

City of Alexandria Project Selection Process

Funding for the City's Transportation initiatives comes from various state, federal, and local sources. The City's [annual budget](#) provides details on the projects and programs that receive this funding. There are numerous grant opportunities each year that fund ongoing programs and one-time Capital projects.

The [Transportation Long Range Plan](#) is a list of unfunded projects from approved plans that staff uses as a resource to identify potential grant opportunities. The [Transportation Commission](#) updates the list of projects, reconsiders the evaluation criteria, and reprioritizes the projects every two years. Evaluation criteria are based on the guiding principles from the City's Transportation Master Plan, the latest being the 2021 Alexandria Mobility Plan, which aligns very closely with the TPB Policy Framework. The guiding principles are:

- Accessible
- Connected
- Convenient
- Equitable
- Safe
- Sustainable

The evaluation criteria that derive from these guiding principles include components for maintenance, livability, and promoting multi-modal options.

Capital projects are selected from approved planning documents with consideration of the eligibility criteria for each particular grant, as well as the [City's Strategic Plan](#), [Transportation Master Plan](#), and [Transportation Long Range Plan priorities](#). The City also applies for grants to assist with day to day operations and state of good repair. The City develops and submits applications for these grants that are typically endorsed by the Transportation and approved by City Council.



Arlington County Transportation Planning Process

Arlington County follows similar planning processes to other Northern Virginia localities. **Comprehensive Planning** feeds **Project Selection**, which feeds **Funding** decisions. Only after funding has been identified are projects added to TPB's constrained planning element.

Comprehensive Planning

Arlington's Master Transportation Plan (MTP) acts as the guiding document for transportation planning. The plan is composed of separate elements for Streets, Transportation Demand Management (TDM), Bicycles, Parking & Curbs, Pedestrians, and Transit. Each element contains policies, programs, and projects for its specific mode, and is the genesis for later corridor plans and capital projects. Overall, the MTP focuses on access for all users and modes, coordinated land use & transportation, and movement of people rather than vehicles. A new MTP will kick off in 2024, ultimately resulting in a new plan.

Project Selection

Selection considers safety, equity, feasibility, public support, functionality, connectivity, and funding. Public input drives the process at every stage, first guiding the plans, then the individual projects that result from the plans. Arlington's Six Step Public Engagement Process grounds decision-making in public input.

Funding

Arlington's FY 2023-2032 Capital Improvement Program (CIP) implements projects. Federal, state, and regional funds supplement dedicated local funds in a manner similar to Northern Virginia peer jurisdictions.

Fairfax County Project Selection Process

Comprehensive Plan:

- Fairfax County's Comprehensive Plan is used as a guide to decision-making about the natural and built environment. One of the principal goals is that land-use must be balanced with the supporting transportation infrastructure, including the regional network. It's within this context that Fairfax County acts locally while simultaneously considering regional priorities.
- A keystone policy achievement includes developing a multimodal transportation system to reduce excessive reliance on the automobile. It specifies that regional and local efforts will focus on planning and developing a variety of transportation options. The transportation component of the Comprehensive Plan consists of the Policy Plan, four geographic Area Plans, and three maps: a Transportation Plan map, a Trails map, and a Bicycle Master Plan.

Project Selection Process:

- One of the Fairfax County Department of Transportation's primary objectives is to reduce reliance on automobile travel by coordinating land use decisions and transportation planning within Fairfax County and the region as a whole; this is achieved by:
 - Developing a multimodal transportation system that provides for both through and local movement of people and goods.
 - Increasing the use of public transportation and non-motorized transportation.
 - Promoting Transportation Demand Management
 - Ensuring that improvements are cost-effective.
 - Ensuring safety for all users.
 - Ensuring that land-use and transportation policies are complementary.
 - Providing a comprehensive network of sidewalks, trails, and on-road bicycle routes
- One Fairfax
 - One Fairfax Policy is a **social and racial equity policy** that provides a framework based on equity for all decision-making in the County, including transportation and land use decisions.
- The goals and objectives in the Comprehensive Plan, combined with the One Fairfax Policy, help guide the project selection process.

Funding:

As part of the transportation planning process, the County develops and implements a responsible financial plan that considers both public and private sources of financial support for the County's transportation system. Priority is given to the programming of transportation improvements that assist in accomplishing the County's goals and objectives.

Loudoun County Project Selection Process

Comprehensive Plan

The Loudoun County Comprehensive Plan (Comprehensive Plan) provides policy guidance on land and infrastructure development. The Loudoun County Countywide Transportation Plan (CTP) is a volume of the County's Comprehensive Plan, alongside other volumes such as the General Plan (General Plan), both of which were last revised in 2019 and which have a current horizon year of 2040. The Comprehensive Plan forms the policy foundation for the County's various regulatory documents. The CTP provides the policy foundation for the County's transportation network; policies are included for each mode of transportation and geographic policy area; mitigating impacts of development; regional, state and local coordination; environmental and heritage resources; and prioritization, funding, and implementation. The CTP is guided by a set of goals developed based upon public input and affirmed by the Board of Supervisors.

CTP Vision and Goals

1. Enhanced multimodal safety for all system users.
2. A reliable and efficient multimodal transportation network that manages the travel demands of the County while maintaining fiscal and environmental sustainability.
3. Transportation choices that connect people to their communities, employment centers, educational institutions, activity centers, and other amenities.
4. Integration with neighboring jurisdictions to improve regional and statewide connectivity and to attract residents and businesses to Loudoun County.
5. Support the growth and potential of enhanced national and international connectivity including consideration of Washington Dulles International Airport and the Silver Line Metrorail stations.
6. Context-sensitive planning and design that addresses the different characteristics and needs of the Urban, Suburban, Transition, Towns, County/Town Joint Land Management Areas, and Rural environments.
7. A transportation network supportive of the County's overall vision to support economic development, create vibrant, safe communities and public spaces, and protect natural and heritage resources.

Prioritization

The County sets priorities for its planned transportation improvements to be able to efficiently focus public and private resources on projects needed in both the short- and long-term. The CTP includes policies that call for the County to base transportation decisions in part on its land use policies contained in the General Plan and the CTP and its transportation model outputs. Road and other transportation infrastructure improvements will promote traffic, pedestrian, and bicycle safety and mobility. Priorities outlined in the CTP are given to:

- Projects that complete missing segments of arterial and major collector corridors
- Projects within the County's Intersection Improvement Program
- Projects to provide connectivity in and around the County's Metrorail stations
- Projects that provide significant economic development benefits to the County
- Projects within the County's Sidewalk and Trail Program
- Projects that incorporate "complete streets" concepts and features

Projects are reviewed each year as part of County's Capital Improvement Program (CIP) and VDOT's Six-Year Improvement Program (SYIP). Public involvement and participation are encouraged through public hearings on both program documents.

Funding

The funding of transportation infrastructure requires significant expenditure of capital, typically beyond the resources of local government. Traditionally, the County has depended on State and Federal funds for the design and construction of transportation projects, augmented by private sector contributions, known as proffers. In recent years, the County has also committed to greater local funding options for transportation, including the sale of bonds and the use of innovative financing options, along with use of regional funds administered by NVTA. The County's CIP identifies projects with programmed and approved funding, with an emphasis on setting priorities through the annual CIP process and project review.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Summary of Project Prioritization Process at Northern Virginia Transportation Authority (NVTVA)

NVTVA is the regional transportation planning and funding agency for Northern Virginia as mandated by the Virginia General Assembly via SB576 (2002). The 17-member governing body includes the Chairs and Mayors of the nine member jurisdictions, General Assembly members or appointees, gubernatorial appointees, a town representative and transportation agency representatives. NVTVA is required to follow a rating and project prioritization process taking into consideration several key factors including congestion reduction, accessibility, and emergency mobility. The 70% regional revenues of NVTVA, used for funding under the NVTVA process, can only be used for capital improvements that are included in the long-range transportation plan. The 30% local fund revenues can be used at the discretion of localities consistent with HB2313 (2013).



TransAction is the legally mandated long-range multimodal transportation plan for NoVA. TransAction vision, goals, and core values guide the preparation of the Plan and funding prioritization. TransAction, updated every five years, is a needs-based plan and the update process includes extensive data-driven analyses and public engagement. The collaborative process brings in the NoVA jurisdictions, agencies, TPB, WMATA, and, in the recent update, Montgomery County, Prince George’s County, and DDOT. The Plan performance is evaluated using a combined TransAction Rating based on the factors below.

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

Core Values: Equity Safety Sustainability



Prioritization of projects for funding is carried out during the development of Six Year Program (SYP). This process includes extensive additional data-driven analyses and public engagement. The

selection criteria include:

1. Eligibility (inclusion in TransAction, supporting resolution from jurisdiction governing body)
2. Quantitative analysis (Congestion Reduction Relative to Cost, TransAction Rating, Long Term Benefit)
3. Qualitative considerations (external funds, past performance, geographic and modal balance, etc.)
4. Public comments

Several statutory and standing committees review the analytical results and public comments before recommending projects for funding, which the Authority reviews before making final adoption.

The goals, objectives, and core values NVTVA follows for prioritization overlap well with TPB’s principles and goals.

Prince William County Project Selection Process

The Prince William County Comprehensive Plan Mobility Chapter provides guidance on mobility projects for the next 20 years in the County and includes all modes of transportation, to include roadways, transit, and on and off-road pedestrian and bicycle facilities. An updated Mobility Chapter was adopted by the Prince William Board of County Supervisors in December 2022, following a two-year planning process that included robust public input. Projects in the plan are determined based on meeting the projected growth of the County and the required level of service to meet the County's goal of providing a high quality of life to residents. This is informed by MWCOG population and employment projections and transportation demand modeling. Projects are also selected on alignment with the goals and strategies of the Mobility Chapter, which closely align with those adopted by TPB and include equity, safety, sustainability and emerging technologies. Comprehensive Plan mobility projects located in County designated Small Area Plans have undergone additional planning and public input processes to further align with shared local and regional goals of creating mixed-use, transit-oriented, walkable communities.

Major mobility projects in the Comprehensive Plan are advanced with funding allocated in the County's Capital Improvement Program (CIP). The CIP covers a six-year period adopted annually following Planning Commission review and recommendation and public hearings. The CIP identifies existing and future funding from a wide variety of sources including local revenues, private contributions, and federal, state and regional funding. Projects in the CIP, and other Board designated priority projects to include approved Mobility Bond Projects, are high priority for application to grant funding opportunities. Other criterion used to prioritize projects for grant funding opportunities are detailed in the Prince William County Department of Transportation's Grant Priority Process and include inclusion in the Comprehensive Plan or other Board approved plans, public input, and alignment with long range plans of the County's transportation partners.

Projects submitted for Visualize 2050, including resubmission of previous projects, must be included in the Prince William County Comprehensive Plan and will be prioritized using the same criteria in the grant prioritization process. This ensures that projects being advanced align with the County's goals and strategies, have public support and will meet current and projected needs of Prince William County.



COMMONWEALTH of VIRGINIA

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Summary of Virginia’s Project Prioritization Process for Inputs

The Commonwealth of Virginia has two legislated processes that has been used in determining projects listed in the current Visualize 2045 plan and for projects under development and consideration to include in the next plan underway, Visualize2050.



VTRANS is Virginia's statewide transportation plan. It is prepared for the Commonwealth Transportation Board (CTB) by the Office of Intermodal Planning and Investment (OIP). VTRANS lays out the overarching vision and goals for transportation in the Commonwealth and plans to achieve those goals as shown below.

GUIDING PRINCIPLES	GOALS
1. Optimize Return on Investments	1. Healthy Communities and Sustainable Transportation Communities
2. Ensure Safety, Security, and Resiliency	2. Economic Competitiveness and Prosperity
3. Efficiently Deliver Programs	3. Accessible and Connected Places
4. Consider Operational Improvements and Demand Management First	4. Safety for All Users
5. Ensure Transparency and Accountability, and Promote Performance Management	5. Proactive System Management
6. Improve Coordination Between Transportation and Land Use	
7. Ensure Efficient Intermodal Connections	

Pursuant to § 33.2-353, VTRANS identifies and prioritizes transportation needs, known as Mid-term needs for the next 10 years. Mid-term needs may be addressed by projects, policies, or programs, and are used to screen funding requests submitted for the SMART SCALE program referenced below.



State legislation § 33.2-214.1 established **SMART SCALE** as Virginia’s data-driven prioritization process for project selection. This statewide process helps Virginia invest limited state and federal tax dollars in the right projects that meet the most critical transportation needs. Projects submitted for funding should meet a VTRANS needs for Corridors of Statewide significance (COSS), Regional Network (RN) Urban Development Areas (UDA) and Safety.

Six key factors used in evaluating a project’s merits:

1. SAFETY – reduce the number and rate of fatalities and severe injuries
2. CONGESTION – reduce person hours of delay and increase person throughput
3. ACCESSIBILITY – increase access to jobs and travel options
4. ECONOMIC DEVELOPMENT – support economic development and improve goods movement
5. ENVIRONMENTAL QUALITY – improve air quality and avoid impacts to the natural environment
6. LAND USE – support transportation efficient land development patterns

In the future, Resiliency may be another factor used in SMART SCALE project evaluation.

Projects are scored, the public has the opportunity to comment before the CTB makes the best informed decisions in prioritizing projects for funding.