people in and near Northern Virginia.

The PSM was developed based on the study objectives and the inputs from the representatives of the Northern Virginia jurisdictions and transit agencies. The PSM includes two assessment tiers. The first tier satisfies the requirement that the project is consistent with CTB priorities. The second tier utilizes a number of alternative criteria to determine the degree of significance of the project, and the degree to which the project has the potential to reduce congestion and improve mobility.

Tier One will assess the project against the "priority principles" adopted by the CTB for this study. Since the legislation explicitly states CTB priorities as the objective/mandate, the first tier uses these priorities as the principal criterion that each project must meet. On October 17, 2013 the CTB adopted the following six priorities for this study. In adopting these six priorities the CTB resolved that the study will use these as overarching principles to be adapted to the regional context of the Rating Study. Each nominated project will be assessed to determine if it is consistent with at least one of these six priorities in a regional context. Projects that meet this test will be advanced to the Tier Two assessment.

1. Preserve and Enhance Statewide Mobility Through the Region
2. Increase Coordinated Safety and Security Planning
3. Improve the Interconnectivity of Regions and Activity Centers
4. Reduce the Costs of Congestion to Virginia's Residents and Businesses
5. Increase System Performance by Making Operational Improvements
6. Increase Travel Choices to Improve Quality of Life for Virginians

The Tier Two assessment will be used to confirm that the project is a significant transportation project that reduces congestion. Additional consideration is given to projects that also improve mobility during a homeland security emergency (the HB 599 requirements).

There are a total of 11 criteria in Tier two of the PSM. Five of the criteria are associated with the significance of the nominated project; five are specific to assessing the project's potential to reduce congestion; and one measure addresses the project's potential to improve mobility during a homeland security emergency. A description of each criterion and its associated quantitative thresholds are described below. Several of the criteria are based on attributes of the proposed project, while other criteria are based on the travel conditions the project is designed to address.

Some of the criteria use quantitative estimates of travel conditions, the magnitude of travel, or congestion at the project's location. Prior to the nominating of projects by the CTB and NVTA, the study team will provide a Baseline analysis that estimates travel and congestion for the study year 2020. The estimates from this Baseline analysis will be used in assessing the nominated project against the criterion.

Each of the criteria listed below has a potential maximum score of 100 points, but each criterion may not have equal weight in the overall score for the project. The weight assigned to each criterion will be based on the results of a stakeholder engagement session (scheduled for December 3rd) where the relative importance of each criterion will be assessed by the group.

The maps corresponding to criteria #2 and #4 are located on the VDOT project website at http://www.virginiadot.org/projects/northernvirginia/evaluating_significant_projects.asp under the Resources section of the page.

Tier Two Criteria

1. **Significance- Project Type**

   The project is a highway, rail, bus, technology or large scale travel demand management project.

   Yes → 100 points

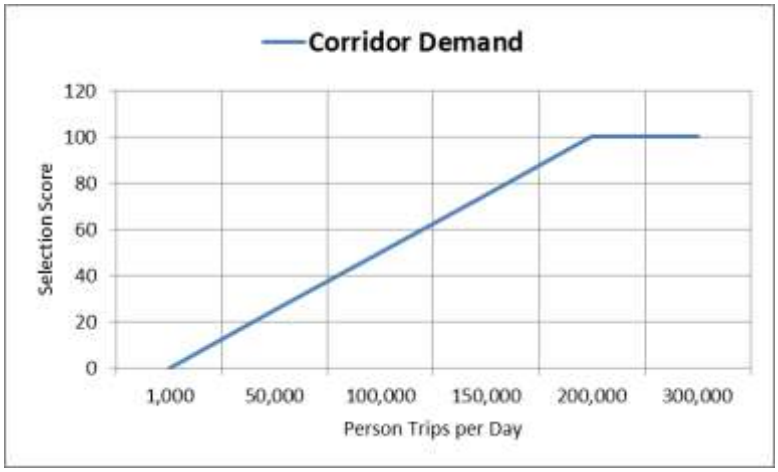
2. **Significance- Designated Corridors**

   The project is on a facility in/near Northern Virginia and included in the Statewide Mobility System, Corridors of Statewide Significance, in a Super NoVA corridor or in a TransAction 2040 corridor.

   Yes → 100 points

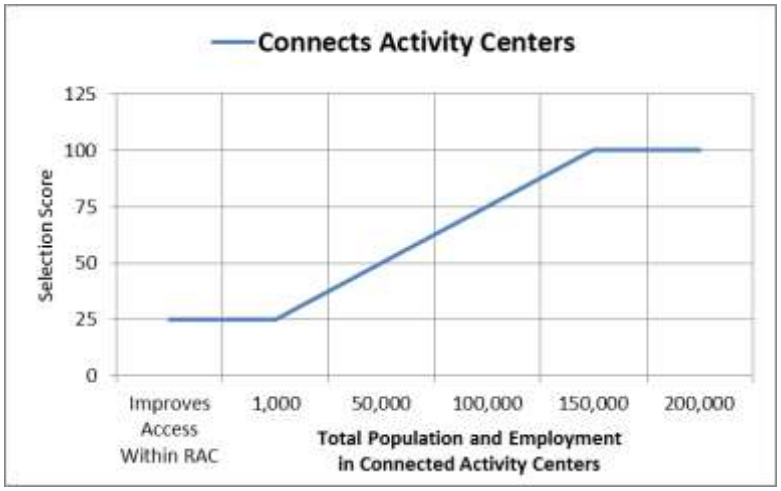
3. **Significance- High Travel Volume**

   The project is in a corridor that serves a high volume of person trips.



4. **Significance- Connects Regional Activity Centers (RACs)**

The project enhances or expands transit, HOV/HOT or roadway connections between non-contiguous regional activity centers (RACs).



5. **Significance- Connects Major Facilities**

The project enhances or completes connections between interstate highways, principal arterials or transit stations, park-&-ride lots and DCA or IAD airports.

Improves or adds one connection → 50 points
Improves or adds two or more connections → 100 points

6. **Congestion Reduction Potential- Congestion Severity**

The project is located in a heavily congested corridor.

Moderate Congestion (peak hour TTI = 1.3-2.0 or Load Factor) → 25 points
Heavy Congestion (peak hour TTI = 2.0-3.0 or Load Factor) → 75 points
Severe Congestion (peak hour TTI > 3.0 or Load Factor) → 100 points

(TTI = travel time index = congested travel time / free flow travel time)
(Load Factor = transit passengers / vehicle seats)

Load Factors	Local Bus	Express Bus	Metrorail	Commuter Rail
Moderate	1.0-1.15	0.9-1.0	100-110 ppc	0.9-1.0
Heavy	1.15-1.3	1.0-1.1	110-120 ppc	1.0-1.1
Severe	> 1.3	> 1.1	> 120	> 1.1

7. **Congestion Reduction Potential- Congestion Duration**

The project corridor experiences moderate to heavy congestion for multiple hours of the day.

Congested during the peak hour only → 25 points
Congested for the whole peak period →75 points
Congested during peak and off-peak periods →100 points

8. **Congestion Reduction Potential- Person Hours of Delay**

   The project is located in a corridor with significant person hours of delay.

   Moderate Delay (100 person hours of delay per mile per day) → 25 points
   Substantial Delay (500 person hours of delay per mile per day) → 75 points
   Major Delay (1,000 person hours of delay per mile per day) → 100 points

9. **Congestion Reduction Potential- Adds Capacity**

   The project adds person moving capacity to a congested location, facility or corridor.

   Adds 10% to 25% person moving capacity → 50 points
   Adds 25% or more to the person moving capacity → 100 points

10. **Congestion Reduction Potential- Reduces Vehicle Trips**

    The project has the potential to reduce vehicle trips on a congested facility or corridor.

    Reduce vehicle trips by 5% to 10% → 25 points
    Reduce vehicle trips by 10% to 25% → 75 points
    Reduce vehicle trips by 25% or more → 100 points

11. **Homeland Security Mobility- Facility and Operational Improvements**

    The project improves regional mobility in the event of a homeland security emergency.

    Improve mobility between jurisdictions or activity centers → 50 points
    Improves radial roadway or bus capacity or reversible capabilities → 100 points
    Expands/extends rail transit system → 100 points

Next Steps

VDOT and DRPT will use the inputs received from the northern Virginia jurisdictions and transit agencies on December 3, 2013 to finalize the process of selecting up to 30 projects from all those nominated to be analyzed and rated in this study. The final PSM will then be presented to the NVTA for concurrence and to the CTB as an action item. The PSM will be part of the package provided to the NVTA and the CTB as reference documents to assist them in nominating projects to be evaluated and rated in this study.

Virginia Department of Transportation

Evaluation and Rating of Significant Transportation Projects in NoVA

Project Selection Framework

November 22, 2013

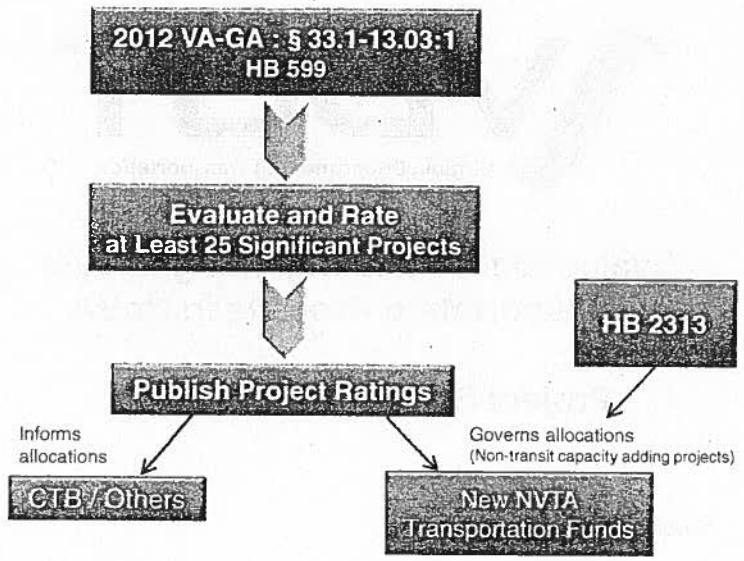
VDOT

Meeting Agenda

- Introductions
- Study Background
- Overall Study Objective
- Work Plan and Schedule
- Project Selection Criteria
- Project Evaluation and Rating
- Next Steps
- Questions / Comments

VDOT

Study Background



VDOT

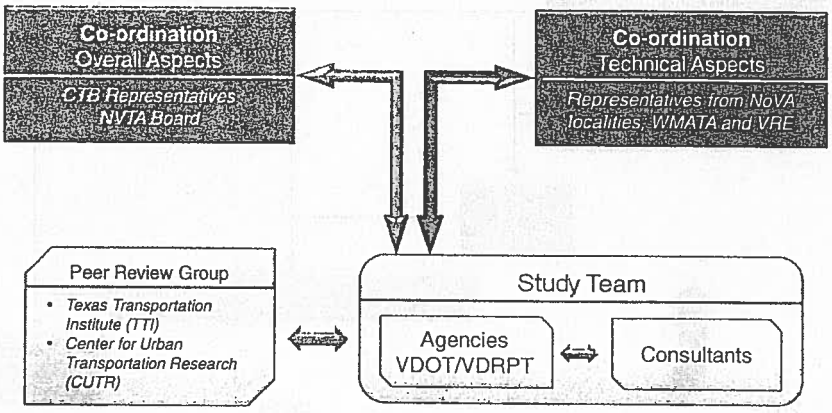
Overall Study Objectives

Use transportation models and computer simulations to provide an objective, quantitative rating of 25 significant transportation projects selected according to priorities determined by the CTB, in coordination with NVTA.

- *Significant projects in the CLRP, TransAction 2040, and other highway, rail, bus, and technology projects that could make a significant impact on mobility in and near the Northern Virginia Transportation District.*
- *Projects are expected to reduce congestion and improve regional mobility in the event of a homeland security emergency.*
- *Give priority to projects that most effectively reduce congestion in the most congested corridors and intersections.*

VDOT

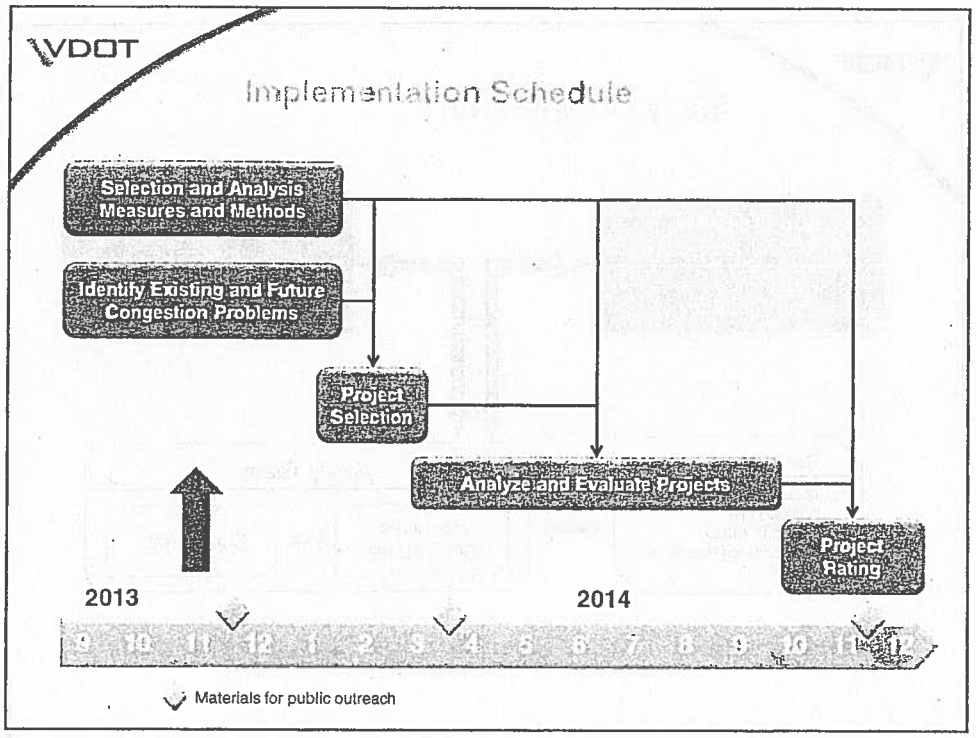
Study Organization

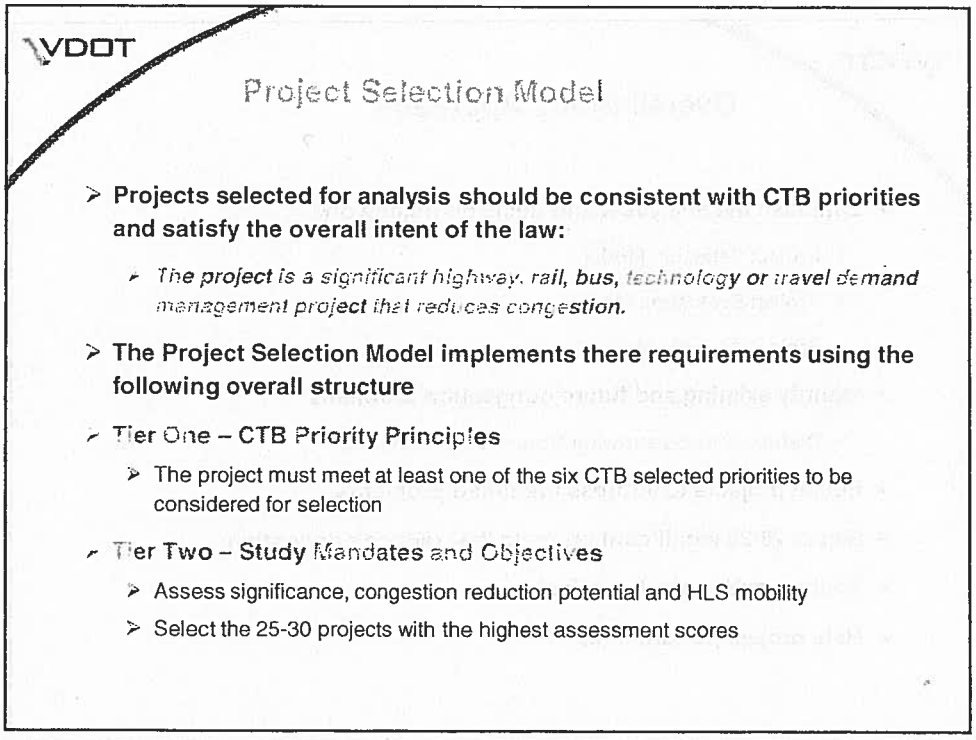


VDOT

Overall Study Approach

- Establish the analytical and decision framework
  - Project Selection Model
  - Project Evaluation Model
  - Project Analysis Methods
- Identify existing and future congestion problems
  - Distribute maps showing Congestion Measures
- Solicit projects to address identified problems
- Select 25-30 significant projects that reduce congestion
- Analyze and evaluate projects
- Rate project performance


VDOT
Implementation Schedule
Selection and Analysis Measures and Methods
Identify Existing and Future Congestion Problems
Project Selection
Analyze and Evaluate Projects
Project Rating
2013
2014
9 10 11 12 1 2 3 4 5 6 7 8 9 10 11 12
Materials for public outreach


VDOT
Project Selection Model
Projects selected for analysis should be consistent with CTB priorities and satisfy the overall intent of the law:
The project is a significant highway, rail, bus, technology or travel demand management project that reduces congestion.
The Project Selection Model implements there requirements using the following overall structure
Tier One – CTB Priority Principles
The project must meet at least one of the six CTB selected priorities to be considered for selection
Tier Two – Study Mandates and Objectives
Assess significance, congestion reduction potential and HLS mobility
Select the 25-30 projects with the highest assessment scores

VDOT

Tier One – CTB Priority Principles

- **The project must meet at least one of the following CTB priorities**
  - Preserve and Enhance Statewide Mobility through the Region
  - Increase Coordinated Safety and Security Planning
  - Improve the Interconnectivity of Regions and Activity Centers
  - Reduce the Cost of Congestion to Virginia Residents and Businesses
  - Increase System Performance by Making Operational Improvements
  - Increase Travel Choices to Improve Quality of Life for Virginians

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VDOT

Tier Two – Study Mandates and Objectives

- **Significance**
  - 5 measures – project type, designated corridors, high travel volume, connects activity centers, connects major facilities
- **Congestion Reduction Potential**
  - 5 measures – congestion severity, congestion duration, person hours of delay, adds capacity, reduces vehicle trip
- **Homeland Security Mobility**
  - 1 measure – facility and operational improvements

10

VDOT

Significance
Project Type

- **The project is a highway, rail, bus, technology or large scale travel demand management project.**

Assessment Values	Possible Score
No	0
Yes	100

Focus on the types of projects specifically highlighted in the legislation and emphasize management strategies that reduce overall travel through congested locations.

VDOT

Significance
Designated Corridors

- **The project is on a facility included in the Statewide Mobility System, Corridors of Statewide Significance, or in a Super NoVA corridor.**

Assessment Values	Possible Score
No	0
Yes	100

Utilize previous efforts to identify critical facilities and significant corridors from a statewide perspective

SMS includes routes that are on the National Highway System, multilane primaries that provide regional connectivity as well as other primaries that serve as vital links between jurisdictions.

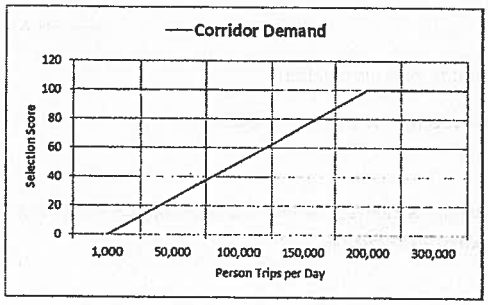
CoSS in Northern Virginia are: I – 66, I – 95, Route 29 and the NoVA North-South corridor.

The NoVA North-South corridor begins at I-95 in Prince William County generally following the existing Route 234, continues north from I-66 through Loudoun County, intersecting with US 50, the Dulles Greenway, and concluding at Route 7.

VDOT

Significance
High Travel Volume

- The project is in a corridor that serves a high volume of person trips.



The overall number of persons traveling in the corridor is one way to quantify the significance of the corridor.

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VDOT

Significance
Connects Regional Activity Centers (RACs)

- The project enhances or expands transit, HOV/HOT lanes or roadway connections between major or multiple regional activity centers (RACs).

Assessment Values	Possible Score
➢ Improves access within RACs or between minor RACs	25
➢ Between major RACs	75
➢ Between multiple RACs	100

Projects that expand travel options and improve connections between regional activity centers can significantly enhance mobility in the region.

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VDOT

Significance
Connects Major Facilities

- **The project enhances or completes connections between interstate highways, principal arterials or transit stations and park-&-ride lots.**

Assessment Values	Possible Score
Improves or adds one connection	50
Improves or adds two or more connections	100

Improving connections between major facilities makes the overall transportation system more robust and flexible.

VDOT

Congestion Reduction Potential
Congestion Severity

- **The project is located in a heavily congested corridor.**

Assessment Values	Possible Score
Moderate Congestion (TTI=1.3-2.0 or LoadFac=1.0-1.2)	25
Heavy Congestion (TTI=2.0-3.0 or LoadFac=1.2-1.4)	75
Severe Congestion (TTI > 3.0 or LoadFac > 1.4)	100

(TTI = travel time index = congested travel time / free flow travel time)
(LoadFac = transit passengers / vehicle seats)

The legislation gives priority to projects that most effectively reduce congestion in the most congested corridors and intersections.

VDOT

Congestion Reduction Potential
Congestion Duration

- **The project corridor experiences moderate to heavy congestion for multiple hours of the day.**

Assessment Values	Possible Score
Congested during the peak hour only	25
Congested during the whole peak period	75
Congested during peak and off-peak periods	100

Projects that reduce the number of hours of congestion and address off-peak congestion are preferred.

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VDOT

Congestion Reduction Potential
Person Hours of Delay

- **The project is located in a corridor with significant person hours of delay.**

Assessment Values	Possible Score
Moderate Delay (100 person hours of delay/mile/day)	25
Substantial Delay (500 person hours of delay/mile/day)	75
Major Delay (1,000 person hours of delay/mile/day)	100

Projects in locations that generate travel time delays for a large number of people for many hours of the day should be given priority.

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VDOT

Congestion Reduction Potential
Adds Capacity

- **The project adds person moving capacity to a congested location, facility or corridor.**

Assessment Values	Possible Score
Adds 10% to 25% person moving capacity	50
Adds 25% or more to the person moving capacity	100

Projects that add transit or roadway capacity to move more people have a high potential to addressing congestion problems.

VDOT

Congestion Reduction Potential
Reduces Vehicle Trips

- **The project has the potential to reduce vehicle trips on a congested facility or corridor.**

Assessment Values	Possible Score
Reduce vehicle trips by 5% to 10%	25
Reduce vehicle trips by 10% to 25%	75
Reduce vehicle trips by 25% or more	100

Reducing the number of vehicles on the roadway can substantially reduce congestion problems.

VDOT

Homeland Security Mobility
Facility and Operational Improvements

- **The project improves regional mobility in the event of a homeland security emergency.**

Assessment Values	Possible Score
Improves mobility between jurisdictions	50
Improves radial roadway/bus capacity or reversibility	100
Expands rail transit system	100

Minor / small scale emergencies can be accommodated by closing local streets to automobile traffic. Major evacuations require larger / more coordinated efforts.

21

VDOT

Project Evaluation and Rating

- **Projects will be evaluated and rated based on how well they reduce congestion**
- **Analyze projects using the MWCOG model and TRANSIMS software**
  - MWCOG model generates zone-to-zone demand in four time periods
  - TRANSIMS distributes demand to activity locations and seconds of the day
  - Regional dynamic user equilibrium routing and simulation estimates the impact
- **Project generated changes in performance measures will be calculated for individual travelers and trips, and aggregated for input into the project evaluation and rating framework**

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VDOT

Next Steps

- Collect and consider input from this Meeting
  - Revise the Project Selection Model as necessary
- Meet with stakeholders on December 3rd to gather input and pair wise weights for each selection attribute
- Present the selection model to the NVTA Board on December 12th
- Distribute a draft Project Evaluation Model to stakeholder for review and comment
- Meet with stakeholders to gather input and pair wise weights for each evaluation measure
- Present the evaluation model to the NVTA Board in January
- Present the selection and evaluation models to CTB in January

VDOT

Virginia Department of Transportation

Questions / Comments

THANKS!

Evaluation and Rating of Significant Transportation Projects in Northern Virginia
Project Selection Framework
November 22, 2013

Agenda Item #2: Overall Study Update

Scope of Work

Task 1:	Define CTB Priorities Oct. 17, 2013 CTB Resolution	✓
Task 2a:	Develop Project Selection Model Dec. 12, 2013 NVTA; Jan 15, 2013 CTB	In progress
Task 2b:	Develop Project Evaluation Model Jurisdictions/Agencies Input Jan.9, 2014 NVTA; Jan.15, 2014 CTB	Dec. 2013 /Jan 2014
Task 3:	Document Project Selection Framework Based on Tasks 1 and 2, describe how projects are selected to be evaluated in the study	Jan /Feb. 2014
Task 4:	Establish Baseline Conditions Draft Distribution to Jurisdictions/Agencies	Jan. 2014
Task 5:	Interim Report and Public Outreach Documentation of Tasks 1 thru 3	Feb. 2014
Task 6:	Project Solicitation and Selection NVTA and CTB Provide products of Tasks 3 and 4	Feb/Mar. 2014
Task 7:	Select Project Evaluation and Analysis Tools	Mar. 2014
Task 8:	Interim Report and Public Outreach Summary of Tasks 4 and 6	Apr. 2014
Task 9a:	Preliminary Congestion Assessment Demand based assessment	June 2014
Task 9a:	Detailed Project Rating and Assessment Detailed Operational assessment and quantitative ratings	Oct. 2014
Task 10:	Final Report and Presentation of Results	Dec. 2014

Agenda Item #2 *(Continued)*: Major Milestones and Schedule DRAFT

Date	Day	Time	Activity	Location
Immediate Term Activities:			**Project Selection Framework/Model (PSM)**	
Nov. 15	Fri.	COB	Stakeholders Comments on PSM Due to VDOT	Email
Nov. 19	Tue			
Nov. 20	Wed			
Nov. 21	Thur.	COD	Mail revised PSM to stakeholders	Email
Nov. 22	Fri	1:30-3:00	PSM Discussions with Stakeholders	VDOT
Nov. 25	Mon			
Nov. 26	Tue			
Nov. 27	Wed	COB	Mail response to comments and revised PSM to stakeholders	Email
			Nov. 28 - 29 Thanksgiving Break	
Dec. 2	Mon			
Dec. 3	Tue	9 - Noon	Stakeholder Input Session - On Revised PSM	VDOT
Dec. 4	Wed			
Dec. 5	Thur.			
Dec. 6	Fri.			
Dec. 9	Mon			
Dec. 10	Tue			
Dec. 11	Wed.		Mail out Stakeholder Input Summaries to Executive Group	Email
Dec. 12	Thur.	5:00-6:00 P	NVTA Workshop to review / finalize PSM	NVRC
		6:30-7:30 P	NVTA Board Meeting - Action on PSM	NVRC

Near Term Activities:			**Project Evaluation Framework/Model (PEM): Congestion MOEs**	
Dec. 1st week			Share Proposed PEM with Peer Review Group and Stakeholders	Email
Dec. 2nd week			Comments from Peer Review Group on Draft PEM	Email
Dec. 3rd week			Comments from Stakeholders on Draft PEM	Email
Dec. 4th week			Mail response to comments and revised PEM to stakeholders	Email
Jan. 1st week			Stakeholder Input Session on revised PEM	VDOT
Jan. 9	Thur.		NVTA Workshop to review/finalize PEM	NVRC?
			NVTA Board Meeting - Action on PEM	NVRC?
Jan. 15	Wed.		CTB Meeting - Action on PESM and PEM	Richmond

Continuing Activities:			**Project nomination, Selection and Analysis**	
Jan. 2014	Later half		Start Project Nomination Period	
Feb. 2014	Mid.	COB	Project Nominations Due	Email
Week of Feb. 17			Stakeholders meeting to review Projects selected for evaluation	VDOT
Mar. 2014			NVTA Action on projects selected for evaluation	NVRC?
Mar. 19	Wed.		CTB Action on projects selected for evaluation	Richmond
Jun.30	Mon	COB	Preliminary Congestion reduction estimates of projects analyzed	
Oct. 2014			Draft Report Detailed Analysis and Project ratings	
Dec. 2014			Final Report Project Ratings	

Agenda Items #3a: Revised PSM – Summary of Revisions

- Two Tier assessment *(Instead of proposed Three tiers)*
- Simpler
  - 11 Targeted Criteria *(Instead of 19)*
  - Criteria tied to HB 599 requirements
  - Geography/Jurisdiction independent criteria
  - Assessed against CTB Priorities in one Tier *(as opposed to two)*

Agenda Item #3b: Revised PSM – Description

Agenda Item #4: PSM – Input Session

- Date: Dec. 3rd, 2014
- Location: VDOT-NoVA, 4975 Alliance Dr., Accotink Training Room (First Floor)
- Time: 9:30 AM to 11:30 AM
- Pair Wise Comparison of the various PSM Criteria (below) Using Decision Len's AHP Process / Software

Draft PMS Criteria

No.	Project Selection Model – Draft Tier 2 Criteria (Assessment Attributes)
1	The project is a highway, rail, bus, technology or large scale travel demand management project.
2	The project is on a facility included in the Statewide Mobility System, Corridors of Statewide Significance, or in a Super NoVA corridor.
3	The project is in a corridor that serves a high volume of person trips.
4	The project enhances or expands transit, HOV/HOT or roadway connections between major or multiple regional activity centers (RACs).
5	The project enhances or completes connections between interstate highways, principal arterials or transit stations and park-&-ride lots.
6	The project is located in a heavily congested corridor.
7	The project corridor experiences moderate to heavy congestion for multiple hours of the day.
8	The project is located in a corridor with significant person hours of delay.
9	The project adds person moving capacity to a congested location, facility or corridor.
10	The project has the potential to reduce vehicle trips on a congested facility or corridor.
11	The project improves regional mobility in the event of a homeland security emergency.

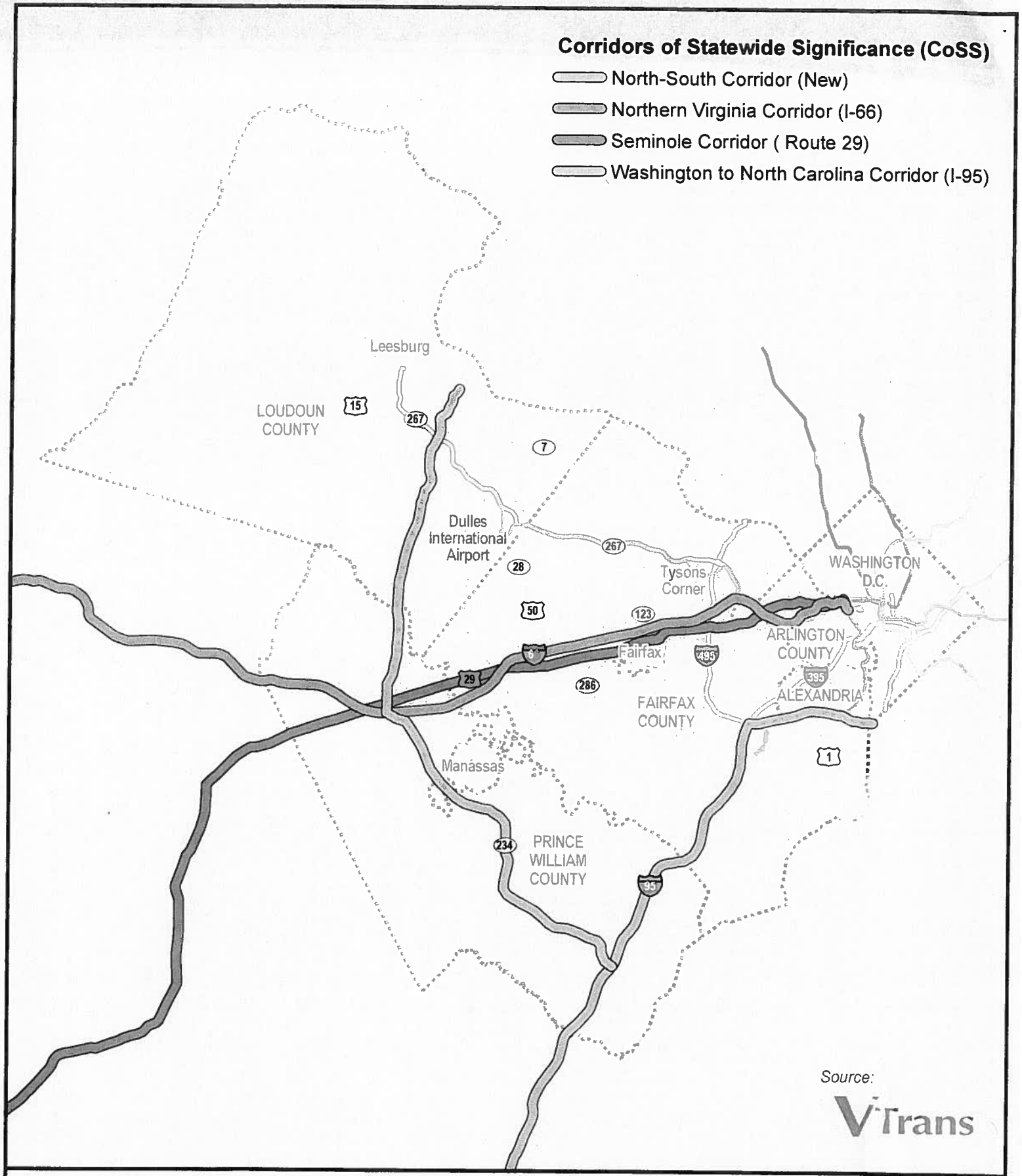


Figure No.: TBD

Corridors of Statewide Significance (CoSS) - Northern Virginia

Date: Nov 2013

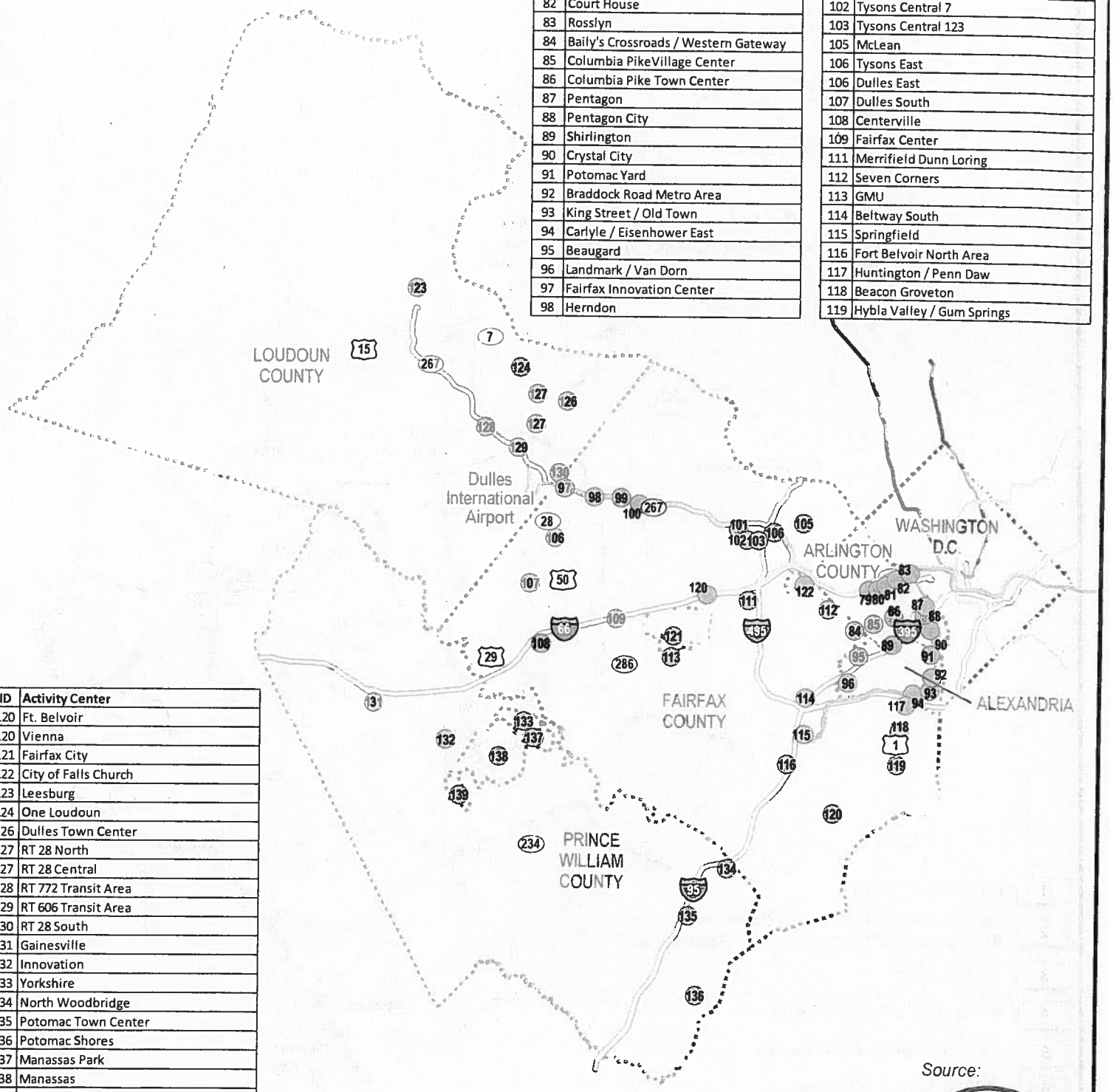
Evaluation and Rating of Significant Transportation Projects in Northern Virginia

N

0 5 10 Miles

ID	Activity Center
79	Ballston
80	Virginia Square
81	Clarendon
82	Court House
83	Rosslyn
84	Baily's Crossroads / Western Gateway
85	Columbia PikeVillage Center
86	Columbia Pike Town Center
87	Pentagon
88	Pentagon City
89	Shirlington
90	Crystal City
91	Potomac Yard
92	Braddock Road Metro Area
93	King Street / Old Town
94	Carlyle / Eisenhower East
95	Beaugard
96	Landmark / Van Dorn
97	Fairfax Innovation Center
98	Herndon

ID	Activity Center
99	Reston Town Center
100	Wiehle- Reston East
101	Tysons West
102	Tysons Central 7
103	Tysons Central 123
105	McLean
106	Tysons East
106	Dulles East
107	Dulles South
108	Centerville
109	Fairfax Center
111	Merrifield Dunn Loring
112	Seven Corners
113	GMU
114	Beltway South
115	Springfield
116	Fort Belvoir North Area
117	Huntington / Penn Daw
118	Beacon Groveton
119	Hybla Valley / Gum Springs



ID	Activity Center
120	Ft. Belvoir
120	Vienna
121	Fairfax City
122	City of Falls Church
123	Leesburg
124	One Loudoun
126	Dulles Town Center
127	RT 28 North
127	RT 28 Central
128	RT 772 Transit Area
129	RT 606 Transit Area
130	RT 28 South
131	Gainesville
132	Innovation
133	Yorkshire
134	North Woodbridge
135	Potomac Town Center
136	Potomac Shores
137	Manassas Park
138	Manassas
139	Manassas Airport

MWCOG Activity Center

Source:

Metropolitan Washington Council of Governments

Figure No.: TBD

MWCOG Activity Centers - Northern Virginia

Date: Nov 2013

Evaluation and Rating of Significant Transportation Projects in Northern Virginia

N

0 5 10 Miles

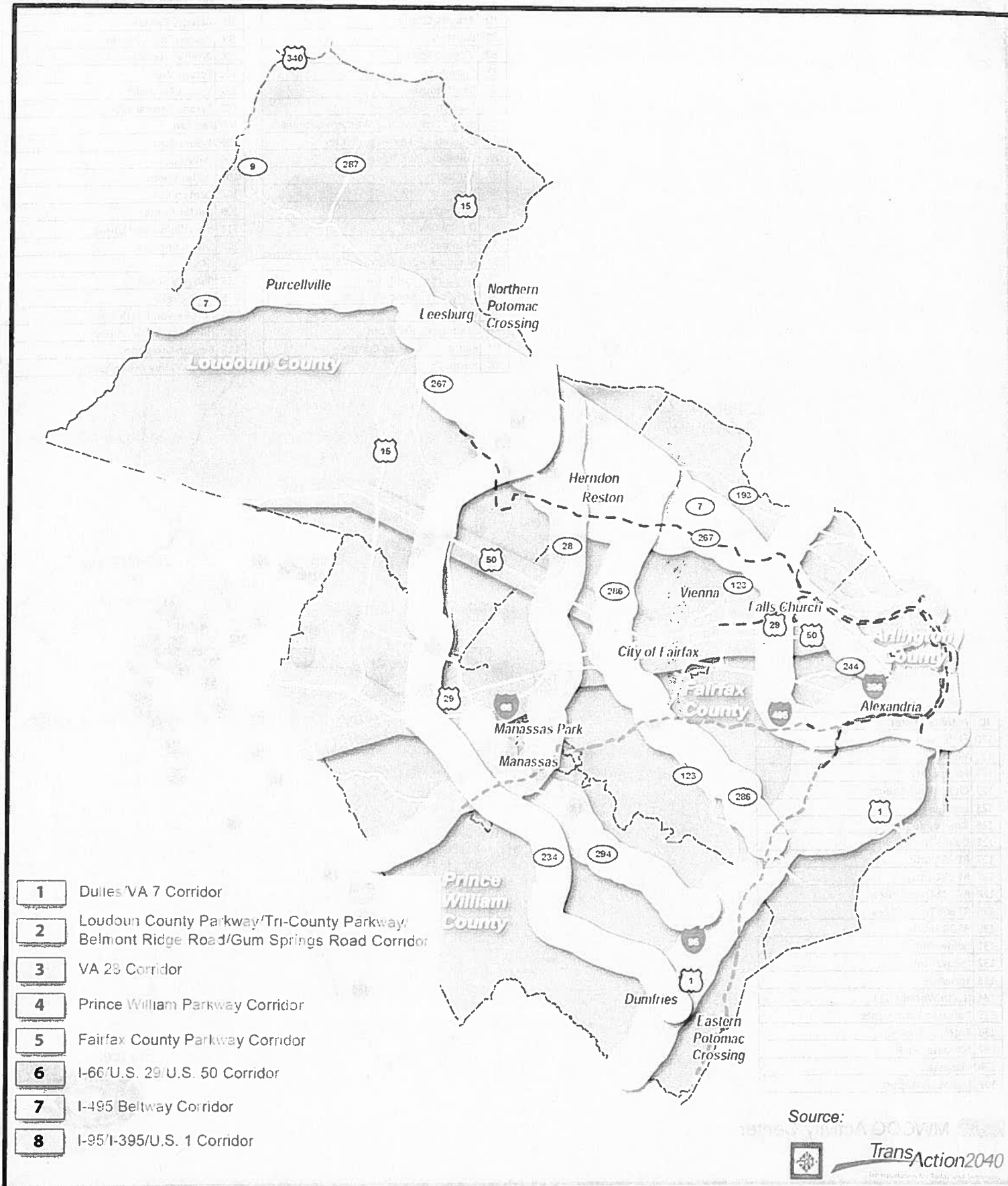


Figure No.: TBD

TransAction 2040 Plan Corridors- Northern Virginia

Date: Nov 2013

Evaluation and Rating of Significant Transportation Projects in Northern Virginia

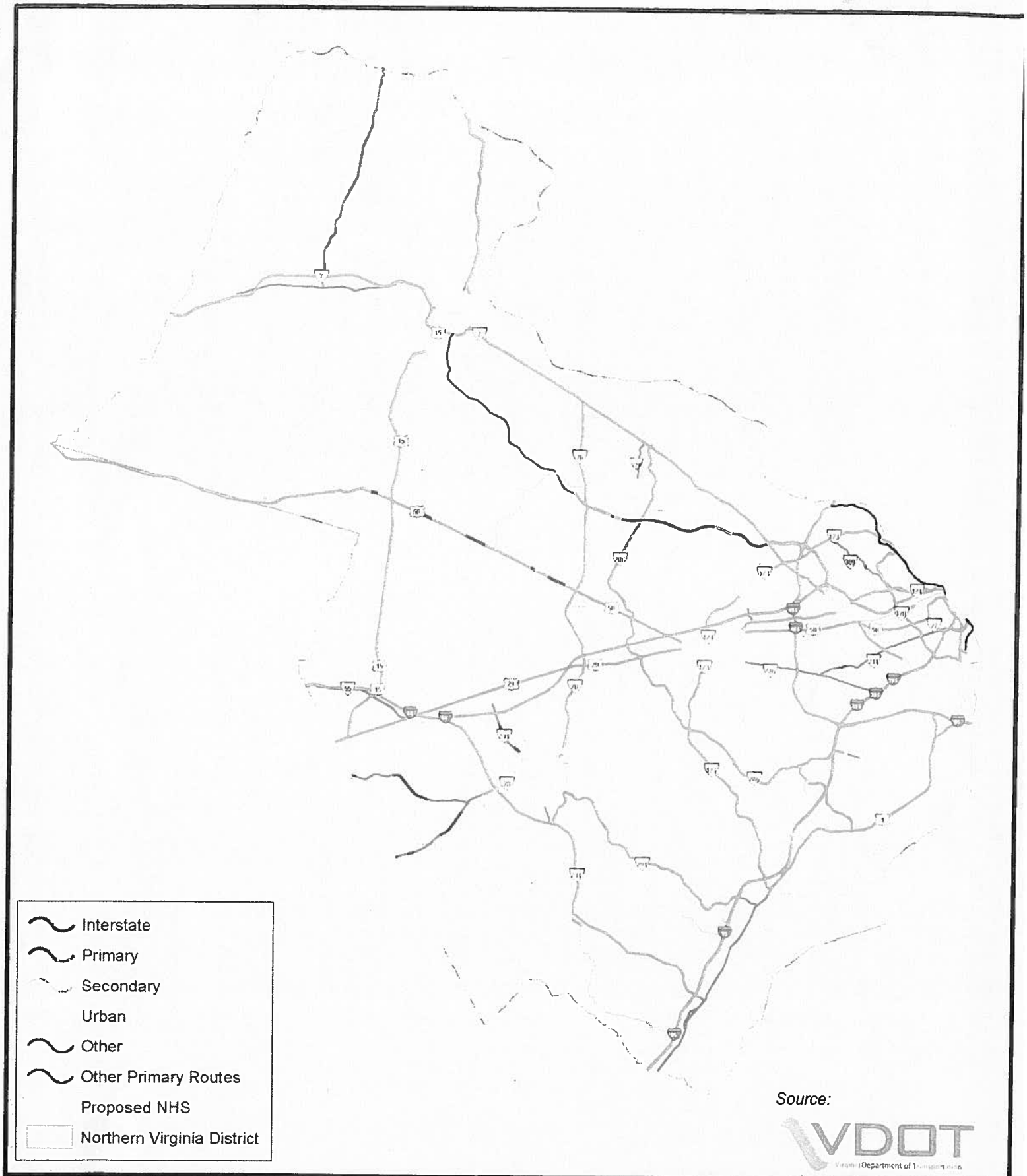


Figure No.: TBD

VA Statewide Mobility System Roadways - Northern Virginia

Date: Nov 2013

Evaluation and Rating of Significant
Transportation Projects in Northern Virginia

Northern Virginia Transportation Authority

Proposed Schedule for the Six Year Program of Projects

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

	VDOT Central Office Programming starts working on draft scenario of SYIP based on estimates/schedules in the PCES system as of December 30 & District Programming coordinates RSTP/CMAQ amounts and instructions to MPOs.
January 10, 2014	**VDOT distribute Draft Project Evaluation Model (PEM) for review and comment.**
January 16, 2014	CLRP project submissions and draft Scope of Work released for public comment.
January 23, 2014	**DEADLINE: Comments on Draft Project Evaluation Model (PEM) due to VDOT.**
	TPB briefed on Project Submissions and Draft Scope of Work
January 31, 2014	**DEADLINE – Project submissions for NVTA Six Year Program due to Project Implementation Working Group**
	VDOT Stakeholder Input Session on VDOT Draft PEM
February 2014	**JACC reviews project submissions for NVTA Six Year Program**
	VDOT provides project list to MPOs
	CLRP & TIP Project Submissions and Draft Scope of Work Release for Public Comment
	DRPT – Commuter Assistance Grant Applications Due
	VDOT – Central Office Programming continues working on draft scenario of SYIP, CO and District Management review preliminary working draft of the interstate system & CO and District have MPO/PDC Meetings on SYIP development, etc.
February 6 or 13, 2014	**NVTA approves Project Implementation Working Group project nominations for VDOT Rating Study (HB 599).**
	VDOT work session with NVTA on VDOT PEM.
February 14, 2014	**DEADLINE – Project nominations for VDOT Rating Study (HB 599) due to VDOT**.
	February 15, 2014 TPB CLRP public comment period ends

February 19, 2014	TPB reviews Public Comments and is asked to Approve Project Submissions and Draft Scope of Work
March 2014	VDOT – Draft SYIP Public Hearing dates determined, Final appropriation amounts received, District Programs MPO RSTP/CMAQ allocations and special program funding based on MPO strawman & Project managers update estimates and schedules.
March 13, 2014	**NVTA action on projects selected by VDOT for Rating (HB599)**
	NVTA discusses Six Year Program Process, Project Prioritization and Project Development.*
March – October 2014	**VDOT Rating Study (HB 599) conducts project evaluation and rating.**
April 2014	VDOT – Begin SYIP public hearings, Final Allocations determined & Final CMAQ/RSTP allocations coordinated with MPO
April 7, 2014	VDOT – Draft SYIP release
May 2014	VDOT – Complete SYIP public hearings and review comments
May 2, 2014	DEADLINE - Transportation agencies finalize CLRP forms and inputs to FY 2015-2020 TIP. Submissions must not impact conformity inputs; note that the deadline for changes affecting conformity inputs was February 19, 2014.
May 15, 2014	FY14-19 SYIP adopted by the CTB
May 21, 2014	TPB Receives Status Report on Conformity Assessment
June 2014	VDOT – SYIP to be adopted by CTB and posted to external website, Begin discussions on districts/divisions/DPRT on bonus federal Obligation Authority & Central Office Programming submit budget posting information from final SYIP to Financial Planning.
June 12, 2014	Draft CLRP & TIP and Conformity Assessment Released for Public Comment at Citizens Advisory Committee (CAC)
June 18, 2014	TPB releases Conformity Assessment for Public Comment

July 2014	VDOT – District to Submit request for potential Bonus OA projects
July 10, 2014	**Tentative Meeting - Report to the Authority on preliminary results of VDOT Rating Study (HB 599)**
July 12, 2014	TPB Conformity Assessment Public Comment Period Ends
July 16, 2014	TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft CLRP & TIP and Conformity Assessment for Adoption
August 2014	VDOT – Central Office Submits Bonus OA request to FHWA & Kick off FY- 14 Systematic Review of SYIP Projects
October 2014	**VDOT releases draft Rating Report (HB 599)**
November 13, 2014	**NVTA to receive briefing on VDOT draft Rating Report (HB 599)**
December 2014	**VDOT releases Final Rating Report (HB 599)**
December 11, 2014	**NVTA to receive briefing on VDOT Final Rating Report (HB 599)**

*** TO BE DETERMINED: Date of NVTA Six-Year Plan approval including associated working group, committee and public approval process.**

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
PROJECT DESCRIPTION FORM

BASIC PROJECT INFORMATION

1. **Submitting Agency:**
2. **Project Title:**
3. **Project Type: _____ Roadway ____ Multimodal ____ Transit**
4. **Project Description/Scope:**
5. **Route (if applicable)/Corridor:**
6. **Total Project Cost:**
7. **Total Funds Required:**
8. **Phase/s of Project Covered by Funding:**
9. **Project Milestones (by phase, include all phases):**
10. **In TransAction 2040 plan?**
11. **In CLRP, TIP or Air Quality Neutral?**
12. **Leverages Sources: ____ Local ____ State ____ Federal____ Other (please explain)**

STATED BENEFITS (1-2 paragraphs maximum for each question)

1. **What regional benefit/s does this project offer?**
2. **How does the project reduce congestion?**
3. **How does the project increase capacity (mass transit projects only)?** N/A
4. **How does the project improve auto and pedestrian safety?**
5. **Links to supporting documentation (Optional): List internet address/link to any additional information in support of project benefits.**

6. PROJECT PICTURES/ILLUSTRATIVES (Insert before picture):

Northern Virginia Transportation Authority
FY 2014 Project Selection Process – STEP 1

The Jurisdiction and Agency Coordinating Committee (JACC) was tasked with preparing an initial list of projects for funding received in Fiscal Year 2014 to begin discussions by the Northern Virginia Transportation Authority ("NVTA" or "the Authority"). The Authority forwarded this list of projects to the Project Implementation and Legal Working Groups to evaluate and ensure compliance with House Bill 2313 requirements.

The Project Implementation Working Group ("PIWG") evaluated a total of 48 transportation projects submitted by NVTA member jurisdictions and transportation agencies. The following information describes the project selection process developed and supported by the Project Implementation Working Group.

The Code of Virginia has multiple provisions designed to guide how the NVTA selects projects. NVTA is required by § 15.2-4838.01.C.1 to use the 70% funds on:

a. transportation projects in the regional plan (TransAction 2040) that have been rated by the Commonwealth based on a project's ability to reduce congestion facilitate emergency evacuation (the Commonwealth rating is not required for funds received in FY2014); and
b. mass transit capital projects that increase capacity.

The same Code section requires NVTA to give priority to projects that are expected to provide the greatest congestion reduction relative to the cost of the project, and must document this information for each project. It also requires that such projects be located (a) in NVTA member jurisdictions or (b) 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 NVTA member jurisdictions.

The prioritization based on congestion reduction relative to cost is statutorily distinct from the regional transportation policies and priorities NVTA sets as part of long range transportation planning under §15.2-4838, which NVTA used when adopting its regional plan, TransAction 2040.

In setting long range planning policies and priorities, § 15.2-4838 requires that NVTA to be guided by performance based criteria such as the ability to improve travel times, reduce delays, connect regional activity centers, improve safety, improve air quality, and move the most people in the most cost effective manner. Several of these performance based criteria are, in essence, measures of congestion reduction.

Project Selection Process

NVTA approved a project selection process for Fiscal Year 2014 funds only. This selection process does not prescribe specific project funding decisions; instead it provides guidance to the Authority by relating investment decisions to statutory requirements and regional goals. The selection of projects is broken down into three tiers. Qualifying information for each project is available in Attachment E.2.

Tier I Screening

The first set of criteria is based on the required derived from statutory provisions governing NVTA's actions, both under §15.2-4838.01.C.1 and §15.2-4838. The criteria are as follows:

- Contained in the regional transportation plan (TransAction 2040/CLRP/TIP)
- Mass transit project that increases capacity
- Reduces congestion

- Within a 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.

For a project to qualify and move forward under this first set of criteria, it must meet all the requirements. Projects that did not pass the tier one screening were placed on the list not considered for FY 2014 funding.

Tier II Screening

The second tier provides the basis for distinguishing among proposed projects that qualify under tier one, creating a relative ranking among them. The rationale for this approach was to select projects that provide rapid, noticeable improvements to address some of the region's transportation problems. Tier two has a total of five (5) criteria; however a project can receive a total of 10 points. A major of the points are weighted towards project readiness.

- **Improve auto and pedestrian safety.** Projects that improve auto and pedestrian safety receive one (1) point.
- **Project Readiness.** Readiness is described in terms of the degree to which the project is ready to be delivered (or at least advance it significantly) within FY 2014. The criterion is weighted using the following measures:

  a. Project is included in TIP
  b. Project is included in the CLRP or is air quality neutral.
  c. Have completed (or will complete prior to project selection) major regulatory reviews and/or public input processes.
  d. Resources available to move forward with project when funding becomes available.
  e. Funding will provide expedition of project phase.
  f. Projects will begin or complete next phase with requested funding.

  Projects can receive a maximum of six (6) points if they meet all of the criteria stated above.

- **Mode Balance.** Transit, Road, Multimodal. Projects are coded as "R" for Roadway, "T" for Transit and "M for Multimodal.
- **Leverages External Funding**. Short-term priorities of the jurisdictions that are partially funded in the Commonwealth's Six Year Improvement Program or by individual jurisdictions or agencies. Projects are assigned one (1) point if they meet this criterion.
- **Project with 20 year lifespan.** This is only to be used if bond project list is developed. This criterion is not applicable to the current FY 2014 project list and list of projects for consideration of the Six Year Plan. Projects are assigned one (1) point if they meet this criterion or "N/A" if not applicable.

Tier III Screening

The third tier is applied as an overlay to all projects.

- **Locality's total long-term benefit shall be approximately equal to the proportion of revenues attributable to the locality.** This requirement applies to a jurisdiction's share of the regional revenues over the long-term. Consequently, the first year of regional allocations may not exactly match the proportion of revenues generated by each locality, although the regional balance of the distribution of projects is to be considered. The NVTA working groups plan to

develop a method to track annual allocations to ensure that this statutory requirement is met over the long-term.

- **Counties and cities embraced by Authority must work cooperatively with towns and populations greater than 3,500 located within such counties to ensure that the towns receive their respective share of the revenues.** Counties and cities have been working with, and will continue to work with towns to ensure that the towns receive their respective share of the revenues. The NVTA Financial Working Group is developing revenue estimates for each of the towns. This work is being done in coordination with the towns.

- **Priority given to greatest congestion reduction relative to cost of the project.**
  There have been two rigorous rating processes of the projects identified as candidates for the FY 2014 NVTA regional funding. The analysis satisfies the requirement that NVTA give priority to projects that are expected to provide the greatest congestion reduction relative to the cost of the project.

  The first set of analyses is conducted through the Transportation Planning Board's 2012 Financially Constrained Long-Range Transportation Plan (CLRP) for the National Capital Region. The Plan identifies and describes all regionally significant transportation projects and programs that are planned in the Washington metropolitan area between 2012 and 2040. Over 800 projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. Of these projects, about 110 are considered to be "regionally significant". As developed and adopted by the National Capital Region Transportation Planning Board (TPB) the Metropolitan Planning Organization (MPO) for the area, the CLRP includes an evaluation of plan performance in the following categories:

  - Population and Employment Growth
  - Travel Demand and Congestion
  - Transit Congestion
  - Regional Highway Congestion
  - Job Accessibility
  - Air Quality: Mobile Source Emissions

  The evaluation considers the performance of the CLRP as a single package of projects relative to the base year of the plan (for the currently adopted 2012 CLRP, the base year is 2013) and horizon year of the plan (2040). Analysis of individual projects occurs as a project advances from the CLRP to the six-year Transportation Improvement Program (TIP) and undergoes traditional project planning analysis with the funding agency (VDOT, DRPT, WMATA, local jurisdictions).

  All of the projects in the 2011 CLRP are included in Baseline and Build scenarios for TransAction 2040. The TransAction 2040 Plan builds on the CLRP with additional projects to address highway and transit network performance as well as the region's Round 8.0 land use assumptions.

  The CLRP reflects a regional consensus on the projects that are of the highest priority given the fiscal constraints that exist. Projects in the CLRP were included in TransAction 2040 as the top priority projects for existing revenue sources. As such, the NVTA project selection methodology gives greater weighting to projects in the CLRP and TIP because the projects are more prepared to be implemented and therefore could address congestion reduction more readily. They have also

been vetted through a public process. With CLRP projects considered the top priority projects, NVTA only has to determine which other projects in the regional plan meet the priority requirement.

A second set of analyses was performed in TransAction 2040 for projects not evaluated in the CLRP. This analysis was conducted in two steps: 1) System-Level Evaluation, presented performance measures showing benefits from the combined effect of the TransAction 2040 projects; and 2) benefit/cost analysis for individual projects.

A set of system-level performance criteria was developed to evaluate the benefits of adding the TransAction 2040 Plan projects. These criteria were related to the transportation planning objectives established for this Plan. The criteria described below were used to measure the performance of the entire transportation system; that is, all of the projects working together as a whole. The project team first looked at current conditions in 2007 and then evaluated conditions in the 2040 Baseline Scenario, Build Scenario, and Build 2 Scenario. The system-level performance criteria included:

- Daily vehicle-miles of travel (VMT);
- Daily person-miles of travel (PMT);
- Work trip length;
- Work trip mode share;
- Job accessibility;
- Screenline analysis; and
- Levels of service.

In addition to looking at system level performance, effort was also undertaken to rate, score, and prioritize the individual projects making up the TransAction 2040 Plan. An important element of TransAction 2040 was ensuring that this project prioritization process was conducted using a data-driven and transparent method that provides the public and decision-makers with a clear view of why and how projects were ranked and prioritized. It also was critical to identify the projects that best met the goals and objectives of the Plan.

Each project was individually evaluated using a set of project-based performance evaluation criteria. The project-level performance assessment provided feedback on how each project addressed the region's defined goals and performance objectives. This included a quantitative evaluation to measure the effects of a project on the transportation system with respect to the performance objectives, and a qualitative policy assessment to assess how well projects met broader considerations embodied in the region's goals. In addition to identifying the performance-based benefits for each project, a benefit/cost analysis was introduced to the prioritization process. The project prioritization process was applied within corridors and by project type (e.g., bicycle/pedestrian, transit, highway) and is described in more detail in the subsections which follow. The Plan conducted a benefit/cost analysis for each project based on a number of factors:

- Freight Movement
- Improved Bicycle/Pedestrian Options
- Multimodal Choices
- Urgency
- Project Readiness
- Reduce VMT

- Safety
- Person Throughput
- Reduce Roadway Congestion
- Reduce Time Spent Traveling
- Environmental Sensitivity
- Activity Center Connections
- Land Use Supports Transportation Investment
- Management and Operations
- Cost Sharing

Projects identified for FY 2014 regional funding are either in the CLRP, TIP, and TransAction 2040 Plan. All of the projects have been evaluated based on congestion reduction relative to cost. The projects identified on the FY 2014 project list have the greatest congestion benefit relative to cost. Detailed information about each project including the stated regional benefits is provided in Attachment B.

Northern Virginia Transportation Authority
FY 2014 Project Selection Process – STEP II

The Project Implementation Working Group (PIWG) was directed by the Northern Virginia Transportation Authority ("NVTA" or "the Authority") at its June 20, 2013 meeting to prepare an FY 2014 Program to include preparation of documents for an initial bond issuance for consideration by the Authority at its July 24, 2013 meeting. Pursuant to that charge, the PIWG developed and approved by consensus a list of FY 2014 bond selection criteria. The criteria do not prescribe specific project funding decisions; instead it provides guidance to the Authority by relating investment decisions to statutory requirements and regional goals. The bond selection process is provided in detail below.

Bond Selection Criteria

The PIWG developed the following selection criteria which provide the basis for selecting projects for a FY 2014 Bond List. All projects must have been evaluated through the FY 2014 Project Selection Process in order to be considered in this process. No projects that did not pass the Tier I Screening of the FY 2014 Project Selection Process were not considered.

As noted in the FY 2014 Project Selection Process (Attachment A.1.) the approach focuses on selecting projects that provide rapid, noticeable improvements to address some of the region's transportation problems. There are a total of six (6) bond selection criteria.

- **Project with 20 year lifespan.**
- **High ranking project.** Priority is given to projects on the "List of Projects for FY 2014 Funding" as presented to the Authority on June 20, 2013. In order to be considered for bond funding, projects on the "List of Projects for Consideration for the Future Six-Year Program" as presented at the June 20, 2013 NVTA meeting must receive a high rating in the Tier II analysis.
- **Leverages external funding**. Short-term priorities of the jurisdictions that are partially funded in the Commonwealth's Six Year Improvement Program or by individual jurisdictions or agencies.
- **Monetary size of project funding request**. Projects with relatively small funding requirements are not as suitable for bonding.

Projects that met these criteria were then screened to ensure that, as a package, the following criteria were satisfied:

- **Geographic balance.**
- **Mode balance.** Transit, Road, Multimodal. Projects are coded as "R" for Roadway, "T" for Transit and "M for Multimodal.

Once the second screen was complete, the total value of the project funding requests on the draft list was evaluated to ensure that it met the Financial Working Group guidance on the overall size of the bond package, which took $50 million to be the lower bound and $100 million to be the upper bound, the PIWG searched for one project whose funding request could be split between the FY 2014 Bond List and the FY 2014 PAYG list.

Projects not removed from the "List of Projects for FY 2014 Funding" as presented to the Authority on June 20, 2013 were included on the FY 2014 PAYG List.

Northern Virginia Transportation Authority

Call for Projects and Instructions

September 28, 2007

Introduction

The Northern Virginia Transportation Authority was established by the Virginia General Assembly on April 17, 2002. The Authority embraces the Cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park and the Counties of Arlington, Fairfax, Loudoun and Prince William. Among other things, the Authority was given the following responsibilities:

- The Authority shall prepare a regional transportation plan for Northern Virginia, to include, but not necessarily be limited to, transportation improvements of regional significance, and shall from time to time revise and amend the plan.
- Once the plan is adopted, the Authority may construct or otherwise implement the transportation facilities in the plan.
- The Authority may contract with others to provide transportation facilities or to operate its facilities, or it may provide and/or operate such facilities itself.
- The Authority may prepare a plan for mass transportation services and may contract with others to provide the necessary facilities, equipment, operations, etc., needed to implement the plan.

On April 4, 2007, the Virginia General Assembly approved the Transportation Finance and Reform Act (HB3202) which authorized the Northern Virginia Transportation Authority to raise more than $300 million per year in new funding for transportation by implementing up to seven taxes and fees. On July 12, 2007, the NVTA adopted all of the taxes and fees, set an effective date of January 1, 2008, and directed staff to continue planning for the implementation of this legislation. The NVTA's Jurisdiction and Agency Coordination Committee (JACC) established several subcommittees to make recommendations to the NVTA regarding the development of an NVTA Six Year Program. These recommendations will be presented at NVTA's November 8, 2007, meeting.

In the meantime, the National Capital Region Transportation Planning Board (TPB) has begun planning for the FY 2009-2014 Transportation Improvement Program (TIP) and 2008 Constrained Long Range Plan (CLRP) for the Washington region. Project submissions for these documents are due on January 11, 2008. TPB will release the projects submitted for public comment on January 16, 2008. Any projects requiring inclusion in TPB's air quality conformity analysis <u>must</u> be released for public comment

at this time. Projects may subsequently be deleted prior to TPB final adoption of project submissions on February 20, 2008; however no additional projects may be added. Any regionally significant project not included in this adoption by TPB will need to undertake an individual air quality conformity analysis or wait for the FY 2010-2015 TIP cycle which will begin in January 2009.

To comply with TPB's deadline, NVTA must adopt any final project submissions at its meeting on January 10, 2008.

This Call for Projects is being issued to allow NVTA to undertake a condensed schedule for development of the first two and one-half years of a Six Year Program (FY 2008, FY 2009 and FY 2010). The JACC has recommended this approach to allow the initial implementation of some transportation projects and services while more detailed work is completed on the process and procedures for an entire NVTA Six Year Program. JACC will be returning with these recommendations in mid 2008.

NVTA's Vision

The following vision was originally adopted by the Transportation Coordinating Council of Northern Virginia in 1999 and was ratified by NVTA in September 2006:

"In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that supports our economy and quality of life. It will be fiscally sustainable, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network."

This vision guided NVTA's development of its TransAction 2030 Long-Range Transportation Plan and will guide its decision-making related to its short-term Six Year Program.

Six Year Program and Funding Levels

As indicated above, NVTA will initially be considering the first two and one-half years of what will ultimately be a Six Year Program. A Six Year Program was selected to coincide with the duration of the Virginia Department of Transportation's Six Year Program and the TPB's Transportation Improvement Program. Since work is continuing on the process and procedures for this NVTA Six Year Program, NVTA is only soliciting projects for two and one-half years (second half of FY 2008, FY 2009 and FY 2010). FY 2008 is only a partial year, since the taxes and fees will not be implemented until January 1, 2008.

It is anticipated that the seven taxes and fees adopted by NVTA on July 12, 2007, will raise approximately $300 million per year. For the second half of FY 2008, NVTA expects to raise approximately $100 million.

HB 3202 requires 40 percent of the revenue raised by NVTA (an estimated $120 million annually) be returned to the jurisdiction in which the revenue was raised. The jurisdiction must use these funds for transportation purposes. With the exception of Alexandria, Arlington County and Falls Church, the jurisdictions must use half of these funds for improvements to secondary and urban roadways. The remaining funds returned to these jurisdictions and all funds returned to Alexandria, Arlington and Falls Church "*as determined solely by the applicable locality, shall be used either for additional urban or secondary road construction; for other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by the Authority; or for public transportation purposes*."

Of the revenues that NVTA retains (an estimated $180 million annually), NVTA must first pay debt service on any outstanding bonds annually and then allocate $50 million annually for Washington Metropolitan Area Transit Authority capital projects and $25 million annually for Virginia Railway Express capital and operating projects. The remaining funds can be used "*solely for transportation projects and purposes that benefit the counties and cities embraced by the Authority."*

HB 3202 also requires that "*All revenues deposited to the credit of the Authority shall be used for projects benefiting the localities embraced by the Authority, with each locality's total long-term benefits being approximately equal to the total of the fees and taxes received by the Authority that are generated by or attributable to the locality divided by the total of such fees and taxes received by the Authority."*

Project Identification

NVTA is requesting that its member jurisdictions, as well as the transportation agencies that serve Northern Virginia, identify proposed projects for the 60 percent revenues that NVTA will retain. The JACC, in conjunction with state and regional transportation agencies, will then prepare a draft Six Year Program (FY 2008 to FY 2010) for NVTA's and the public's consideration.

Coordination

Since HB 3202 requires that each locality's long-term benefits be approximately equal to the funding raised in each jurisdiction, transportation agencies or others submitting proposed projects or services must coordinate with the staff(s) of the affected jurisdiction(s) prior to submission.

Conversely, any jurisdiction submitting a project or service that it will not implement directly must coordinate with the proposed implementing agency's staff prior to submission.

NVTA is seeking action from local governing bodies indicating support for projects and services submitted for NVTA consideration.

Prioritization

As part of TransAction 2030, the NVTA adopted a set of criteria to be used for prioritization of transportation projects. These criteria are included as Attachment I. These criteria were applied to the new projects included in TransAction 2030. However, TransAction 2030 assumed that all projects in the existing regional Transportation Improvement Program (TIP) and the Constrained Long Range Plan (CLRP) were the highest priority. The TransAction 2030 effort did not attempt to rank the projects within the TIP and CLRP.

This effort to prepare a Six Year Program will be the NVTA's first large scale attempt to apply these criteria. As such, this will be a test case for the application of these criteria. The lessons learned from this exercise will be used to recommend refinements and a more robust prioritization process for future Six Year Programs. NVTA is interested in comments on the prioritization effort that will be undertaken this year.

As part of each application, NVTA requests that each submitter rank its submissions against the criteria adopted as part of TransAction 2030. The submitter should be prepared to defend the rankings for each project. NVTA will retain the right to modify the submitter's rankings, based on contrary evidence.

Selection Criteria

For the initial Six Year Program, submitters should consider the following things when submitting project requests:

- Reduce congestion, improve auto and pedestrian safety and/or improve transit service and capacity.
- Projects should be "ready to go," to the greatest extent possible, with funding being the primary obstacle to moving to the next phase (right of way or construction).
- Projects should be included in the region's Constrained Long Range Plan and NVTA's TransAction 2030 Regional Transportation Plan, specifically, or are consistent with the plan.
- Projects have (or will have before funding is available) resources available to implement the project when funding is provided.
- Projects are short-term priorities of the jurisdictions; many projects should already be partially funded in the Commonwealth's Six Year Program or by individual jurisdictions or agencies. In general, the funding from this initial NVTA Six Year Program should allow projects to be fully funded and implemented in a shorter time frame than previously anticipated.
- A Project Submission Form must be complete for each project, and include jurisdictional support and prioritization information.
- Projects must be able to use FY 2008, FY 2009 and/or FY 2010 funding.
- Submitters should recognize that NVTA has consistently sought to achieve a balance between modes when funding projects.

- NVTA must ensure that the long-term benefits each of its nine jurisdictions receives is approximately equal to the taxes and fees raised in each jurisdiction.

Review and Evaluation

It is anticipated that the JACC will review the project submissions following the November 9, 2007, submission deadline and undertake a project prioritization exercise using the criteria adopted in TransAction 2030. Subsequently, the JACC will coordinate with the Virginia Department of Transportation and Department of Rail and Public Transportation to avoid duplication of funding for projects.

Based on the outcome of the prioritization exercise and the coordination with state agencies, the JACC will prepare a draft Six Year Program for FY 2008 to FY 2010. The JACC will review the procedures used and this draft list of projects with the NVTA's Planning Coordination Advisory Committee and Technical Advisory Committee. Ultimately, the JACC will submit a recommended Six Year Program to the NVTA to be released for public comment. Following a public hearing on January 10, 2008, the NVTA will be asked to consider adopting a Six Year Program for FY 2008 to FY 2010.

Schedule

Project Submission Forms are due to NVTA by Friday, November 9, 2007. A complete schedule of activities associated with the development of this Six Year Program is included as Attachment II.

Submission Forms and Instructions

NVTA's Project Submission Form is included as Attachment III. Completed forms should be submitted to: tom.biesiadny@fairfaxcounty.gov by November 9, 2007. Forms should be as complete as possible; however, if information is not available at the time of submission, it should be noted.

For more information, please contact: Betsy Massie at (703) 580-6113 or bmassie@omniride.com .

Attachment I

PROJECT CRITERIA

Activity Center Connections

Projects that improve connections between multiple activity centers as defined by the TransAction 2030 Plan. This criterion will be revisited with the TransAction 2030 Plan update.

Full moon	Improves connectivity between three or more activity centers
Half moon	Improves connectivity between two activity centers
Empty moon	Improves connectivity to one activity center only

Multimodal Choices

Projects that create multimodal choices for travelers. Modes include travel by car, train, bus, bicycle or on foot.

Full moon	Adds new mode or extension of existing mode to corridor
Half moon	Major service improvement to existing mode in corridor
Empty moon	Minor service improvement to existing mode in corridor

Major service improvements could include:

1. Roadway widening
2. Multiple grade separations along one roadway
3. Widening of High Occupancy Vehicle (HOV lanes)
4. Transit service improvements such as increased frequency and other capacity improvements to an existing line
5. Addition of park-and-ride lots
6. Enhancements to existing Intelligent Transportation Systems (ITS)
7. Construction of bicycle or pedestrian trails

Minor service improvements could include:

1. Expansion of park-and-ride lot
2. Intersection/ interchange reconstruction
3. Grade separation of existing intersections
4. Access and parking improvements

Person Throughput

Projects that provide for increased person-capacity within a corridor, with the goal of moving the most people, rather than vehicles.

Full moon	Project significantly increases corridor person throughput
Half moon	Project has minor effect on corridor person throughput
Empty moon	No effect on corridor person throughput

Intermodal Connections (i.e., between existing modes)

Projects that provide enhanced connections among modes (auto, bus, rail, bicycle, walking).

Full moon	Adds new intermodal connection
Half moon	Improves existing intermodal connection
Empty moon	No effect on intermodal connection

Management and Operations – Technology

Projects that improve the management and operation of existing facilities through technology applications.

Full moon	Project improves technological management and operations of an existing transportation facility
Half moon	Project improves technological management and operations of an expansion of an existing transportation facility
Empty moon	No improvement to management and operations of a facility

Urgency

Projects that address existing significant Level of Service (LOS) deficiencies for all systems as defined in the TransAction 2030 Plan.

Full moon	Project addresses existing LOS F or G condition
Half moon	Project addresses existing LOS E condition
Empty moon	Project addresses existing LOS A, B, C or D condition

Need for Rehabilitation

Projects that address major maintenance for aging infrastructure, whether roads, bridges, bicycle/pedestrian facilities, multi-modal or transit facilities.

Full moon	Facility is seriously dilapidated (e.g. weight restrictions put into effect)
Half moon	Facility is in need of more than routine maintenance
Empty moon	Facility does not need rehabilitation (maintenance inferred)

Right-of-Way (ROW)

Project ROW impacts on sensitive areas.

Full moon	No additional ROW needed
Half moon	Minimal ROW required and project does not impact sensitive area
Empty moon	Additional ROW required and project does impact sensitive area

Mode Share

Projects' effects on mode share.

Full moon	Project will generally encourage an increase in non-Single Occupant Vehicle (SOV) travel through the addition or expansion of an HOV or transit facility
Half moon	Project will generally encourage an increase in non-SOV travel through addition or expansion of bicycle or pedestrian facilities, park and ride lots and/or operational improvements to existing transit services
Empty moon	Project will result in no discernable reduction in non-SOV travel

Reduce VMT

Projects' effects on vehicle miles traveled (VMT). When analyzing VMT for transit projects a standard formula –similar to the formula used for CMAQ funding-will be developed and applied.

Full moon	Project directly reduces VMT (i.e., transit project, park-and-ride lot, new high occupancy vehicle (HOV) lane(s), new pedestrian and bicycle facility)
Half moon	Project indirectly or through expansion reduces VMT (i.e., expansion of HOV, transit improvement or expansion)
Empty moon	Project does not reduce VMT

Compatibility with Local Comprehensive Plans

Projects are included in transportation element of jurisdiction comprehensive plans.

Full moon	Project is in adopted transportation plan for jurisdiction or agency strategic plan
Half moon	Project is being considered for adoption into transportation plan or agency strategic plan
Empty moon	Project is not being considered for adoption into transportation plan or agency strategic plan

Land-Use Supports Transportation Investment

Projects within each corridor to be scored based on relative number of jobs and households within ¼ mile of investment based on jurisdictions comprehensive plans. Service coverage will be used as the threshold for transit projects per the TransAction 2030 Plan.

Full moon	High number of jobs and households within ¼ mile of investment
Half moon	Moderate number of jobs and households within ¼ mile of investment
Empty moon	Low number of jobs and households within ¼ mile of investment

Improved Non-Motorized Travel Options (Bicycle and Pedestrian) to and within Activity Centers

Project supports multiple use development patterns in a walkable environment.

Full moon	Project adds or extends non-motorized facility to and within activity center
Half moon	Project improves existing non-motorized facility to and within activity center
Empty moon	Project does not improve or provide a non-motorized facility to and within activity center

Improved Transportation System Operations to and within Activity Centers

Project encourages development to be located where it can be served by existing infrastructure.

Full moon	Project improves operation of existing transportation system to and within activity center
Half moon	Project improves operation of an expanded transportation system to and within activity center
Empty moon	No improvement to operations of existing transportation system to and within activity center

Reduce Roadway Congestion

Project reduces roadway congestion.

Full moon	Project will significantly improve traffic flow. Significant improvement is defined as a "letter" improvement to the Level of Service on the roadway or intersection.
Half moon	Project will moderately improve traffic flow. Moderate improvement is defined as the reduction of LOS delay on the roadway or intersection.
Empty moon	Project will have minimal to no effect on traffic flow

Safety

Project improves the safety of the transportation system.

Full moon	Project designed to specifically improve system safety and/or address an existing safety deficiency
Half moon	Project will generally result in a safety improvement
Empty moon	Project will have no discernable or negative effect on safety

Cost Sharing

Project leverages private or other outside funding. Cost sharing will be used in the screening of projects more heavily for the first two years.

Full moon	Project leverages private or other outside funding (e.g. tax districts, ROW donations, proffers, and/or Federal and State funds beyond/above normal allocations)
Half moon	Project leverages modest private or other outside funding
Empty moon	Project has no leveraged private or other outside funding

Freight Movement

Projects that improve the capacity, reliability of freight - while also improving other impacted systems such as highways or passenger rail

Full moon	Project increases the reliability and capacity of freight and passenger rail, and improves overall highway system
Half moon	Project improves reliability and capacity of freight rail and passenger rail but has little or no impact on the overall system
Empty moon	Project improves freight rail capacity and reliability but has no or negative impact on passenger rail efficiencies or overall system efficiencies

Attachment II

Northern Virginia Transportation Authority
Proposed Schedule for the FY 2008 - 2010 Program of Projects

September 19, 2007:	TPB Reviews Draft Call for Projects
September 27, 2007:	**NVTA Issues Call for Projects**
October 1, 2007:	Begin Federal Fiscal year – 2008 VDOT begins preparation of obligation information for MPO FY09 TIPs (non-attainment areas first)
October 17, 2007:	TPB Releases Final Call for Projects-- Transportation Agencies Begin Submitting Project Information through On-Line Database
November 8, 2007:	**NVTA approves Six Year Plan Process, Project Prioritization and Project Development**
November 9, 2007	**Project Submissions for FY 2009 and 2010 due with prioritization matrix**
November 13, 2007:	**CTB's – Fall Transportation Public Hearing in No. Va.**
November 26-30, 2007:	**Possible meeting dates for VDOT, Jurisdictions, Agencies, etc to meet and discuss project list**
November 29, 2007:	**JACC reviews Draft Program of Projects** **VDOT provides project lists with phase starts to MPOs**
December 2007:	**Review of Projects and Procedures with NVTA Technical Advisory Committee and Planning Coordination Advisory Committee**
December 6, 2007:	**Draft Six Year Program to NVTA**
December 13, 2007:	**NVTA reviews draft Program of Projects and Releases Program for Public Comment**

	VDOT provides obligation information to non-attainment MPOs for TIPs
December 27, 2007:	VDOT provides annual list of obligations for public release
January 11, 2008:	DEADLINE: Transportation Agencies Complete On-Line Project Submissions for MPO TIP
January 10, 2008:	**NVTA Holds Public Hearing, Reviews Public Comments and Will be Asked to Approve Program of Projects**
January 16, 2008:	TPB Briefed on Project Submissions and Draft Scope of Work and Releases for Public Comment
February 20, 2008:	TPB reviews Public Comments and is asked to Approve Project Submissions for FY09-14 TIP and Plan and draft Scope of Work
March 20, 2008:	VDOT presents draft FY09-14 SYIP to CTB Public Hearings on draft FY09-14 SYIP at end of March
May 15, 2008:	FY09-14 SYIP adopted by the CTB
May 21, 2008:	TPB Receives Status Report on Conformity Assessment
June 12, 2008:	TPB releases Conformity Assessment for Public Comment
July 16, 2008:	TPB Reviews Public Comments and Adopts Plan, FY09-14 TIP, and Conformity Assessment State Transportation Improvement Program (STIP) submitted to FHWA/FTA for approval
September 2008:	FHWA/FTA approval of STIP.
October 1, 2008	Begin Federal Fiscal Year 2009