

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Technical Advisory Committee

April 16, 2014 at 7pm

NVTA Office – 3060 Williams Drive (Suite 510)

AGENDA

- I. Call to Order/Welcome Chair Boice

- II. Approval of Summary Notes – March 19, 2014

- III. “Benefits” – Definition and Methodology

- IV. Adjournment

Next Meeting

Wednesday, May 21, at 7pm

NVTA Office

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Technical Advisory Committee

March 19, 2014 at 7pm

NVTA Office – 3060 Williams Drive (Suite 510)

MEETING SUMMARY

I. Call to Order/Welcome

Chair Boice

- Chair Boice called the meeting to order at 7:00pm.
- Attendees:
 - ✓ Members: Chair Boice; Agnes Artemel; Robert Dunphy (arrived 7:09pm); Doug Fahl; Meredith Judy; Pat Turner; Shangjiang Zhu.
 - ✓ NVTA Staff: John Mason (Interim Executive Director); Michael Longhi (CFO); Camela Speer (Clerk).
 - ✓ Other Staff: Noelle Dominguez (Fairfax County); Kanti Srikanth (VDOT); Valerie Pardo (VDOT); Dalia Leven (AECOM, VDOT Study Team).
 - ✓ Visitors: Pierre Holloman; Rob Whitfield.

II. Approval of Summary Notes – February 19, 2014

- Mr. Fahl moved to approve the minutes of February 19, 2014; seconded by Ms. Turner. Motion carried with five (5) yeas and one (1) abstention [with Ms. Artemel abstaining as she was not at the February meeting].

III. Update on Project Selection Process and Nominations

Kanti Srikanth, VDOT

- Mr. Srikanth presented the update on the Project Selection Process and Nominations. Ms. Leven further explained the Project Selection Process.

(Mr. Dunphy arrived.)

- Robust discussion followed to clarify specific criteria, project ratings and observations of the Project Selection Model. There was general appreciation for the PSM concept and the effort to quantify the evaluation process. It was also recognized that this is a first time initiative and that much will be learned from the first round.
- The following observations/suggestions were made:
 - ✓ Although VDOT used congestion averages of a project segment for this analysis, sometimes a worst spot could be the better measure of the big picture.
 - ✓ It may be difficult to compare roadway segments to entire corridors.

- ✓ Activity center identification may not accurately reflect today's activity centers, especially in the outer jurisdictions. It was suggested this be reviewed.
- ✓ Projects that do not connect activity centers get much lower ratings than those that connect multiple activity centers, but may relieve as much or more congestion.
- ✓ The committee was pleased that the PSM scores will not be used in the subsequent evaluation and there will be no composite score (of the PSM and evaluation score). It was acknowledged that subsequent review to understand potential correlations (PSM vs. evaluation) would be useful.
- ✓ Currently the Project Selection Weights (paper) curves are not drawn to scale; would be more understandable if to scale.
- ✓ Some projects within an activity center should be considered local projects, not regional. The implication of this is that some projects would be more appropriate for 30% funding category.
- ✓ Since ultimate decisions will be driven by a political process, there is concern that the public will selectively pick the PSM scores and use them to push back on VDOT about the technical evaluation results, especially if very different results.
- ✓ Jurisdictions will know how to game this process for next year, drafting their project applications to "score" higher in PSM process.
- ✓ There was general concern about making decisions on project selections without awareness of projects already programmed or under way that, if known, would assuage concerns about lack of inclusion on list of proposed projects. Suggestion was made to incorporate identification of these projects with a circle and label on map.
- ✓ Project NVT-18 (Real-Time Adaptive Traffic Control) should not have rated a zero for criterion #9 (Adds Capacity). VDOT responded that there is a need to figure out how to better score technology projects.
- ✓ Project NVT-23 (Route 7/690 Interchange) should not have rated zero in several categories. Suggested need to look at whole system in that area. VDOT will review this project and the information submitted on the project nomination form.
- ✓ Criterion #10 (Reduces Vehicle Trips) should give credit to projects that are diverting traffic from another segment or route. VDOT explained that this was not the intent of this criterion, that it was intended more for transit projects.
- ✓ Project NVT-5 (Van Dorn Street Interchange) should not have rated a 100 for criterion #1 (Project Type). VDOT will review again.
- ✓ On-grade railroad crossing may need some special consideration that is unique from PSM process.
- ✓ A few transit projects should be run through the evaluation process to determine how process works for transit projects in future nominations and studies.
- ✓ It was suggested that VDOT's posting only evaluation scores may not satisfy public expectations with respect to credibility of process.

- Mr. Srikanth requested that the TAC review the PSM process and scores and provide feedback to VDOT to be used to fine-tune the process for future studies.
- Mr. Mason proposed to draft meeting summary and distribute to TAC members as starting point for additional feedback.

IV. Discussion of Potential Initiative

John Mason, Interim Executive Director

- Mr. Mason noted that the TAC process this evening was exactly what this committee should be doing.
- Mr. Mason proposed a topic for the next TAC meeting. The legislation requires that NVTA member jurisdictions get a “benefit” over time proportional to their contribution to NVTA transportation funding. He stated that there is a need to define “benefit,” taking into account that NVTA has informally discussed benefit being over a six year period. It was agreed that this would be taken on as a “homework” assignment in preparation for April meeting.

V. Adjournment

- Meeting adjourned at 8:53pm.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

Technical Advisory Committee

“Benefit” Considerations

- **The law**
 - HB 2313: “each locality’s total long-term benefit shall be approximately equal to the proportion of 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.”
 - Constitutional consideration is benefit to taxpayers.
 - Suggests a “modicum of geographic balance.”
 - “Long-term” up to NVTa
 - HB 599: Requires VDOT evaluation scoring driven by congestion reduction
 - ?
- **NVTa methodology**
 - TransAction 2014: multiple criteria
 - ?
- **NVTa approved methodology in 2008: benefit = \$\$\$**
- **Considerations:**
 - Definition of “benefit”
 - Definition of “long-term”
 - Geographic balance
 - Allocation of benefits may extend well beyond project location/jurisdiction
 - How to allocate benefits of VRE/WMATA projects, especially system-wide projects?
 - Process should favor regional projects
 - More complex than \$ for \$
 - Avoid complex and expensive measurement
 - Ground truth benefits
- **Potential TAC principles**
 - E.g. focus on congestion relief and related benefits
 - E.g. objective allocation process
 - ?
 - ?

2013 RECONVENED SESSION

REENROLLED

VIRGINIA ACTS OF ASSEMBLY — CHAPTER

An Act to amend and reenact §§ 15.2-4838.1, 33.1-23.03:8, 33.1-23.5:1, 33.1-221.1:1.3, 58.1-300, 58.1-520, as it is currently effective and as it may become effective, 58.1-601, 58.1-602, 58.1-603, 58.1-604, 58.1-604.1, 58.1-605, 58.1-606, 58.1-608.3, 58.1-612, as it is currently effective and as it may become effective, 58.1-614, 58.1-615, 58.1-625, as it is currently effective and as it shall become effective, 58.1-635, 58.1-638, 58.1-639, 58.1-811, 58.1-2201, 58.1-2217, 58.1-2249, 58.1-2251, 58.1-2259, 58.1-2289, as it is currently effective, 58.1-2295, 58.1-2299.20, 58.1-2401, 58.1-2402, 58.1-2425, 58.1-2701, as it is currently effective, and 58.1-2706 of the Code of Virginia; to amend Chapter 896 of the Acts of Assembly of 2007; to amend the Code of Virginia by adding sections numbered 15.2-4838.01, 33.1-23.5:3, 58.1-603.1, 58.1-604.01, 58.1-638.2, 58.1-638.3, 58.1-802.2, and 58.1-2290.1; to amend the Code of Virginia by adding in Chapter 17 of Title 58.1 an article numbered 10, consisting of a section numbered 58.1-1742; and to repeal Article 22 (§§ 58.1-540 through 58.1-549) of Chapter 3 of Title 58.1 of the Code of Virginia, §§ 58.1-609.13, 58.1-2289 as it may become effective, 58.1-2290, and 58.1-2701, as it may become effective, of the Code of Virginia, and the second enactment of Chapter 822 of the Acts of Assembly of 2009, as amended by Chapter 535 of the Acts of Assembly of 2012, relating to revenues and appropriations primarily for transportation.

[H 2313]

Approved

Be it enacted by the General Assembly of Virginia:

1. That §§ 15.2-4838.1, 33.1-23.03:8, 33.1-23.5:1, 33.1-221.1:1.3, 58.1-300, 58.1-520, as it is currently effective and as it may become effective, 58.1-601, 58.1-602, 58.1-603, 58.1-604, 58.1-604.1, 58.1-605, 58.1-606, 58.1-608.3, 58.1-612, as it is currently effective and as it may become effective, 58.1-614, 58.1-615, 58.1-625, as it is currently effective and as it shall become effective, 58.1-635, 58.1-638, 58.1-639, 58.1-811, 58.1-2201, 58.1-2217, 58.1-2249, 58.1-2251, 58.1-2259, 58.1-2289, as it is currently effective, 58.1-2295, 58.1-2299.20, 58.1-2401, 58.1-2402, 58.1-2425, 58.1-2701, as it is currently effective, and 58.1-2706 of the Code of Virginia and Chapter 896 of the Acts of Assembly of 2007 are amended and reenacted and that the Code of Virginia is amended by adding sections numbered 15.2-4838.01, 33.1-23.5:3, 58.1-603.1, 58.1-604.01, 58.1-638.2, 58.1-638.3, 58.1-802.2, and 58.1-2290.1 and by adding in Chapter 17 of Title 58.1 an article numbered 10, consisting of a section numbered 58.1-1742, as follows:

§ 15.2-4838.01. *Northern Virginia Transportation Authority Fund established.*

There is hereby created in the state treasury a special nonreverting fund for Planning District 8 to be known as the Northern Virginia Transportation Authority Fund, hereafter referred to as "the Fund." The Fund shall be established on the books of the Comptroller. All revenues dedicated to the Fund pursuant to §§ 58.1-638, 58.1-802.2, and 58.1-1742, any other funds that may be appropriated by the General Assembly, and any funds that may be received for the credit of the Fund from any other source shall be paid into the state treasury and credited to the Fund. Interest earned on moneys in the Fund shall remain in the Fund and be credited to it. Any moneys remaining in the Fund, including interest thereon, at the end of each fiscal year shall not revert to the general fund but shall remain in the Fund.

The amounts dedicated to the Fund pursuant to §§ 58.1-638, 58.1-802.2, and 58.1-1742 shall be deposited monthly by the Comptroller into the Fund and thereafter distributed to the Northern Virginia Transportation Authority as soon as practicable for use in accordance with § 15.2-4838.1. If the Authority determines that such moneys distributed to it exceed the amount required to meet the current needs and demands to fund transportation projects pursuant to § 15.2-4838.1, the Authority may invest such excess moneys to the same extent as provided in § 33.1-23.03:5 for excess funds in the Transportation Trust Fund.

The amounts deposited into the Fund and the distribution and expenditure of such amounts shall not be used to calculate or reduce the share of local, federal, or state revenues otherwise available to participating jurisdictions. Further, such revenues and moneys shall not be included in any computation of, or formula for, a locality's ability to pay for public education, upon which appropriations of state revenues to local governments for public education are determined.

§ 15.2-4838.1. *Use of certain revenues by the Authority.*

A. All moneys received by the Authority and the proceeds of bonds issued pursuant to § 15.2-4839 shall be used by the Authority solely for transportation purposes benefiting those counties and cities that are embraced by the Authority.

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HB2313ER2

B. *Forty 1. Except as provided in subdivision 2, 30 percent of the revenues received by the Authority under subsection A shall be distributed on a pro rata basis, with each locality's share being the total of such fees and taxes assessed or imposed by the Authority and received by the Authority that are generated or attributable to the locality divided by the total of such fees and taxes assessed or imposed by the Authority and received by the Authority. Of the revenues distributed pursuant to this subsection (i) in the Cities of Alexandria, Fairfax, and Falls Church and the County of Arlington the first 50% shall be used solely for urban or secondary road construction and improvements and for public transportation purposes; and (ii) in the remaining localities, the first 50% shall be used solely for urban or secondary road construction and improvements. The remainder, as determined solely by the applicable locality, such revenues shall be used either for additional urban or secondary road construction; for other capital improvements that reduce congestion; 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. Solely for purposes of calculating the 40% of revenues to be distributed pursuant to this subsection, the revenue generated pursuant to § 58.1-3221.3 and Article 8 (§ 15.2-2317 et seq.) of Chapter 22 of this title by the counties and cities embraced by the Authority shall be considered revenue of the Authority. None of the revenue distributed by this subsection may be used to repay debt issued before July 1, 2007 2013. Each locality shall create a separate, special fund in which all revenues received pursuant to this subsection and from the tax imposed pursuant to § 58.1-3221.3 shall be deposited. Each locality shall provide annually to the Northern Virginia Transportation Authority sufficient documentation as required by the Authority showing that the funds distributed under this subsection were used as required by this subsection.*

2. If a locality has not deposited into its special fund (i) revenues from the tax collected under § 58.1-3221.3 pursuant to the maximum tax rate allowed under that section or (ii) an amount, from sources other than moneys received from the Authority, that is equivalent to the revenue that the locality would receive if it was imposing the maximum tax authorized by § 58.1-3221.3, then the amount of revenue distributed to the locality pursuant to subdivision 1 shall be reduced by the difference between the amount of revenue that the locality would receive if it was imposing the maximum tax authorized by such section and the amount of revenue deposited into its special fund pursuant to clause (i) or (ii), as applicable. The amount of any such reduction in revenue shall be redistributed according to subsection C. The provisions of this subdivision shall be ongoing and apply over annual periods as determined by the Authority.

C. *1. The remaining 60% 70 percent of the revenues from such sources received by the Authority under subsection A, plus the amount of any revenue to be redistributed pursuant to subsection B, shall be used by the Authority solely for transportation projects and purposes that benefit the counties and cities embraced by the Authority to fund (i) transportation projects selected by the Authority that are contained in the regional transportation plan in accordance with § 15.2-4830 and that have been rated in accordance with § 33.1-13.03:1 or (ii) mass transit capital projects that increase capacity. For only those regional funds received in fiscal year 2014, the requirement for rating in accordance with § 33.1-13.03:1 shall not apply. The Authority shall give priority to selecting projects that are expected to provide the greatest congestion reduction relative to the cost of the project and shall document this information for each project selected. Such projects selected by the Authority for funding shall be located (a) only in localities embraced by the Authority 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 the localities embraced by the Authority.*

1. The revenues under this subsection shall be used first to pay any debt service owing on any bonds issued pursuant to § 15.2-4839, and then as follows:

a. The next \$50 million each fiscal year shall be distributed to the Washington Metropolitan Area Transit Authority (WMATA) and shall be used for capital improvements benefiting the area embraced by the Authority for WMATA's transit service (Metro). The Authority shall first make use of that portion of such annual distribution as may be necessary under the requirements of federal law for the payment of federal funds to WMATA, but only if the matching federal funds are exclusive of and in addition to the amount of other federal funds appropriated for such purposes and are in an amount not less than the amount of such funds appropriated in the federal fiscal year ending September 30, 2007;

For each year after 2018 any portion of the amount distributed pursuant to this subsection may be used for mass transit improvements in Prince William County;

b. The next \$25 million each fiscal year shall be distributed to the Virginia Railway Express for operating and capital improvements, including but not limited to track lease payments, construction of parking, dedicated rail on the Fredericksburg line, rolling stock, expanded service in Prince William County, and service as may be needed as a result of the Base Realignment and Closure Commission's action regarding Fort Belvoir.

2. All transportation projects undertaken by the Northern Virginia Transportation Authority shall be

completed by private contractors accompanied by performance measurement standards, and all contracts shall contain a provision granting the Authority the option to terminate the contract if contractors do not meet such standards. Notwithstanding the foregoing, any locality may provide engineering services or right-of-way acquisition for any project with its own forces. The Authority shall avail itself of the strategies permitted under the Public-Private Transportation Act (§ 56-556 et seq.) whenever feasible and advantageous. The Authority is independent of any state or local entity, including the Virginia Department of Transportation (VDOT) and the Commonwealth Transportation Board (CTB), but the Authority, VDOT and CTB shall consult with one another to avoid duplication of efforts and, at the option of the Authority, may combine efforts to complete specific projects. Notwithstanding the foregoing, at the request of the Authority, VDOT may provide the Authority with engineering services or right-of-way acquisition for the project with its own forces. When determining what projects to construct under this subsection, the Authority shall base its decisions on the combination that (i) equitably distributes the funds throughout the localities, and (ii) constructs projects that move the most people or commercial traffic in the most cost-effective manner, and on such other factors as approved by the Authority.

3. 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 *With regard to the revenues distributed under subdivision 1, each locality's total long-term benefit shall be approximately equal to the proportion of 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.*

D. For road construction and improvements pursuant to subsection B, the Department of Transportation may, on a reimbursement basis, provide the locality with planning, engineering, right-of-way, and construction services for projects funded in whole by the revenues provided to the locality by the Authority.

§ 33.1-23.03:8. Priority Transportation Fund established.

A. There is hereby created in the state treasury a special nonreverting fund to be known as the Priority Transportation Fund, hereafter referred to as "the Fund." The Fund shall be established on the books of the Comptroller. Interest earned on moneys in the Fund shall remain in the Fund and be credited to it. All funds as may be designated in the appropriation act for deposit to the Fund shall be paid into the state treasury and credited to the Fund. Such funds shall include:

1. A portion of the moneys actually collected, including penalty and interest, attributable to any increase in revenues from the taxes imposed under Chapter 22 (§ 58.1-2200 et seq.) of Title 58.1, with such increase being calculated as the difference between such tax revenues collected in the manner prescribed under Chapter 22 less such tax revenues that would have been collected using the prescribed manner in effect immediately before the effective date of Chapter 22, computed without regard to increases in the rates of taxes under Chapter 22 pursuant to enactments of the 2007 Session of the General Assembly. The portion to be deposited to the Fund shall be the moneys actually collected from such increase in revenues and allocated for highway and mass transit improvement projects as set forth in § 33.1-23.03:2, but not including any amounts that are allocated to the Commonwealth Port Fund and the Commonwealth Airport Fund under such section. There shall also be deposited into the Fund all additional federal revenues attributable to Chapter 22 (§ 58.1-2200 et seq.) of Title 58.1;

2. Beginning with the fiscal year ending June 30, 2000, and for fiscal years thereafter, all revenues that exceed the official forecast, pursuant to § 2.2-1503, for (i) the Highway Maintenance and Operating Fund and (ii) the allocation to highway and mass transit improvement projects as set forth in § 33.1-23.03:2, but not including any amounts that are allocated to the Commonwealth Port Fund and the Commonwealth Airport Fund under such section;

3. 2. All revenues deposited into the Fund pursuant to § 58.1-2531;

3. All revenues deposited into the Fund pursuant to subsection E of § 58.1-2289; and

4. Any other such funds as may be transferred, allocated, or appropriated.

All moneys in the Fund shall first be used for debt service payments on bonds or obligations for which the Fund is expressly required for making debt service payments, to the extent needed. The Fund shall be considered a part of the Transportation Trust Fund. Any moneys remaining in the Fund, including interest thereon, at the end of each fiscal year shall not revert to the general fund but shall remain in the Fund. Moneys in the Fund shall be used solely for the purposes enumerated in subsection B of this section. Expenditures and disbursements from the Fund shall be made by the State Treasurer on warrants issued by the Comptroller.

B. The Commonwealth Transportation Board shall use the Fund to facilitate the financing of priority transportation projects throughout the Commonwealth. The Board may use the Fund either (i) by expending amounts therein on such projects directly, (ii) by payment to any authority, locality, commission or other entity for the purpose of paying the costs thereof, or (iii) by using such amounts to

support, secure, or leverage financing for such projects. No expenditures from or other use of amounts in the Fund shall be considered in allocating highway maintenance and construction funds under § 33.1-23.1 or apportioning Transportation Trust Fund funds under § 58.1-638, but shall be in addition thereto. The Board shall use the Fund to facilitate the financing of priority transportation projects as designated by the General Assembly; provided, however, that, at the discretion of the Commonwealth Transportation Board, funds allocated to projects within a transportation district may be allocated among projects within the same transportation district as needed to meet construction cash-flow needs.

C. Notwithstanding any other provision of this section, beginning July 1, 2007, no bonds, obligations, or other evidences of debt (the bonds) that expressly require as a source for debt service payments or for the repayment of such bonds the revenues of the Fund, shall be issued or entered into unless at the time of the issuance the revenues then in the Fund or reasonably anticipated to be deposited into the Fund pursuant to the law then in effect are by themselves sufficient to make ~~100%~~ 100 percent of the contractually required debt service payments on all such bonds, including any interest related thereto and the retirement of such bonds.

§ 33.1-23.5:1. Funds for counties which have withdrawn or elect to withdraw from the secondary system of state highways.

Notwithstanding the provisions of § 33.1-23.5, pursuant to subsection A of § 33.1-23.1, the Commonwealth Transportation Board shall make the following payments to counties which have withdrawn or elect to withdraw from the secondary system of state highways under the provisions of § 11 of Chapter 415 of the Acts of Assembly of 1932, and which have not elected to return: to any county having withdrawn prior to June 30, 1985, and having an area greater than 100 square miles, an amount equal to \$3,616 per lane-mile for fiscal year 1986, \$12,529 per moving lane-mile for fiscal year 2014, and to any county having an area less than 100 square miles, an amount equal to \$7,204 per lane-mile for fiscal year 1986 \$17,218 per moving lane-mile for fiscal year 2014; to any county that elects to withdraw after June 30, 1985, the Commonwealth Transportation Board shall establish a rate per lane-mile for the first year using (i) an amount for maintenance based on maintenance standards and unit costs used by the Department of Transportation to prepare its secondary system maintenance budget for the year in which the county withdraws; and (ii) an amount for administration equal to five percent of the maintenance figure determined in clause (i) above. The payment rates shall be adjusted annually by the Board in accordance with procedures established for adjusting payments to cities and towns under § 33.1-41.1, and lane mileage shall be adjusted annually to include (i) streets and highways accepted for maintenance in the county system by the local governing body, or (ii) streets and highways constructed according to standards set forth in the county subdivision ordinance or county thoroughfare plan, and being not less than the standards set by the Department of Transportation. Such counties shall, in addition, each receive for construction from funds allocated pursuant to subdivision B 3 of § 33.1-23.1 an annual amount calculated in the same manner as payments for construction in the state secondary highway system are calculated.

Payment of the funds shall be made in four equal sums, one in each quarter of the fiscal year, and shall be reduced, in the case of each such county, by the amount of federal-aid construction funds credited to each such county.

The chief administrative officer of such counties receiving such funds shall make annual reports of expenditures to the Board, in such form as the Board shall prescribe, accounting for all expenditures, including delineation between construction and maintenance expenditures and reporting on their performance as specified in subdivision B 3 of § 33.1-23.02. Such reports shall be included in the scope of the annual audit of each county conducted by independent certified public accountants.

§ 33.1-23.5:3. Hampton Roads Transportation Fund established.

There is hereby created in the state treasury a special nonreverting fund for Planning District 23 to be known as the Hampton Roads Transportation Fund, hereafter referred to as "the Fund." The Fund shall be established on the books of the Comptroller. All revenues dedicated to the Fund pursuant to § 58.1-638 and Chapter 22.1 (§ 58.1-2291 et seq.) of Title 58.1 shall be paid into the state treasury and credited to the Fund. Interest earned on moneys in the Fund shall remain in the Fund and be credited to it. Any moneys remaining in the Fund, including interest thereon, at the end of each fiscal year shall not revert to the general fund but shall remain in the Fund. The moneys deposited in the fund shall be used solely for new construction projects on new or existing roads, bridges, and tunnels in the localities comprising Planning District 23 as approved by the Hampton Roads Transportation Planning Organization. The Hampton Roads Transportation Planning Organization shall give priority to those projects that are expected to provide the greatest impact on reducing congestion and shall ensure that the moneys shall be used for such construction projects in all localities comprising Planning District 23.

The amounts dedicated to the Fund shall be deposited monthly by the Comptroller into the Fund. The amounts deposited into the Fund and the distribution and expenditure of such amounts shall not be used to calculate or reduce the share of local, federal, or state revenues otherwise available to

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 NVT 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, NVT A 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

ATTACHMENT A.1.

- 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 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.