

**BOARD OF SUPERVISORS
BUSINESS MEETING
ACTION ITEM**

SUBJECT: Northern Virginia Transportation Authority Regional
(70%) Funds - FY 2018 – FY 2023 Six Year
Program/Endorsement of Project Applications

ELECTION DISTRICT(S): Countywide

CRITICAL ACTION DATE: November 8, 2017

STAFF CONTACT(S): Bob Brown, Transportation and Capital Infrastructure
Penny Newquist, Transportation and Capital Infrastructure
Joe Kroboth, III, Transportation and Capital Infrastructure

PURPOSE: To report back to the Board following questions raised during the October 19, 2017, Board of Supervisors (Board) Business meeting Item #8, regarding the submission of applications to the Northern Virginia Transportation Authority (NVTA) for 70% Regional Funds.

RECOMMENDATION(S): **Staff:** Staff recommends the following:

1. Revise the limits, and reaffirm the Board endorsement, of the Northstar Boulevard project to include: Northstar Boulevard from Shreveport Drive to Tall Cedars Parkway at an estimated cost of \$20,560,000, and changing the total NVTA application for 70% Regional funds from \$44,745,000 to \$65,305,000.
 2. The Board approve NVTA requested Resolution (Attachment 1) which identifies the Board's list of projects for funding applications and the top three project priorities in no particular order (*The resolution may require adjustment pending the Board's discussions on this item*).
 3. The Board include the Evergreen Mills Road Project at Watson Road and Reservoir Road at an estimated cost of \$14,000,000 to the list of projects endorsed by the Board at their Business Meeting on October 19, 2017.
 4. The Board direct staff to notify NVTA that the Board's top three priorities are, in no particular order, Northstar Boulevard (Shreveport Drive to Tall Cedars Parkway); Shellhorn Road (Loudoun County Parkway to Moran Road); and U.S. Route 15 (from Battlefield Parkway to Montresor Road).
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BACKGROUND: On October 12, 2017, the NVTA Board adopted the newly updated TransAction Plan¹. A companion document to the TransAction Plan is the Project Listing² which indicates the project number, descriptions and corridor designations. Simultaneously with the approval of TransAction, , NVTA opened a Call for Project submissions (Attachment 2) to create a six-year funding plan for the 70% Regional Funds.

At the Board Business Meeting on October 19, 2017, staff from the Department of Transportation and Capital Infrastructure (DTCI) brought forward Item #8³ to seek the Board’s direction for projects to submit to NVTA for the 70% Regional Funding. The Board voted (5-4, Supervisors Buona, Higgins, Letourneau, and Volpe opposed) to direct staff to prepare and submit applications for eight transportation projects in the amount of \$331,142,000. NVTA Call for Projects instructions (Attachment 2, page 2) asked the localities to also identify, the localities top three priority projects. During the Board Business Meeting on October 19, 2017, the Board identified their top three priority projects, in no particular order, as:

- Northstar Boulevard (Shreveport Drive to Route 50);
- Evergreen Mills Road (Northstar Boulevard to Loudoun County Parkway), and
- Shellhorn Road (Loudoun County Parkway to Moran Road).

The Board endorsed the Town of Leesburg’s Route 7 at Battlefield Parkway Interchange project in the amount of \$25 million.

The Board also directed staff to contact NVTA Executive Director to determine the purpose of NVTA’s request for the Board to identify their top three priority projects, given each project submitted will be scored individually.

The Board also directed staff to develop a project description and cost estimate for the Evergreen Mills Road at Watson Road and Reservoir Road safety improvement project. As the Board is now being provided with a project description and cost estimate, the Board may now consider the project for inclusion in the list of projects to be submitted to NVTA.

¹ <http://nvtatransaction.org/wp-content/uploads/2017/10/TransActionPlan.pdf>

² <http://nvtatransaction.org/wp-content/uploads/2017/10/TransActionPlanProjectList.pdf>

³ Item #8 – October 19, 2017 Board Meeting:
<https://lfportal.loudoun.gov/LFPortalinternet/0/edoc/269169/Item%2008%20NVTA%20SYP-Endorsement%20of%20Projects.pdf>

Finally, staff was asked to evaluate which of the following projects would, in staff's opinion, score higher in NVTA ranking system:

- Shellhorn Road – Loudoun County Parkway to Moran Road or
- Prentice Drive (Lockridge Road West) – Lockridge Road to Shellhorn Road

ISSUES: Staff has identified four issues relating to this item.

Critical Action Date: NVTA Call for Project submission instructions indicate the deadline for submission of the project applications is December 15, 2017. The deadline for submission of the Board Resolution is January 19, 2018. The staff stated critical action date listed in this item heading was established based on the staff projected timeframe needed to complete the applications and complete the submission process prior to the NVTA established deadline. Failure to submit a complete application will result in a rejection of the application by NVTA.

Northstar Boulevard, Project Limits: Item #8 discussed herein and presented at the October 19, 2017, Business Meeting identified the project limits for Northstar Boulevard as being from Shreveport Drive to Route 50 (TransAction Project #119). The estimated overall project cost for those limits was listed as \$71,000,000. The Board item proposed a funding request in the amount of \$44,745,000 from NVTA. Subsequent to the October 19, 2017, Business Meeting, staff from DTCI realized that the limits of the project should have also included the segment from Route 50 to Tall Cedars Parkway. This project is currently in design, and is included in TransAction Plan as Project #188. The cost to complete the Northstar project between Route 50 and Tall Cedars Parkway is estimated at \$20,560,000 and DTCI recommends the Board extend the limits to include this section in the application to NVTA. If the Board directs the inclusion of this section of Northstar Boulevard the request for funding to NVTA will be adjusted to \$65,305,000 (\$44,745,000 + \$20,560,000).

NVTA Scoring System: Projects submitted for inclusion in the NVTA Six year Program will undergo an extensive review process including the following three factors:

- A technical analyses that will provide a quantitative⁴ score for each project submitted;
- A score based on a Congestion Reduction Relative to Cost (CRRC) factor. As required by law, NVTA must give priority to projects with the highest CRRC ratios. The CRRC factors are based on dividing the congestion relief assigned to the project divided by the total cost of the project.
- Qualitative⁵ considerations that take into account factors that cannot easily be considered in a formula, such as geographic and modal balance; leveraging of other funding sources, project readiness, and past performance.

⁴ Quantitative scoring based on data and computer modeling results

⁵ Qualitative scoring based on opinion and subjective criteria

To complete the technical analysis, NVTA adopted Goals and Objectives for TransAction, and later added performance measures that could be used as part of the scoring of project. The factors considered in the evaluation process are listed and defined in Attachment 3. In order to account for all performance measures, an overall performance rating was developed. Each performance measure was assigned a weighting percent, together totaling 100 percent. The score for each performance measure is multiplied by these weights to generate a total rating. Attachment 3 provides the breakdown of the points assigned to each of the three Goals, the breakdown of Goal points to Objectives, and how the points assigned to the objectives are further divided into measures of effectiveness. The sum of the points in the performance measures will add to the total points for that Goal. Attachment 3 provides more details regarding NVTA evaluation process.

NVTA Request for Board Resolution: NVTA has indicated in their “Call for Projects” (Attachment 2, page 5) that the locality must adopt a Resolution based on the Board’s adopted project and priority list. Staff has drafted a Resolution using the NVTA template and included it as Attachment 1. The draft Resolution was created based on the staff recommendations, and will be amended to be consistent with the Board’s direction given as part of this item.

DISCUSSION:

Purpose for NVTA Requesting the Board Identify their Top Three Priorities: In response to the Board’s request, staff consulted with the NVTA Executive Director to determine the purpose of the request to identify the Board’s top three priorities. The following paraphrases the Executive Director’s response:

“NVTA anticipates receiving funding requests that far exceed NVTA’s ability to fund. It is conceivable the projects submitted, to NVTA by any jurisdiction, may not score high enough to receive a funding award based solely on the quantitative scores. If this were to occur, NVTA could utilize the jurisdiction’s priorities to recommend project awards. The identified project priorities would be integrated into the qualitative factors to ensure jurisdictions received their fair and equal benefits over the life of the six-year plan. Localities may choose to identify the top three priorities or they may prioritize all projects submitted for funding.”

Evergreen Mills Road Project Description and Cost Estimate: The staff proposed description for the Evergreen Mills Road project is as follows:

Evergreen Mills Road Intersection Realignment – Watson Road and Reservoir Road (TransAction Project #180): This project provides for the realignment of Evergreen Mills Road from the bridge over Goose Creek to a point approximately 1,000 feet east of Reservoir Road and the realignment of Watson Road to align with the intersection of Evergreen Mills Road and Reservoir Road. The construction is to include right and left turn lanes from Evergreen Mills Road onto Watson Road and Reservoir Road. The construction will address site distance deficiencies and

improve safety. The estimated cost for design, land acquisition, utility relocation, construction and post-construction acceptance is \$14 million.

The Adopted FY 2017 – FY 2022 Capital Improvement Program (CIP) budget (Page 11-44) includes improvements at Evergreen Mills Road at Watson Road and Reservoir Road. The CIP includes \$805,000 (General Obligation Bonds) in FY 2022 to initiate the project design. The overall funding for the CIP project is programmed at \$3.815 million. The original scope of work for the adopted CIP project was to address sight distance deficiencies at the Watson Road and Reservoir Road intersections. Following a recent accident at this location, additional deficiencies have been identified by VDOT and staff recommends the scope be expanded to address those geometric and safety issues. The project is contained in TransAction as Project #180, (Widen Evergreen Mills Road, Route 621) from two to four lanes between Shreveport Drive (Relocated Route 621) and Battlefield Parkway).

Staff Prioritization Process: To address the Board’s question on how a project might score using the NVRTA proposed approach. Goal 1, which is “enhance quality of life and economic strength of Northern Virginia through transportation,” represents 60% of the points; Goal 2, which is “enable optimal use of the transportation network and leverage the existing network,” represents 30% of the points and Goal 3, which is “enable optimal use of the transportation network and leverage the existing network,” represents the final 10% of the points.

Under each goal, the objectives used by NVRTA and under Objectives is the percent of points given to each objective. For the purpose of the staff exercise, the performance measures are rolled up into the Objectives that contain each of the measures of effectiveness. Staff then assigned a score between 1 (lowest) and 5 (highest) for each project under each objective. The score (1 to 5) was then multiplied by the percent (points) that Objective is given. For example, Congestion reduction is 25% of the 100 points, and a score of 2 would result in a factor score of 0.5 (derived from 0.25 times 2 equals 0.5). The column “Qualitative Total Score” is, for each project, the summation of all these weighted numbers for all 11 objectives shown. The scores derived by this process can only be considered staff scoring, and may not reflect final scores after review by NVRTA. NVRTA uses a sophisticated computer model to evaluate the scores for each Objective, whereas the staff is using intuitive decision making to identify the score.

Staff developed a score for the CRRC factor based on the total cost of the project divided by the staff score given that project for “Congestion Reduction.”

Other qualitative considerations include project readiness, geographic distribution, leveraging of other funding sources, and past performance were considered a County factor that could be applied to all of the projects the County submits. Staff notes that in terms of past performance, Loudoun has been reimbursed to date more than 50% of NVRTA funds awarded to our projects since FY 2014, the first year 70% Regional funds were awarded since the passage of HB 2313.

Based on the staff ranking process described above, the eight projects endorsed by the Board at the October 19, 2017, Business Meeting (with the revised project limits for Northstar Boulevard-Shreveport Drive to Tall Cedars) ranked as follows:

1. US 15 - Widen US 15 to 4 lanes from Battlefield Parkway interchange to Montresor Road
2. Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway
3. Shellhorn Road - Loudoun County Parkway to Moran Road
4. Route 28 Northbound Loudoun County Hot Spot Section
5. Evergreen Mills Road - Northstar Boulevard to Loudoun County Parkway
6. Prentice Drive/Lockridge Road West
7. Town of Hillsboro Traffic Calming and Pedestrian Safety
8. Dulles West Boulevard - Loudoun County Parkway to Northstar Boulevard

Using the same criteria for ranking the nine projects, (original eight plus the addition of the Evergreen Mills Road at Watson Road and Reservoir Road project), the projects ranked as follows:

1. US 15 - Widen US 15 to 4 lanes from Battlefield Parkway interchange to Montresor Road
2. Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway
3. Shellhorn Road - Loudoun County Parkway to Moran Road
4. Route 28 Northbound Loudoun County Hot Spot Section
5. Evergreen Mills Road - Northstar Boulevard to Loudoun County Parkway
6. Prentice Drive/Lockridge Road West
7. Town of Hillsboro Traffic Calming and Pedestrian Safety
8. Dulles West Boulevard - Loudoun County Parkway to Northstar Boulevard
9. Evergreen Mills Road Intersection Realignment – Watson Road and Reservoir Road

In both prioritization scenarios listed above, the Shellhorn Road Project ranked higher than the Prentice Drive Project.

On October 19, 2017, the Board had identified: Northstar Boulevard (Shreveport Drive to Route 50); Evergreen Mills Road (Northstar Boulevard to Loudoun County Parkway), and Shellhorn Road (Loudoun County Parkway to Moran Road) as their top three priorities. Based on the hypothetical scoring analysis conducted; staff would recommend the Board consider revising their top three priority projects as:

- U.S. Route 15 (Battlefield Parkway to Montresor Road)
- Shellhorn Road (Loudoun County Parkway to Moran Road)
- Northstar Boulevard (Shreveport Drive to Tall Cedars Parkway)

FISCAL IMPACT: There is no fiscal impact to the General Fund in applying for NVT A 70% Regional Funds. The current Adopted Amended FY 2017 – FY 2022 has NVT A 70% Regional Funds programmed for all of the projects listed except the Route 28 Hot Spots project. Given the timing of the final adoption of the NVT A SYP is planned for June 2018, the County's FY 2019

– FY 2024 CIP and FY 2018 appropriations may require amending to reflect final decisions by both the Board and NVTA. The amount requested in these applications exceeds the estimated \$300 million of Loudoun’s “fair share” estimate by NVTA staff. Staff is recommending this strategy to ensure successful award of the County’s “fair share” value in the event some projects do not score well in the quantitative and qualitative process.

ALTERNATIVES:

1. The Board may choose to apply for funding of the recommended list of eight projects as approved on October 19, 2017, adding the segment of Northstar from Route 50 to Tall Cedars Parkway, and indicate their top three priorities, or prioritize all eight applications.
2. The Board may choose to apply for nine projects to include the Evergreen Mills Road Intersection Realignments at Watson Road/Reservoir Road, and indicate their top three priorities.
3. The Board could choose to prioritize all nine applications.

DRAFT MOTIONS:

1. I move that the Board of Supervisors approve the resolution listed as Attachment 1 of this item, as amended following the Board’s discussion at the November 8, 2017, Board of Supervisors Business meeting, and direct staff to apply to the Northern Virginia Transportation Authority for Regional Funding on the following nine County projects:

- Northstar Boulevard (Shreveport Drive to Tall Cedars Parkway),
- Evergreen Mills Road (Northstar Boulevard to Loudoun County Parkway),
- Shellhorn Road (Loudoun County Parkway to Moran Road),
- Prentice Drive/Lockridge Road West (Lockridge Road to Shellhorn Road),
- Town of Hillsboro Traffic Calming and Pedestrian Safety,
- Route 28 northbound lane widening (Dulles Toll Road to Sterling Boulevard),
- U.S. Route 15 Widening (Battlefield Parkway to Montresor Road),
- Dulles West Boulevard (Loudoun County Parkway to Northstar Boulevard), and
- Evergreen Mills Road intersection at Watson Road and Reservoir Road.

I further move that the Board direct staff to notify the Northern Virginia Transportation Authority that their top three projects are, in no particular order:

- U.S. Route 15 (Battlefield Parkway to Montresor Road)
- Shellhorn Road (Loudoun County Parkway to Moran Road)
- Northstar Boulevard (Shreveport Drive to Tall Cedars Parkway)

OR

2. I move that the Board of Supervisors approve the resolution listed as Attachment 1 of this item amended, and reaffirm the Board direction given on October 19, 2017, and direct staff

to apply to the Northern Virginia Transportation Authority for Regional Funding on the following eight County projects:

- Northstar Boulevard (Shreveport Drive to Tall Cedars Parkway),
- Evergreen Mills Road (Northstar Boulevard to Loudoun County Parkway),
- Shellhorn Road (Loudoun County Parkway to Moran Road),
- Prentice Drive/Lockridge Road West (Lockridge Road to Shellhorn Road),
- Town of Hillsboro Traffic Calming and Pedestrian Safety,
- Route 28 northbound lane widening (Dulles Toll Road to Sterling Boulevard),
- U.S. Route 15 Widening (Battlefield Parkway to Montresor Road), and
- Dulles West Boulevard (Loudoun County Parkway to Northstar Boulevard).

I further move that the Board direct staff to notify the Northern Virginia Transportation Authority that their top three projects are, in no particular order:

- U.S. Route 15 (Battlefield Parkway to Montresor Road)
- Shellhorn Road (Loudoun County Parkway to Moran Road)
- Northstar Boulevard (Shreveport Drive to Tall Cedars Parkway)

OR

3. I move an alternate motion.

ATTACHMENT(S):

1. Loudoun County Resolution for Regional Funding Applications to NVT A
2. Northern Virginia Transportation Authority, Call for Projects
3. NVT A Evaluation Factors and Descriptions

RESOLUTION OF THE BOARD OF SUPERVISORS OF LOUDOUN COUNTY, VIRGINIA

At a regularly scheduled meeting of the Board of Supervisors held on November 8, 2017, on a motion by [name of Board member], seconded by [name of Board member], the following resolution was adopted by a vote of [#] to [#]:

WHEREAS, the Loudoun County Board of Supervisors desires to submit nine (9) applications for an allocation of funds of up to \$365,702,000 through the Northern Virginia Regional Transportation (NVTA) for their Six Year Program (SYP) for Fiscal Year 2018 thru Fiscal Year 2023, Regional (70%) Funds; and,

WHEREAS, the projects proposed for consideration by the Board, not necessarily in any prioritized order are:

- Northstar Boulevard - Shreveport Drive to Tall Cedars Parkway (TransAction Project #119 and #188) for \$65,305,000
- Evergreen Mills Road (Northstar Boulevard to Loudoun County Parkway) (TransAction Project #179) for \$64,255,000
- Prentice Drive/Lockridge Road West (TransAction Project #150 and #151) for \$71,230,000
- Shellhorn Road - Loudoun County Parkway to Moran Road (TransAction Project #184) for \$16,000,000
- Town of Hillsboro Traffic Calming and Pedestrian Safety (TransAction Project #327) for \$12,112,000
- Dulles West Boulevard (Loudoun County Parkway to Northstar Boulevard) (TransAction Project #160) for \$47,800,000
- Route 28 Northbound Loudoun County Hot Spot Section - (Between the Dulles Toll Road and Sterling Boulevard) (TransAction Project #155 and #159) for \$21,000,000
- US 15 - Widen US 15 to 4 lanes from Battlefield Parkway interchange to Montresor Road (TransAction Project #191) for \$54,000,000
- Evergreen Mills Road Realignments - Reservoir Road and Watson Road (TransAction Project #180) for \$14,000,000, and,

WHEREAS: The Loudoun County Board of Supervisors hereby indicates that, in no particular order, that the applications for (*Subject to Board affirmation and adjustment following Board action on November 8, 2017*) Northstar Boulevard (Shreveport Drive to Tall Cedars Parkway), Shellhorn Road (Loudoun County Parkway to Moran Road), and U.S. Route 15 (Battlefield Parkway to Montresor Road) are the top three priorities for Regional Funding from the Northern Virginia Transportation Authority, and,

WHEREAS: The Loudoun County Board of Supervisors hereby supports the application proposed by the Town of Leesburg in the amount of \$25,000,000, for the Route 7 at Battlefield Parkway Interchange Project, and,

ATTACHMENT 1

NOW THEREFORE BE IT RESOLVED, that the Loudoun County Board of Supervisors hereby support the request for funding assistance for the nine aforementioned County identified projects totaling \$365,702,000 and the Town of Leesburg's project totaling \$25,000,000, through the Northern Virginia Regional Transportation Authority's Six Year Regional Funding Program covering Fiscal Year(s) 2018 - 2023, ,

BE IT FURTHER RESOLVED, that the County Administrator is authorized to execute all agreements and/or addendums for any approved projects with the Northern Virginia Transportation Authority in their Six Year Regional Funding Program for Fiscal Year 2018 – 2023.

The undersigned Clerk of the Board of Supervisors of Loudoun County, Virginia, certifies that the foregoing Resolution was adopted by the Board of Supervisors on _____, 2017.

WITNESS my signature and the seal of the Board of Supervisors of Loudoun County, Virginia, this ____ day of _____ 2017.

(SEAL)

Clerk, Board of Supervisors of
Loudoun County, Virginia



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

FY 2018-2023 SIX YEAR PROGRAM Project Application Form

The FY2018-2023 Six Year Program is a competitive program for Northern Virginia Transportation Authority Regional Revenues. The Authority's project selection process is comprised of five complementary components: preliminary screening, TransAction analyses, congestion reduction relative to cost analysis, qualitative considerations (such as leveraging of other funds excluding NVTA regional revenues, geographic and modal balance, project readiness, past performance, etc.), and public input.

General Instructions:

- **Deadline for application is noon, December 15, 2017.**
- **Deadline for resolution(s) of support is noon, January 19, 2018.**
- Applications must be submitted electronically to Sree Nampoothiri at Sree.Nampoothiri@TheNoVaAuthority.org. (Please provide applications in word and pdf formats not to exceed a total 6MB attachment size in each email. Also provide any GIS files or other supporting documentation. For large file sizes, contact Sree Nampoothiri, in advance).
- Incomplete applications, and applications received after the deadline, will be rejected; however draft applications may be submitted for review by NVTA staff by noon, November 9, 2017.

For assistance please contact Sree Nampoothiri at Sree.Nampoothiri@TheNoVaAuthority.org



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

FY 2018-2023 Six Year Program Project Application Form
TransAction ID:

Submitting Jurisdiction/Agency: _____

1) General Project Information

1.1 TransAction Project Title(s), ID(s), and page number(s) of Project in TransAction Plan¹ (Include corridor and corridor segment numbers. Please provide TransAction ID in the header too.):

1.2 Project Sub-Title (If applying for a subset of a TransAction project or a combination of multiple TransAction projects):

1.3 Project Location, including terminal points (If applicable):
 (Add location map marking project extent. Provide GIS shapefile if available)

1.4 Project Description (Maximum 2 paragraphs / 500 words. Include description of terminal points, intersections, turning lanes, transit routes, services, facility, etc. sufficient enough to code into a traffic model for detailed analyses):

1.5 What is the local priority for this project among all the projects submitted by your jurisdiction/agency for NVTA regional revenues? (e.g. Top three; X of Y):

2) Project Milestones

2.1 Project Milestones by Project Phase (Provide actual or expected start and end dates – month/year – for all applicable phases, including phases that have already occurred):

	FY17 or earlier	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY24 or later (specify)
Design, Engineering, Environmental								
Right of Way								
Construction								
Capital Asset Acquisitions								
Other (please explain clearly what this includes)								

2.2 Are there any potential risk factors that may delay the milestones? If yes, please describe (e.g. project implementation depends on the completion of another project.)

¹ See TransAction Plan Project List: [hyperlink will be added when TransAction is adopted](#)



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

FY 2018-2023 Six Year Program Project Application Form
TransAction ID:

3) Project Cost

3.1 Total Cost to Complete Project (Needed to achieve the intended transportation functionality of the project, e.g. completion of construction, implementation of an expanded transit service):

3.2 Total Cost by Project Phase and Fiscal Year when expenditure is expected to occur (Complete for all applicable phases and Fiscal Years – must total to the amount shown in item #3.1):

	FY2017 or earlier	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY2024 or later	TOTAL
Design, Engineering, Environmental									
Right of Way									
Construction									
Capital Asset Acquisitions									
Other (please explain clearly what this includes)									
TOTAL									

3.3 If this is expected to be a Design-Build project, what is the estimated date for funding verification? (i.e. the date by which sufficient committed funding sources must formally be documented in order for Design-Build bids to be invited. Provide month/year)

3.4 Provide the basis year of costs:

4) Funding Request

4.1 Requested NVTAFunds (Excludes any previous approvals for 70% Regional Revenues):

4.2 Requested NVTAFunds by Project Phase and Fiscal Year of Expenditure (Complete for all applicable phases and Fiscal Years – must total to the amount shown in item #4.1):

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY2024 or later	TOTAL
Design, Engineering, Environmental								
Right of Way								
Construction								
Capital Asset Acquisitions								
Other (please explain clearly what this includes.)								
TOTAL								

Note: Include contract administration expenses to corresponding phase(s)



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

FY 2018-2023 Six Year Program Project Application Form
TransAction ID:

5) Other Funding Sources

5.1 Other Sources of Funding by Project Phase (Specify the amounts by source and complete for all applicable phases – must match with phase totals provided under items #3.2 and #4.2):

Note: 'Other Funding Sources' may include previously approved NVTA 70% Regional Revenues, NVTA 30% Local Distribution Revenues, CMAQ, RSTP, State, Proffers (or local equivalent), private, recipient entity funds, and others. You may describe if you have concurrently applied for other funding sources or plan to apply within the next six months.

	Committed Funds			NVTA Request per this application (\$) (should match with item #4.2)	Funding Gap (\$)	TOTAL (\$) (should match with item #3.2)
	Source (identify each source and amount separately)	Amount (\$)	Total by phase (\$)			
		[a]	[b]			
Design, Engineering, Environmental						
Right of Way						
Construction						
Capital Asset Acquisitions						
Other (please explain clearly what this includes)						
TOTAL						

5.2 Please confirm all necessary operations/maintenance funds with the project have been secured and provide the source(s).

6) Project Impacts

For items #6.1 thru #6.5, Address how this project supports the regional coherence philosophy embedded in TransAction, and how it will improve Northern Virginians' quality of life with respect to travel conditions. Please provide reports, data, and other supporting information such as GIS files, simulation videos, etc.

6.1 What regional benefits does this project offer? (Describe how the project addresses travel conditions in TransAction corridor(s) and corridor segment(s) with a focus on the TransAction vision and goals):

6.2 How will the project reduce congestion and increase capacity? (Which facilities will experience capacity increases and how will this result in improved traffic flow/transit services? Provide current and forecasted capacity of facilities, services, etc. including bike-ped facilities. What congestion problem does the project address and how will it reduce congestion? Provide current and forecasted AADT/transit ridership with and without the project and details of models used (type, source, version, etc.):

6.3 How will the project improve regional connectivity? (Specifically list how Northern Virginians will experience improved connectivity between/within designated regional activity centers and jurisdictions.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

FY 2018-2023 Six Year Program Project Application Form

TransAction ID:

Provide information such as congestion levels, origin-destination patterns from any studies/analysis conducted):

6.4 How will the project improve integration between modes and systems? (Describe specifics such as motorized/non-motorized modes, first/last mile connection, new and enhanced technology systems such as Integrated Corridor Management, etc.):

6.5 How will the project improve safety? (Describe any safety issue this project is addressing and how the project will improve safety. Please include relevant safety data.):

7) Other Information

7.1 Project Title and ID in 2016 CLRP (or indicate if not included):

7.2 Project Title and ID in the current TIP (or indicate if not included):

7.3 Project VDOT UPC Number or DRPT Number (if available):

7.4 List internet links to any additional information in support of this project:

7.5 Do you intend to provide photos or other graphics to support your application? Yes / No
(If yes, coordinate with Sree Nampoothiri, sree.nampoothiri@thenovaauthority.org)

8) Resolution of Support

8.1 Please include a signed copy of Board/Council resolutions in support of this application. Agencies must submit resolutions from affected jurisdiction Boards/Councils in addition to a resolution from their own governing body. (The resolution(s) must include, at a minimum, TransAction ID, Project Title, and the requested funding amount)

8.2 Projects that are located in multiple jurisdictions must demonstrate multi-jurisdictional support in order to advance. (e.g. resolutions of support from the governing body of each affected jurisdiction).

- Deadline for application is noon, December 15, 2017.
- Deadline for resolution(s) of support is noon, January 19, 2018.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

FY 2018-2023 Six Year Program Project Application Form
TransAction ID:

9) Certifications

- Applicant acknowledges that past performance regarding achievement of drawdown commitments for previously approved projects (SPA Appendix B's and revisions) will be used as a qualitative consideration in SYP project selection.
- If project is approved for funding, applicant will:
 - Commit all necessary operations/maintenance funds;
 - Adhere closely to approved SPA Appendix A and B, or provide timely updates on a regular basis and as needed in the event of schedule changes, scope changes, etc.;
 - Provide a monthly status report on project progress to NVTA staff;
 - Provide NVTA staff with timely notice of project-related public events such as information meetings and hearings, allowing NVTA members and staff to attend, track, occasionally participate in, and publicize such events. Timely notice means providing schedule and location information to NVTA staff when such events are in the early planning stage;
 - Include NVTA logo and a partnership statement as appropriate on all public-facing materials such as websites, media releases/advisories, presentations, reports, handouts, display boards, and construction signage. An example of the partnership statement is 'project is (jointly) funded by the Northern Virginia Transportation Authority'. If the public-facing materials include detailed information regarding funding sources and amounts, the NVTA funding amount shall be explicitly included;
 - Provide NVTA with appropriate insurance certification and keep the certificates up to date;
 - Coordinate with NVTA staff to ensure accurate and complete reimbursement requests for timely processing;
 - Coordinate with NVTA staff before finalizing any third party project administration agreement with another agency for project administration (NVTA may not recognize or be able to participate in such agreements);
 - Adhere to all relevant NVTA Policies.

	Signature of the Submitter (Director level or above)
Name:	
Title:	
Email:	
Phone:	
Signature:	

Staff Point of Contact	Public Information Officer (PIO) Contact

NVTA PROJECT EVALUATION CRITERIA

Goal 1: Enhance quality of life and economic strength of Northern Virginia through transportation.
(60 Total Points)

Objectives/Performance Measures:

- Reduce congestion and crowding experienced by travelers in the region (25 out of the 60 points)
 - Total person hours of delay (10 Points) - Daily number of person-hours of travel above free-flow travel time for motorized trips (automobile and transit)
 - Transit crowding (5 Points) - Daily number of transit route-miles [This is the sum of the number of route segments (route-miles) that are over capacity during the course of the day (i.e., number of scheduled runs for that route that have over capacity segments)] experiencing crowded conditions (local bus > 1.0 seating capacity; express bus and commuter rail > 0.9 seating capacity; Metrorail > 100 passengers/car).
 - Person hours of congested travel in automobiles (5 Points) - Daily number of person-hours of travel in congested conditions, where "congested" is travel time in excess of 2.0 times the free-flow travel time.
 - Person hours of congested travel in transit vehicles (5 Points) - Daily number of person-hours of travel in congested conditions (buses on roadways), where "congested" is travel time in excess of 2.0 times the free-flow travel time.
- Improve travel time reliability (15 of the 60 points)
 - Congestion severity: maximum travel time ratio (10 Points) - Maximum ratio of congested travel time to free-flow travel time during the AM and PM peak period.
 - Congestion duration (5 Points) - Number of hours of the day auto and transit passengers experience heavily congested travel conditions (travel time ratio greater than 2.0) times the number of facility miles.
- Increase access to jobs, employees, markets, and destinations (10 of the 60 points)
 - Percent of jobs/population within 1/2 mile of high frequency and/or high performance transit (5 Points) - Percent of activity (population + 2 * employment) within 1/2 mile of Metrorail, commuter rail, or high capacity bus service (at least 500 seats per hour)
 - Access to jobs within 45 minutes by auto or within 60 minutes by transit (5 Points) - Number of regional jobs that can be reached from each household in Northern Virginia based on a 45 minute travel time by automobile or a 60 minute travel time by transit
- Improve connections among and within areas of concentrated growth (10 of the 60 points)
 - Average travel time per motorized trip between Regional Activity Centers (5 Points) - Average travel time per trip for motorized trips between and among zones within one mile of Regional Activity Center centroids.
 - Walkable/bikeable environment within a Regional Activity Center (5 Points) - Qualitative: High, Med, and Low.

Goal 2: Enable optimal use of the transportation network and leverage the existing network (30 Points)

Objectives/Measures of Performance:

- Improve the safety of transportation network (5 out of the 30 points)
 - Safety of the transportation system (5 Points) - Qualitative: Use VDOT Equivalent Property Damage Only (EPDO) value at the corridor segment level:
 - High - project specifically targets a high EPDO issue
 - Medium - project may mitigate a high EPDO issue
 - Low - project may have marginal impact on any EPDO issues
 - None - safety improvements are not included in the project or no EPDO issues exist
- Increase integration between modes and systems (10 out of the 30 points)
 - First and last mile connections (10 Points) - Qualitative: High, Med, Low, None thresholds to be defined based on access facilities within one mile of high capacity transit stations:
- Provide more route and mode options to expand travel choices and improve resiliency of the system (10 out of the 30 points)
 - Share of travel by non-SOV modes (10 Points) - Number of non-SOV trips.
- Sustain and improve operation of the regional system (5 out of the 60 points)
 - Person hours of travel caused by 10% increase in PM peak hour demand (5 Points)
 - Change in PM peak period person-hours of travel resulting from a 10 percent increase in PM peak hour (5-6pm) trip-making

Goal 3: Reduce negative impacts of transportation on communities and the environment (10 points)

Objective/Performance Measure:

- Reduce transportation related emissions (10 points)
 - Vehicle miles traveled (VMT) by speed (10 Points) - MT by speed class in AM and PM peak and off-peak periods. (VMT < 15 mph/hour or > 65 mph/hour = high emission rates)