

ITEM 9 – Action
April 19, 2023

Visualize 2050: Updated Schedule Approval

Action: Approve the Visualize 2050 plan development schedule.

Background: The TPB approved the Technical Inputs Solicitation document in February which included a detailed schedule to complete the plan update. Since the approval, outstanding circumstances have caused staff to re-examine the original schedule and add more time for completion.

Attachments:

- **New Visualize 2050 Schedule for TPB Approval**
- **Listening Session Materials Shared**



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: March 2023 TPB Listening Sessions Materials
DATE: April 13, 2023

In March, the Transportation Planning Board staff hosted three virtual facilitated listening sessions to support the Visualize 2050 project input process with each state. This memo contains the materials provided at those meetings. TPB staff are preparing written summaries of each of the meetings that will be shared at a later date.

These sessions offered an opportunity for agency staff to hear about the types of projects each jurisdiction would like to see proposed to be included in Visualize 2050, including which of the TPB goals and priorities are favored. Transportation agencies presented their processes for re-examining the projects in the current long-range transportation plan and to develop new projects to be proposed for inclusion. Many of the agencies provided a one-page summary of their processes for re-examination of current projects and development of new projects.

All materials were uploaded to their respective meeting pages and can be found as an attachment to this memo.

These sessions were all virtual and held on the following dates:

- District of Columbia – Monday, March 27 @ 10:30 A.M.
- Maryland – Thursday, March 30 @ 9 A.M.
- Virginia – Wednesday, March 29 @ 3:30 P.M.

Meeting Pages:

- Facilitated Listening Session – District of Columbia
<https://www.mwcog.org/events/2023/3/27/facilitated-listening-session-district-of-columbia/>
- Facilitated Listening Session – Maryland
<https://www.mwcog.org/events/2023/3/30/facilitated-listening-session-maryland/>
- Facilitated Listening Session – Virginia
<https://www.mwcog.org/events/2023/3/29/facilitated-listening-session-virginia/>

ATTACHMENTS:

- Facilitated Listening Session - One-page project selection summaries
 - DDOT, MDOT, Frederick County, Montgomery County, VDOT, NVTA, VRE, City of Alexandria, Arlington County, Fairfax County, Loudoun County, Prince William County
- Facilitated Listening Session – Presentations
 - DDOT, Virginia combined presentation, MDOT

Government of the District of Columbia

Department of Transportation



VISUALIZE 2050 PLAN UPDATE DISTRICT DEPARTMENT OF TRANSPORTATION PROCESS FOR PROJECT INPUTS

Project development and selection at DDOT begins with the District of Columbia’s Long-Range Transportation Plan, [moveDC 2021](#). The plan has a goal for each of the following subjects: safety, equity, mobility, project delivery, management and operations, sustainability, and enjoyable spaces. Projects are assessed for their alignment with these goals. The goals are further supported by 18 policies that feed into 41 specific strategies, which help DDOT make specific decisions in working toward achieving the goals.

On February 28, 2023, DDOT launched its internal process to solicit inputs and updates for projects to be included in the Visualize 2050 Plan. This process was presented to DDOT’s Senior Leadership and subsequently with the Project Managers responsible for providing the inputs. DDOT intends to conduct a full review of previously included projects to verify the accuracy of all included information and ensure that the projects put forward meet the stated goals of moveDC 2021 and the Transportation Planning Board’s Policy Framework.

To do this, DDOT has developed the following process:

1. Phase 1: Project Managers:
 - a. Review existing projects within purview and assess continued accuracy of the included information.
 - b. Review the TPB Policy Framework and stated goals.
 - c. Assess current projects for alignment with the TPB’s Policy Framework and Stated Goals of the region.
 - d. Submit project updates and detailed responses to aspirational initiatives in the Project InfoTrak (PIT) System by June 2nd.
2. Phase 2: State & Regional Planning:
 - a. Conduct a review of Project Manager Submissions in the PIT to ensure the accuracy and quality of responses, including aspirational initiatives.
 - b. Conduct a review of the Capital Improvement Program for new Regionally Significant projects that may require inclusion in Visualize 2050.
 - c. Request input from DDOT Divisions on potential Regionally Significant projects under consideration for funding requests.
 - d. Approve and submit project entries to the TPB for review.

MDOT's Policy, Funding, and Project Selection and Prioritization Process

2040 Maryland Transportation Plan (MTP)

Every five years, MDOT develops a 20-year mission for transportation in the state known as the Maryland Transportation Plan (MTP). The MTP outlines the State's overarching transportation priorities and creates a larger context for transportation decision-making. Development of the 2050 MTP is currently underway developing Proposed Guiding Principles – Equity, Resilience, Preservation, Innovation, Customer Focus – and updating our Proposed Goals – Safety and Security, System Quality, Environmental Protection, and Management – which overlap almost entirely with the Transportation Planning Board's (TPB) Synthesized Policy Framework. The MTP has a robust public involvement and feedback process and is scheduled to be adopted in January 2024. The MTP will inform every project and program that will be reevaluated and submitted to the TPB's Visualize 2050 Plan.

Transportation Funding and the Consolidated Transportation Program (CTP)

The Transportation Trust Fund, comprised of various tax sources, fees, operating revenue and bond sales, is the source of "State" funding for transportation projects and programs in Maryland, and federal funding from the recently authorized Bipartisan Infrastructure Law is 26% of our revenues. The Consolidated Transportation Program (CTP) is MDOT's six-year capital investment program for transportation, which is presented annually by the Governor and approved by the Maryland General Assembly. MDOT works together with residents, businesses, local jurisdictions, and local and state elected officials to include capital projects in the CTP. Most of this coordination is on major projects that are generally new, expanded, or significantly improved facilities or services that may involve planning, environmental studies, design, right-of-way acquisition, construction, or the purchase of essential project-related equipment.

Priority Letters and Chapter 725

State and local elected officials are encouraged to reach consensus on local priorities for the highway and transit systems, as well as transit-oriented development sites, and to document these priorities annually in a letter to the MDOT Secretary. Chapter 725, in Maryland's Annotated Code, requires additional clarity and standards to define how MDOT evaluates and selects proposed major capital projects for inclusion in the Construction Program of the CTP. It requires MDOT and the local jurisdictions seeking project funding to demonstrate the relationship between prioritized projects and the long-term goals of the MTP, the Climate Action Plan Goals (as outlined in the Greenhouse Gas Reduction Plan), and local land use plans. Multi-modal submissions enable local governments to have a greater impact on all State transportation investment decisions.

Engaged at every stage of transportation planning, members of the public share input on the process as well through review and comment periods for County Transportation Priorities, Locally Operated Transit Systems public hearings, SHA public meetings, Local Comprehensive Plan Development, and communications with elected officials and various stakeholder groups.

Additional local coordination – Maryland’s counties and municipalities derive capital projects from approved master plans that are typically several years in development that have had numerous public engagement opportunities by the Planning Staff, Planning Board public hearings and work sessions, or local government public hearings and work sessions.

Project Selection Criteria

Projects selection and funding is determined by several factors that originate from the mission, policies, guidelines, and goals laid out in the MTP. The Chapter 30 law requires that all transit or highway capacity projects over \$5M across all phases be scored and evaluated before receiving construction funding. These projects must be in the local priority letter’s top priorities and be consistent with local plans. They must also meet all federal and other legal mandates (e.g. TMDL compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations, etc.) and meet all federal match requirements to maximize federal revenue sources.

Frederick County Project Selection Process

Comprehensive Master Planning

In 2019, Frederick County adopted the Livable Frederick Master Plan (LMFP). The LFMP is a policy-focused, as opposed to a capacity-focused, document. It stems from a community-based vision, employed an unprecedented process to involve the participation of numerous community members in the development of the plan, and used a sophisticated scenario planning tool to evaluate possibilities for how we can shape our community in the future. In addition, this plan revives a once common approach to communicating planning strategies by introducing a county-wide growth diagram that draws inspiration from Frederick County's original 1959 Land Use Plan. It proposes no new growth areas, no expansion of existing growth areas, and no zoning changes. This new LFMP replaces the 2010 comprehensive plan but does not change the Comprehensive Plan Map of 2012.

The County is now implementing the planning process through small area or corridor plans. Also referred to as Community and Corridor Plans, these are plans that address issues of a portion of the county, covering specific geographies that have cohesive characteristics. Allow geographically precise and focused updates to the comprehensive plan map, which includes land use, transportation, and community facilities. Additionally, allows updates to occur in tandem with municipal plan updates, supporting the development of consistency between county and municipal plans.

Each plan may be a multi-year effort originating with the Planning Commission and moving to the County Council, along with an extensive public involvement process prior to adoption by the County Executive. For the most part, all new capacity projects including roadways, transitways, and bicycle and pedestrian projects align with the LFMP.

Transportation Priorities Letter

The County Executive and County Council review and approve an annual priority letter containing a summarized list of the multimodal transportation priorities to the Maryland Department of Transportation. The priority letter and the associated supporting documents are also presented to the Mayors and Burgesses, Transportation Services Advisory Council for concurrence prior to the Maryland State Delegation. The letter prioritizes MDOT funding for County projects for MDOT consideration in their Consolidated Transportation Program (CTP). The process provides numerous opportunities for public comment and contains elected officials the opportunity to review at the local and state levels.

Frederick County CIP Project Development

Major projects funded via the capital program are implemented through the Division of Public Works. Prior to the implementation stage, projects are evaluated using specific project prioritization ranking criteria by capital improvement program committee. These projects are included in the six-year CIP plan and included in the annual budget that is presented by the County Executive and approved by the County Council. Public involvement occurs throughout the budget process and each CIP project typically has its own public involvement process that will include public meetings.

Montgomery County Project Selection Process

There are three types of transportation projects in the Montgomery County Capital Improvement Program (CIP): (1) capacity expansion for both transit and highway projects, (2) bicycle and pedestrian facilities, and (3) state of good repair and Vision Zero projects. While all three types of projects are included in the Montgomery County Capital Improvement Program, only regionally significant projects and projects that are expected to use federal funding are included in the region's Transportation Improvement Program and Visualize 2050 Plan.

Comprehensive Master Planning

For the most part, all new capacity projects including roadways, transitways, and bicycle and pedestrian projects are derived from master plans. The overarching plan is the General Plan – Thrive 2050 that was recently adopted by County Council. Area plans, sector plans, and functional plans also include transportation infrastructure. Master plans are critical to advancing transportation capacity improvements because master plans specify the minimum right of way needed for the transportation project and the general roadway cross section. Each master plan may be a multi-year effort originating from a County Council Planning work program and leading to extensive public involvement process with the Planning Board and later with County Council leading to a County Council adoption. The Executive Branch is involved with the process and is responsible for project implementation.

Transportation Priorities Letter

The County Executive and County Council submit an extensive list of multimodal transportation priorities to the Maryland Department of Transportation and the Maryland State Delegation for consideration in MDOT funding. This letter is usually an annual letter that is periodically updated as needed. The letter prioritizes MDOT funding for County projects for MDOT consideration in their Consolidated Transportation Program (CTP).

Public Input into Capital and Operating Programs

There are numerous formal and informal opportunities to provide public input into the development of both the capital and operating transportation programs. Every year the County Executive holds numerous budget forums throughout the county to solicit public input into county priorities. Each of the five regional services centers has transportation and land use committees that provide guidance to the county government on transportation priorities and programs. The County Executive releases both a capital budget and operating budget to County Council in January and March respectively and County Council conducts public hearings and has responsibility to adopt both a capital and operating budget.

MCDOT Project Development

Major projects funded via the capital program start in facility planning. Facility planning has two separate phases with the first phase considered project planning that examines physical feasibility and alternatives and advances to preliminary engineering with the second phase that takes the project through final engineering. Each project will have a webpage and its own public involvement process that will include public meetings. County Council reviews the phase 1 facility planning and makes recommendations as to how the project proceeds with respect to scope of work, funding, and schedule and inclusion into the Capital Improvement Program.



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.



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.

Memorandum

To: Lyn Erickson, DC Transportation Planning Board
From: Christine Hoeffner, Virginia Railway Express
Date: March 29, 2023
Re: Summary of VRE Process to Identify Inputs for TPB Visualize 2050/FY 2025-2028 TIP

Planning Documents

Virginia Railway Express (VRE) capital projects and service expansion identified in the TPB long-range transportation plan (LRTP) and transportation improvement program (TIP) are drawn from VRE's [annual budget and six-year Capital Improvement Program \(CIP\)](#), long-range [System Plan 2040](#), mid-range [Transit Development Plan \(TDP\)](#), and other planning documents (e.g., [Transit Asset Management \(TAM\) Plan](#)), as adopted by the VRE Operations Board.

Project Selection Process

VRE will use its adopted planning documents as the starting point for re-examining LRTP and TIP project inputs and developing new projects for inclusion in the updated plan and TIP. The VRE FY 2024-2029 CIP is the primary source for VRE project inputs. Discrete capital projects have not been defined beyond the VRE CIP timeframe in VRE planning documents; VRE capital programs such as those related to TAM will make up the majority of VRE project inputs beyond FY 2029. LRTP/TIP project inputs related to VRE service expansion will include the additional VRE service as outlined in the Transforming Rail in Virginia (TRV) [DRPT/CSXT Comprehensive Rail Agreement and DRPT-VRE Agreements](#).

Projects included in the VRE CIP are prioritized with an emphasis on passenger safety, regulatory requirements, and maintaining current equipment and facilities in a state of good repair (SGR). The VRE System Plan identifies five goals the plan strives to achieve including maintaining system SGR, improving and expanding service for current passengers and emerging markets, advancing VRE's role in the regional multimodal mobility network, and adding system capacity. The VRE TDP further defines six goals against which VRE projects and service initiatives are evaluated including Growth Opportunities, Operational Excellence, Community Integration, Financial Accountability, Regulatory Compliance, and Environmental Stewardship.

VRE priorities and goals, as reflected in its adopted planning documents, align with the TPB Policy Framework goals and priorities.

Funding

Funding for VRE capital projects and operations comes from various federal, state, regional, local, and VRE dedicated sources and is documented in the VRE CIP and annual budget. VRE also applies for grants to supplement regular funding sources to advance its capital program and service initiatives. Grant applications are endorsed by the VRE Operations Board.

Note on VRE Visualize 2050 and FY 2025-2028 Project Inputs

VRE projects in the currently adopted LRTP and TIP are mostly a compilation of site-specific projects grouped under broad program areas such as Stations and Facilities, Rolling Stock Acquisition, Track and Storage Yards, etc. For this update, VRE will re-submit existing LRTP/TIP projects as "new" projects to more clearly identify them to TPB members and the general public rather than continue to include them as part of a broader program group. This will also enable a more transparent connection between the TPB plan and TIP and VRE planning documents.



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.

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.

Prince George's County Transportation Project Selection Process

There are four types of transportation projects in the Prince George's County Department of Public Works and Transportation (DPW&T) Capital Improvement Program (CIP): (1) capacity expansion for both transit and highway projects, (2) bicycle and pedestrian facilities, and (3) state of good repair (i.e., maintenance) and (4) Vision Zero (i.e., safety) projects.

While all four types of projects are included in the Prince George's County Capital Improvement Program, the County typically focuses on regionally significant projects and projects that are expected to use federal funding to be included in the region's Transportation Improvement Program (TIP) and Visualize 2050 Plan.

Prince George's County Overarching Priorities

Prince George's County shares the TPB Synthesized Policy Framework emphasizing the core principles of Equity, Resilience, Accessibility, Prosperity and Livability built upon the Goals of Safety (Prince George's County adopted Vision Zero in 2019 as a foundational approach), Security, System Quality, Environmental Protection, Reliability, Maintenance and Efficient Operating Systems. The County also embraces the Washington Council of Governments Region Forward and Region United strategies as well as the 2020 affirmation of racial equity and a fundamental value. By better balancing and uniting the region through more integrated land-use and transportation, specifically with an emphasis on Transit Oriented Development, so that individuals are closer to where they live, shop and work, enabling all systems to function better, reduce the need for new capacity while advancing equity and sustainability in a meaningful manner is how we can best meet the needs that lie ahead.

Prince George's County continues to advance priorities for a comprehensive multimodal transportation network that will strengthen the County, the Capital region and the state. The County emphasizes projects that further safe system transportation approaches like Vision Zero Prince George's, Zero Emission Fleet Transition, Transit Oriented Development (TOD), and strategies designed to spur economic growth while promoting sustainability, safety, and equity. In addition to forward thinking aspirational programs, it is critical to preserve and maintain County infrastructure and state of good repair needs of our roadways, bridges, sidewalks, facilities, and stormwater structures.

Transportation Priorities Letter

The County Executive and County Council jointly submits a letter with an accompanying extensive list of multimodal transportation priorities to the Maryland Department of Transportation (MDOT) and the Prince George's County Delegation of the Maryland General Assembly for consideration in MDOT funding. This letter is typically provided annually, with periodic updating as needed. The letter prioritizes MDOT funding for County projects for MDOT consideration in their Consolidated Transportation Program (CTP).

Comprehensive Planning

New capacity projects including roadways, transitways, and bicycle and pedestrian projects are derived from the planning process, both those generated by the Maryland National Capital Park and Planning (M-NCPPC), as well as internal Executive Branch processes. The overarching plan is the General Plan – Plan Prince George's 2035 which was adopted by County Council in 2014. Area plans, master plans, sector plans, and functional plans also

include transportation infrastructure. In addition, M-NCPPC is currently developing an update to the Master Plan of Transportation (MPOT), which provides a transportation specific perspective to the plans that guide transportation projects. These are critical to advancing transportation capacity improvements because master plans specify the minimum right of way needed for the transportation project and the general roadway cross section. Each of these planning processes may require a multi-year effort leading to extensive public involvement process with the community, the Planning Board and later with County Council leading to a County Council adoption. The Executive Branch is involved with the process and is responsible for project implementation.

Prince George's County DPW&T Project Development

Major projects, funded via the capital program, start in the planning process. Project planning has two separate phases with the first phase considered project planning that examines feasibility and alternatives and advances to preliminary engineering. The second phase takes the project through final engineering. Each project will be on the County's website and have its own public involvement process that will include public meetings.

Public Input into Capital and Operating Programs

There are numerous formal and informal opportunities to provide public input into the development of both the capital and operating transportation programs. Every year the County Executive holds numerous budget forums throughout the county to solicit public input into county priorities. The County Executive releases both a capital budget and operating budget to County Council in the late winter-early spring and the County Council conducts public hearings and has responsibility to adopt both a capital and operating budget.

DISTRICT DEPARTMENT OF TRANSPORTATION

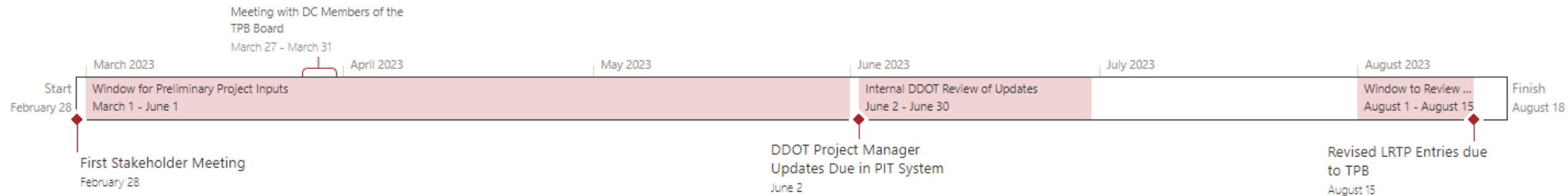
Visualize 2050 Plan Update Listening Session

State & Regional Planning Division
District Department of Transportation
March 27, 2023

Project Submission Plan

Project managers have been invited to a Project SharePoint site that holds the guidance and documentation we have received from TPB for this update process:

1. Existing Project Pages (for review)
2. Guidance (TPB Goals and Aspirational Initiatives)
3. Project InfoTrak (PIT) Database Instructions



- **Final DDOT Project updates due Friday, June 2, 2023**

moveDC – Long-Range Transportation Plan

Project development at DDOT is tied to the long-range transportation plan.

New ideas and submissions require project managers to assess how the project relates to each goal of moveDC. These scores are used during DDOT leadership’s review of proposed projects and eventually becomes Department’s budget request.



Safety

DDOT will design and manage a transportation network that offers safe and secure travel choices for all users, in accordance with Mayor Bowser’s Vision Zero initiatives.



Sustainability

DDOT will manage and promote a transportation network that supports economic vitality and opportunity, reduces emissions, and strengthens resilience in the face of climate change, especially in historically under-resourced neighborhoods that may experience greater impacts.



Project Delivery

DDOT will complete projects on-time and on-budget while engaging and communicating with the community.



Mobility

DDOT will increase system reliability, improve accessibility and manage congestion through coordination, communications, and mobility options, providing safe and affordable travel choices for all users and trips.



Enjoyable Spaces

Public spaces and transportation systems managed by DDOT will be accessible, safe, and welcoming to residents, visitors, and commuters.



Management and Operations (State of Good Repair)

DDOT will ensure the state of good repair for existing assets by investing in maintenance and operations to address the greatest mobility needs.

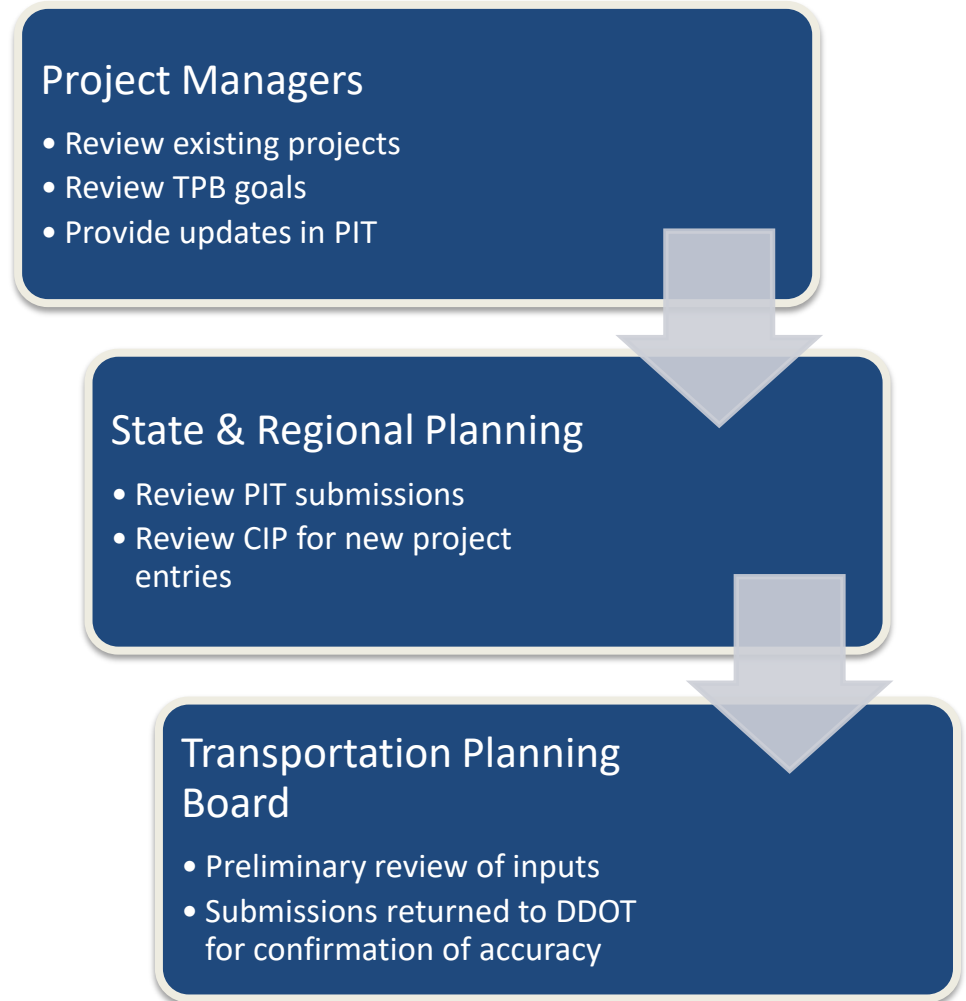


Equity

DDOT will advance transportation equity by evaluating its policies, planning, community engagement, and project delivery to ensure public investments in transportation justly benefit all residents, visitors, and commuters.

Visualize 2050 Input Process

1. Phase 1: Project Managers:
 - a. Review existing projects within purview and assess continued accuracy of the included information.
 - b. Review the TPB Policy Framework and stated goals.
 - c. Assess current projects for alignment with the TPB's Policy Framework and Stated Goals of the region.
 - d. Submit project updates and detailed responses to aspirational initiatives in the Project InfoTrak (PIT) System by June 2nd.
2. Phase 2: State & Regional Planning:
 - a. Conduct a review of Project Manager Submissions in the PIT to ensure the accuracy and quality of responses, including aspirational initiatives.
 - b. Conduct a review of the Capital Improvement Program for new Regionally Significant projects that may require inclusion in Visualize 2050.
 - c. Request input from DDOT Divisions on potential Regionally Significant projects under consideration for funding requests.
 - d. Approve and submit project entries to the TPB for review.





District Department of Transportation

250 M St SE | Washington, DC 20003 | 202.673.6813



TPB LISTENING SESSION

MARCH 30, 2023

presented by: Heather Murphy, Director

Maryland Department of Transportation
Office of Planning and Capital Programming

MDOT POLICY FRAMEWORK

- 2040 Maryland Transportation Plan (MTP): 20-year mission document for a balanced, multimodal approach to transportation planning
 - This shapes our transportation priorities and is updated every 5 years.
 - Shaped by Goals, Objectives, and Performance Measures
 - Robust public involvement and feedback process at the front end with the MTP and the back end with the Attainment Report
- Existing MDOT 2040 MTP Goals
 - Ensure a **Safe, Secure, and Resilient** Transportation System
 - Facilitate **Economic Opportunity and Reduce Congestion** in Maryland through Strategic System Expansion
 - **Maintain a High Standard** and Modernize Maryland's Multimodal Transportation System
 - Improve the **Quality and Efficiency** of the Transportation System to Enhance the Customer Experience
 - Ensure **Environmental Protection** and Sensitivity
 - Promote **Fiscal Responsibility**
 - Provide Better Transportation **Choices and Connections**

2050 MARYLAND TRANSPORTATION PLAN UPDATE

2040 vs 2050 Goals:

- **Safety & Security**

- Existing GOAL: Ensure a Safe, Secure, and Resilient Transportation System

- **System Quality**

- Existing GOAL: Facilitate Economic Opportunity and Reduce Congestion in Maryland through Strategic System Expansion
- Existing GOAL: Maintain a High Standard and Modernize Maryland's Multimodal Transportation System
- Existing GOAL: Improve the Quality and Efficiency of the Transportation System to Enhance the Customer Experience (also contained in Customer Experience guideline)
- Existing GOAL: Provide Better Transportation Choices and Connections

- **Environmental Protection**

- Existing GOAL: Ensure Environmental Protection and Sensitivity

- **Management**

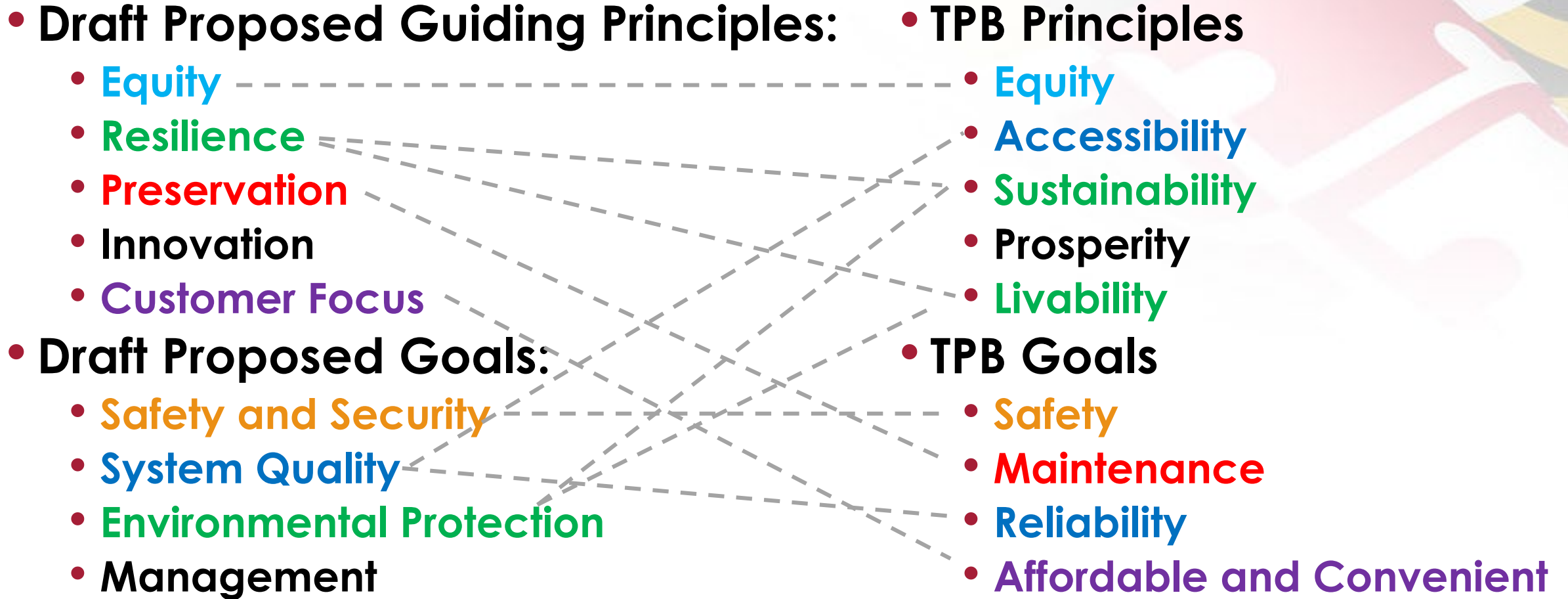
- Existing GOAL: Promote Fiscal Responsibility

2050 PROPOSED GUIDING PRINCIPLES

Guiding principles align mission, values, and capabilities with the overall vision and serve as overarching, cross cutting ideas that MDOT strives for through each of the goals.

- **Equity:** Integrate equity considerations in all aspects of transportation planning, programming, and operational processes.
- **Resilience:** Improve the transportation system's ability to provide reliable service throughout natural weather events and man-made threats.
- **Preservation:** Preserve the condition of the existing transportation system assets to provide safe and efficient movement.
- **Innovation:** Explore new ideas and technologies to transform the transportation system.
- **Customer Focus:** Maintain an emphasis on improving the experience of the community we serve.

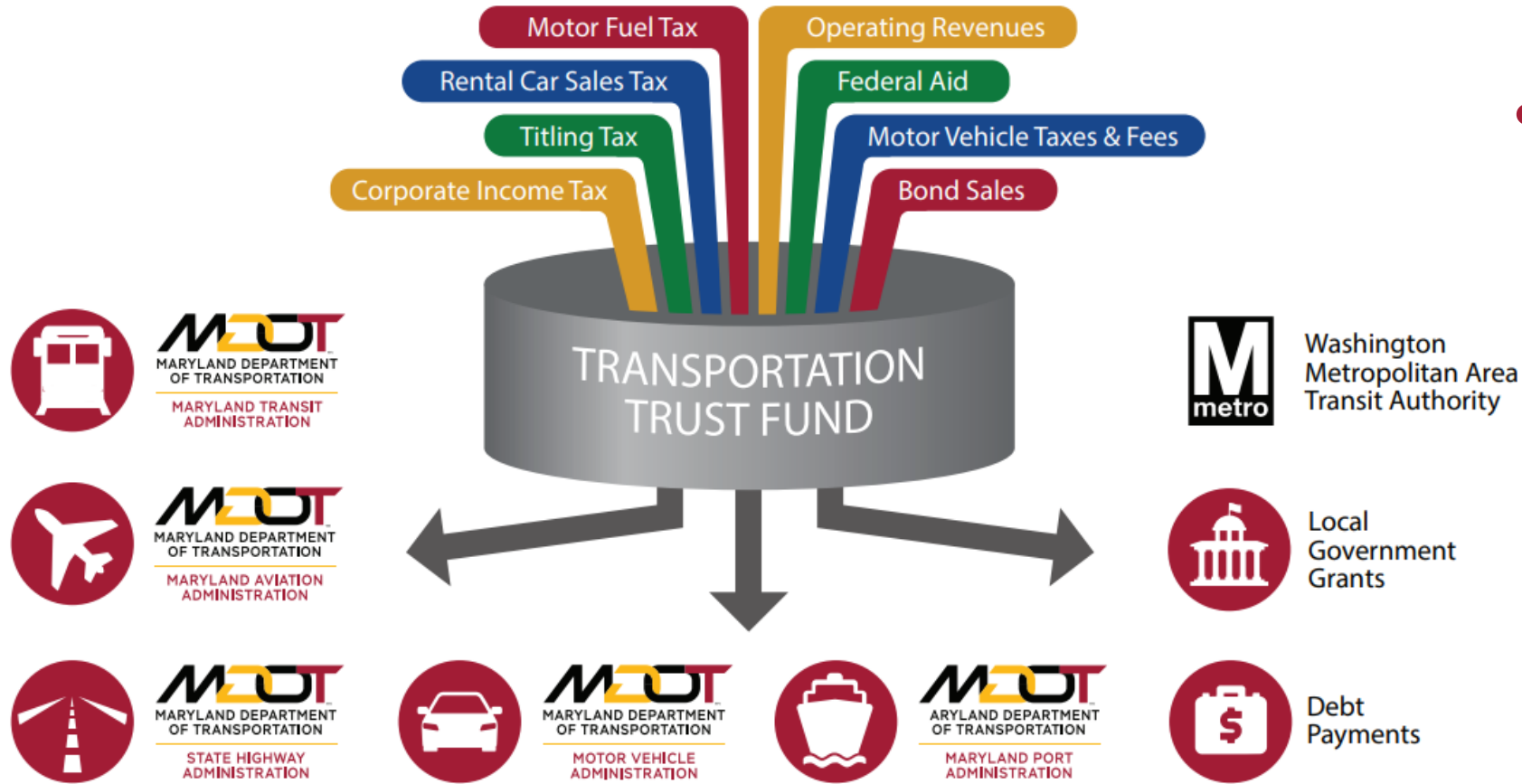
MDOT & TPB POLICY CORRELATION



TRANSPORTATION FUNDING & THE CTP

- The Consolidated Transportation Program (CTP) is MDOT's fiscally constrained **6-year capital budget**
 - Contains all State major and minor transportation projects.
- The CTP is presented annually by the Governor and approved by the Maryland General Assembly's budget process
- Transportation Business Units Needs Assessments
 - SHA, MTA, MPA, MVA, MAA, & MDTA
- **Public involvement and feedback through the County Priority Letters and the Secretary's Annual Tour**

HOW THE TRANSPORTATION TRUST FUND WORKS

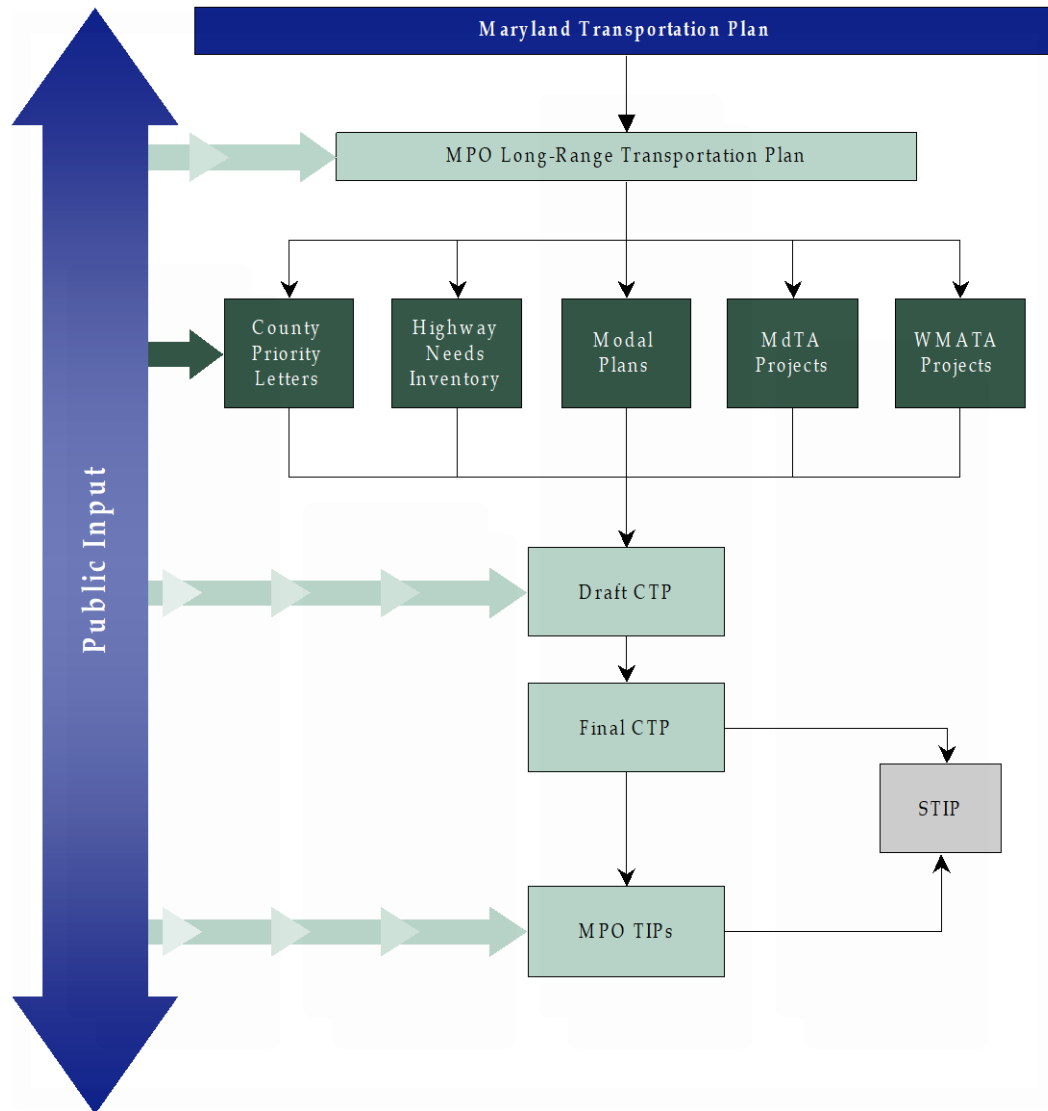


- The Transportation Trust Fund (TTF) allows transportation projects to be programmed based on when the funding is needed and available.

PRIORITY LETTERS & CHAPTER 725

- Priority letters represent each County's internal ranking of State projects deemed most important based on local need and local input. They can include:
 - Local priorities for the highway and transit systems, as well TOD sites
 - Information on project consistency with State and local plans
- Chapter 725 requires additional clarity and standards to define how MDOT evaluates and selects proposed major capital projects for inclusion in the CTP's Construction Program
 - The relationship between prioritized projects and the **long-term goals of the MTP, the Climate Action Plan Goals** (as outlined in the Greenhouse Gas Reduction Plan), and **local land use plans** must be demonstrated in this process.

PROJECT DEVELOPMENT PROCESS



- Projects are selected by a strategic decision-making process using established priorities and criteria to prioritize programs and projects.
- Projects must:
 - Meet the goals of the MTP
 - Be scored in Chapter 30
 - Be in a local Priority Letter/ consistent with local plans
 - Meet federal and legal mandates
 - Meet federal match requirements

MDOT LINKS

2040 Maryland Transportation Plan

<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=22>

MDOT FY 2023-2028 CTP

[CTP.Maryland.Gov](https://www.mdot.maryland.gov/ctp)

MDOT FY 2022-2025 STIP

<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>

THANK YOU

For more information:

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MDOT Office of Planning & Capital Programming
ksnyder3@mdot.maryland.gov



TPB LISTENING SESSION VISUALIZE 2050 PROJECTS VIRGINIA



3/29/2023



PRINCE WILLIAM
COUNTY



Northern Virginia
Transportation Authority
The Authority for Transportation in Northern Virginia

Joint Presentation by:

Arlington Co., Fairfax Co., Loudoun Co., Prince William Co., City of Alexandria, NVRTA, & Virginia DOT

Outline

- **Build on Visualize 2045 Plan Update**
- **Localities Project Selection Process**
 - **Arlington, Fairfax, Loudoun, and Prince William Counties, City of Alexandria**
- **Northern Virginia Transportation Authority (NVTa) Project Selection Process**
 - **Enabling Legislation**
 - **TransAction and Prioritization Process**
- **Virginia DOT Project Selection Process**
 - **Virginia's Statewide Transportation Plan (VTrans)**
 - **Prioritization Process (SMART SCALE)**
- **Common Priorities and Goals**

Build on Visualize 2045 Plan Update

- **The current plan was approved in June 15, 2022.**
- Compare project submissions with TPB’s existing policies and goals
- Provide detail responses to four policy questions

Project	Project ID	Question 34b How this project further supports or advances equity as described by the TPB July 2020 resolution.	Question 40b If the answer to question 40a regarding contributing to greenhouse gas emission reduction was yes, then how is this project anticipated to reduce emissions? If No, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.	Question 44a How this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.	Question 44b How this project further supports or advances other regional goals or needs.
Local Streets and Roadways					
Gum Spring Rd.	CE1818	This project supports the commitment to providing fair and equitable transportation and mobility and meeting accessibility needs by providing mobility, safety and efficiency enhancements on the regional travel network serving a diverse public. The project development process, environmental reviews and public involvement activities are in place to allow identification and mitigation of inequitable project impacts.	This project will enhance continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct, and shorter, route. Related bicycle and pedestrian facility improvements will provide an alternative to motorized travel.	This project supports the TPB Vision goals 2 (develop, implement, and maintain an interconnected transportation system,) and 3 (give priority to management, performance, maintenance, and safety of all modes and facilities).	Supports RTPP goals 1 (Comprehensive Range of Transportation Options) and 4 (Operational Effectiveness and Safety).
New Telegraph Rd/Summit School Road	CE1921	This project supports the commitment to providing fair and equitable transportation and mobility and meeting accessibility needs by providing mobility, safety and efficiency enhancements on the regional travel network serving a diverse public. The project development process, environmental reviews and public involvement activities are in place to allow identification and mitigation of inequitable project impacts.	This project will enhance continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct, and shorter, route.	This project supports the TPB Vision goals 2 (develop, implement, and maintain an interconnected transportation system,) and 3 (give priority to management, performance, maintenance, and safety of all modes and facilities).	Supports RTPP goals 1 (Comprehensive Range of Transportation Options) and 4 (Operational Effectiveness and Safety).
New Braddock Rd.	CE2206	This project serves an Equity Emphasis Area. This project supports the commitment to providing fair and equitable transportation and mobility and meeting accessibility needs by providing mobility, safety and efficiency enhancements on the regional travel network serving a diverse public. The project development process, environmental reviews and public involvement activities are in place to allow identification and mitigation of inequitable project impacts.	This project will enhance continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct, and shorter, route.	This project supports the TPB Vision goals 2 (develop, implement, and maintain an interconnected transportation system,) and 3 (give priority to management, performance, maintenance, and safety of all modes and facilities).	Supports RTPP goals 1 (Comprehensive Range of Transportation Options) and 4 (Operational Effectiveness and Safety).

Snapshot comparison with Regional Transportation Priorities Plan (RTPP) Goals from Visualize 2045 Plan

Project	Project ID	Goal 1: Non-Auto Travel/Reduce VMT											Disembodied Groups	Goal 2: In EEA, Bicyclist/End in AC, Connect ACs				Goal 3: Non-Auto w/in AC, Connect EEA to ACs		Goal 4: Maintenance, Reduce Time w/o Capacity		Goal 5: Enhance Safety, Criteria Pollutants		Goal 6: Greenhouse Gases, Long-Haul Truck, Local Delivery, Freight Rail, Freight Air, Air Passenger, Amtrak										
		SOV	HOV	Metrorail	Commuter Rail	Streetscar/Light Rail	BRT	Express/Commuter Bus	Metrolink	Local Bus	Bicycling	Walking		Other	Question 34 a	Question 35 a	Question 35 b	Question 35 c	Question 35 d	Question 36	Question 37	Question 38	Question 39	Question 40 a	Question 41	Question 41	Question 41	Question 41	Question 42	Question 42	Question 42			
VA 621 Devlin Road Widening	CE3693		X	X											X			X		X														
VA 7 / 123 Interchange	CE3701		X		X											X	X	X								X								
VA 234 Bypass Interchange @ Clover Hill Road	CE3703		X		X													X																
Shirlington Interchange Improvements	CE3762																	X			X													
VA 28 PPTA, Upgrade, Construct	CE1734			X							X					X	X	X	X		X	X			X	X	X	X	X	X				
TIP Grouping project for Construction: Safety/ITS/Operational Improvements	CE2695																	X		X	X													
Manassas National Battlefield Park Bypass	CE3061		X													X		X				X	X			X								
Widen Rte 1 from Telegraph Rd (Fairfax County) to Annapolis Way (Prince William Cnty)	CE3180														X	X	X				X					X								
Frontier Drive Extension plus Braided Ramps	3460		X		X	X					X	X														X								
Rolling Road Widening	3301		X																								X							
Lee Highway Widening	3474		X												X	X	X										X							
VA 638 Rolling Road Widening	1936		X												X	X	X																	
VA 123 Widen	CE1723																																	
Transit																																		
Alexandria 4th Track Project	6673					X						X	X	X				X		X	X	X					X					X		
Franconia to Ocoquan 3rd Track Project	6706					X												X		X	X	X					X					X		
Dulles Corridor Metrorail Project	CE1981				X													X	X	X	X	X												
VRE - Tracks and Storage Yards	CE1996					X												X				X	X											
VRE - Rolling Stock Acquisition	CE2163					X												X				X	X											
VRE - Stations and Facilities	CE2164					X												X				X	X											
VRE Track Lease Improvements	CE2684					X												X				X	X											
Arundale to Powell/Creek Third Track Project and Potomac Shores Station	CE2831					X												X				X	X									X		
VRE Service Improvements (Reduce Headways)	CE2832					X												X				X	X											
US 1 Bus Rapid Transit	CE3496																	X	X	X	X	X												
Crystal City Potomac Yard Transitway Northern Extension	CE3521				X				X	X	X	X	X					X	X	X	X	X					X							X
New Herndon Station Park and Ride Garage	CE3700				X													X				X	X										X	
Innovation Station Park and Ride Garage	CE3711				X													X				X	X										X	
Herndon Metrorail Intermodal Access Improvements	CE3166	X			X													X	X	X	X	X												
L'Enfant Station and Fourth Track	CE3758				X													X				X	X				X						X	
VRE - Broad Run Expansion	CE2420				X													X				X	X				X						X	
Long Bridge Construction	6727	X			X													X		X	X	X	X		X	X	X	X				X	X	

Arlington County's Process



- **Comprehensive Plan**

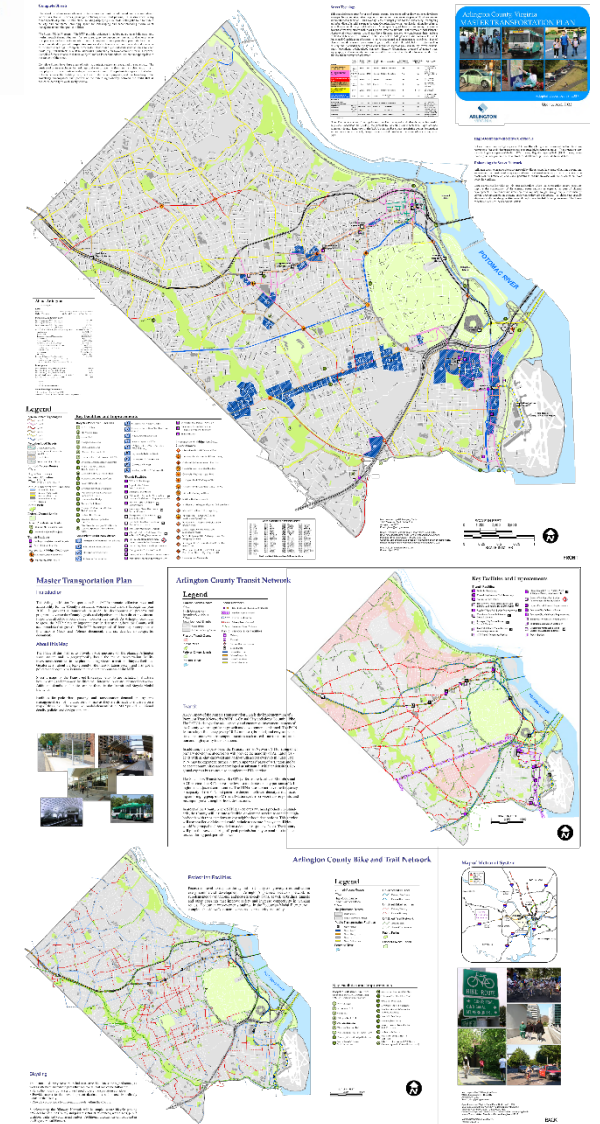
- **Master Transportation Plan** w/ elements for Streets, TDM, Bikes, Parking/Curb, Pedestrians, Transit. Update kicks off in 2024.
- **Focus on** safe access for all, coordinated land use/transportation, movement of people rather than vehicles, similar to TPB.
- **Genesis** for corridor plans & capital projects.

- **Project Selection Process**

- **Selection/Prioritization** considers safety, equity, feasibility, public support, functionality, connectivity, and funding.
- **6-Step Public Engagement Process** grounds decision-making.

- **Identify Funding**

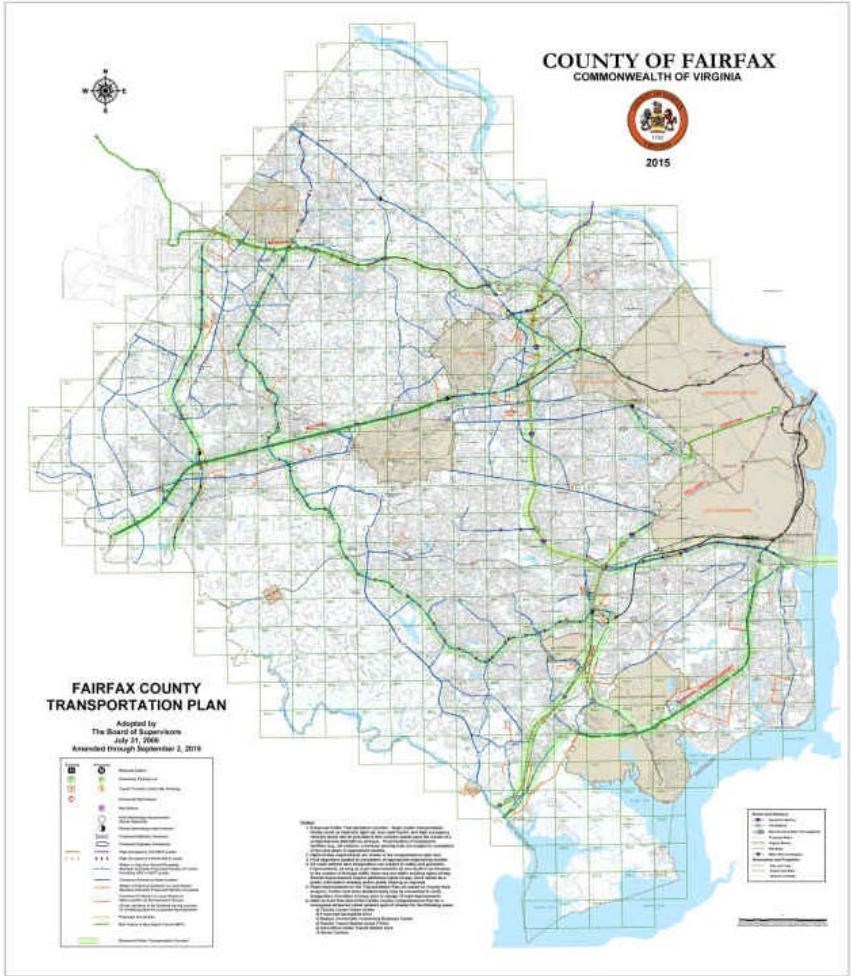
- **FY 23-32 CIP** implements projects. Federal, state, & regional funds supplement dedicated local funds, similar to NoVa peers.



Modal maps from MTP

Fairfax County's Process

- **Comprehensive Plan**
 - **Priorities and Goals:** Land Use must be balanced with the supporting transportation infrastructure, including the regional network.
- **Project Selection Process**
 - **Comprehensive Plan**
 - **Transportation Priorities Plan 2020 - 2025**
 - **One Fairfax**
 - **Area of Focus to Promote Equity: Multimodal Transportation System**
 - **Public Involvement**
- **Identify Funding**
 - **Financial Plan: Public and Private Sources**
 - **Pursue local, regional, state and federal funding**

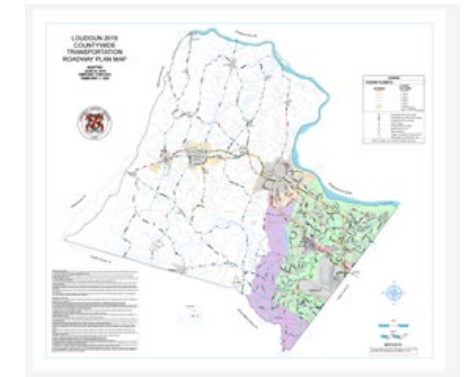


TRANSPORTATION PLAN MAP FIGURE 1

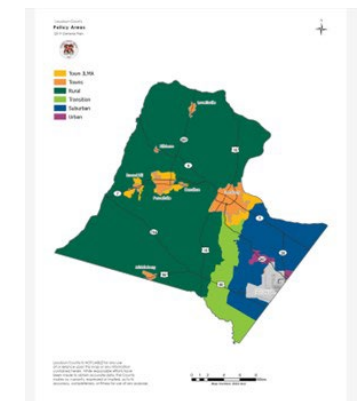
Loudoun County's Process



- **Comprehensive Plan**
 - Countywide Transportation Plan (CTP) outlines Loudoun County's multimodal vision for transportation. CTP adopted in 2019.
 - Policies for each mode of transportation and geographic policy area; mitigating impacts of development; environmental and heritage resources; regional, state and local coordination; and prioritization, funding and implementation.
- **Project Selection Process**
 - Capital Program Development (CIP & SYIP): 6-year plan horizons
 - Public Involvement and Input through Public Hearings
 - Safety, Operations, Missing Links and Complete Streets
 - Economic Development Priorities
 - Connectivity in and around Metrorail Station Areas
 - Sidewalk & Trail Program and Gap Analyses – Equity Analysis
 - Intersection Improvement Program
- **Identify Funding**
 - CIP identifies projects with programmed and approved funding.
 - Emphasis on setting priorities through annual CIP and project review.
 - Federal, State and Regional funds augmented by local funding options and private sector contributions.



Countywide Transportation Plan



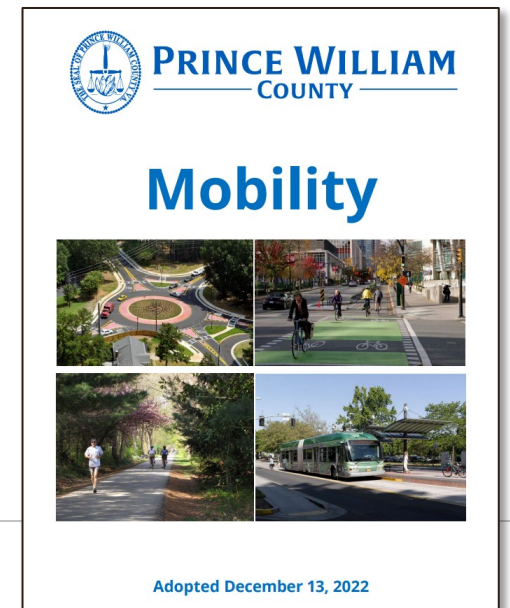
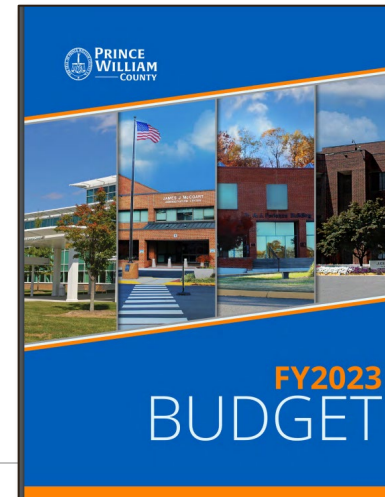
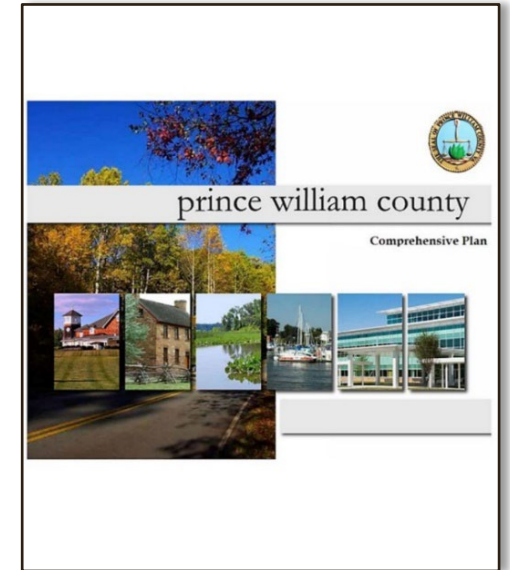
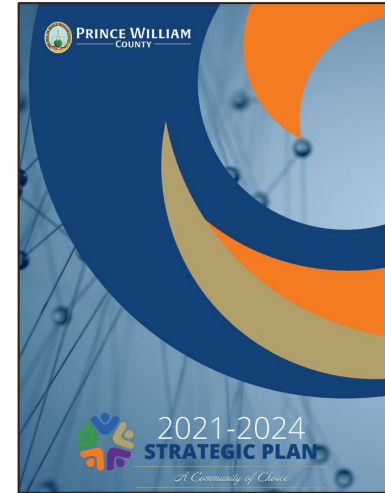
Loudoun County General Plan Policy Areas

Prince William County's Process



PRINCE WILLIAM
COUNTY

- **Comprehensive Plan**
 - The Mobility Chapter of the Comp Plan considers all modes and provides a renewed focus on safety, equity, sustainability, resiliency, and emerging technologies.
- **Project Selection Process**
 - The Mobility Chapter provides guidance on major mobility projects over the next 20+ years.
 - Projects in the plan are determined based on meeting the required level of service and growth of the County.
 - Mobility Plan development took over 2 years and included robust public input process.
- **Identify Funding**
 - The County's Capital Improvement Program (CIP) identifies projects with programmed and approved funding over a six-year period.
 - The CIP is guided by the Comp Plan and Strategic Plan.
 - Other priorities include projects specifically prioritized by the Board, included as part of a referendum, or have existing funding.



City of Alexandria Process

Comprehensive Plan: 2021 Alexandria Mobility Plan (AMP) + Small Area Plans

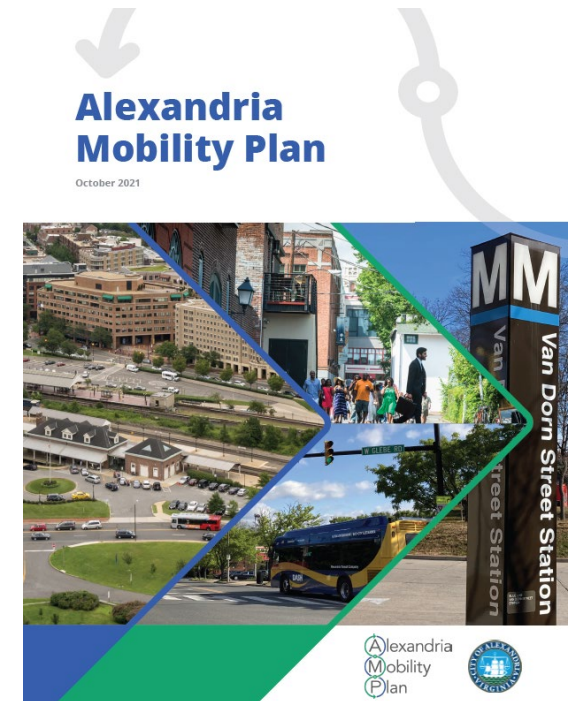
- Transit, Pedestrian & Bicycle, Streets, Parking, Smart Mobility **chapters** composed largely of **strategies and policies**
- **Guiding Principles: Accessible, Connected, Convenient, Equitable, Safe, Sustainable**
- **Transportation Projects:** Identified in AMP and Small Area Plans

Project Selection Process: Transportation Long Range Plan

- **Ranking of projects** Informs prioritization for CIP and grants
- **Updated every 2 years** by Transportation Commission

Identify Funding:

- **10 year CIP** implements projects. Federal, state, and regional funds supplement dedicated local revenues





Northern Virginia Transportation Authority (NVTA)



Legislative Mandate

- **SB 576 (2002):** NVTA was created by Virginia General Assembly on July 1, 2002
 - NVTA is the Regional Transportation Planning Agency for Northern Virginia to develop regional transportation priorities and policies
 - Board members: The Chairs and Mayors of member localities, GA members/appointees, Governor's appointees, Agency and Town representatives
- **HB599 (2012):** NVTA is required to follow a rating and evaluation process for prioritization
 - Congestion reduction (auto, transit)
 - Accessibility to jobs
 - Emergency mobility
- **HB2313 (2013):** Established dedicated revenues for NVTA
 - 70% Regional Revenues (NVTA prioritization) – capital improvements only; no O&M
 - 30% Local Fund Revenues (jurisdictional discretion) – both capital and O&M

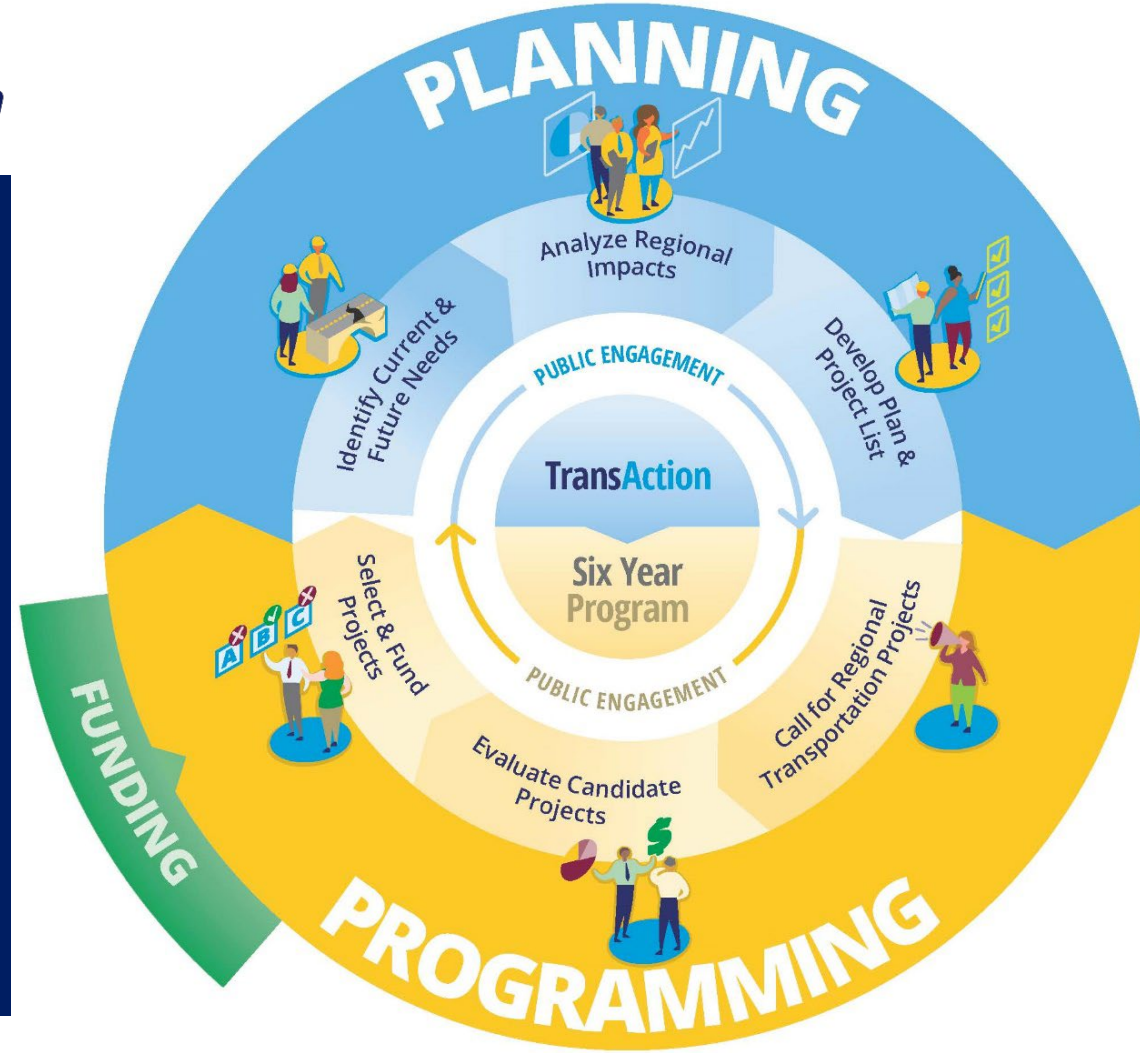


NVTA's Primary Responsibilities



TransAction

- Long-range transportation plan for NoVA
- Updated every five years
- Fiscally and geographically unconstrained
- Identify current and future transportation needs & priorities
- Analyze regional impacts
- Extensive public engagement
- Current plan adopted in December 2022 (horizon year 2045)
- Collaborative process with jurisdictions, agencies, incl. TPB, WMATA, MoCo, PGC, DDOT



NVTA's Six Year Program

Northern Virginia Transportation Authority

Six Year Program (SYP)

- Allocates NVTA's regional revenues to regional transportation projects
- Updated every two years
- Model-based & off-model analyses
- Extensive public engagement
- Most recent SYP adopted in July 2022
- Total of \$3.1B invested on BRT, bus, Metro, VRE, bike-ped, road, intersection, parking & technology projects



Goals, Objectives, Performance Measures & Core Values



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	
		E. Improve safety and security of the multimodal transportation system	E1. Potential for safety and security improvements	10
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.	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	



Six Year Program (SYP) Project Selection Process



Multiple Components:

1. Eligibility
 - TransAction ID; project descriptions will be verified
 - Project location
 - Governing Body resolution(s)
2. Quantitative Analyses
 - Congestion Reduction Relative to Cost (CRRC) – initial ranking uses this measure
 - TransAction Project Ratings (formerly HB 599)
 - Long Term Benefit (LTB)
3. Qualitative Considerations
 - External funding (committed sources only)
 - Past performance
 - Continuation project
 - Geographic and modal balance
4. Public Comment



Project Recommendations



- Public Comments
- Staff Recommendations
- Multiple Committee Reviews and Recommendations
 - Technical Advisory Committee
 - Planning Coordination Advisory Committee
 - Planning and Programming Committee
- Authority Adoption

Northern Virginia Transportation Authority

FY2022-2027 Six Year Program: **Adopted by the Authority**

7/14/2022

Jurisdiction	Application ID	Project Title	Requested Amount	Approved Amount
Arlington County	ARL-021	Ballston-MU Metrorail Station West Entrance*	\$ 80,000,000	\$ 80,000,000
Fairfax County	FFX-126	Fairfax County Parkway Widening: Nomes Court to Route 123*	\$ 108,000,000	\$ 108,000,000
Fairfax County	FFX-124	8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service	\$ 10,000,000	\$ 10,000,000
Fairfax County	FFX-131	Richmond Highway Widening From Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane*	\$ 60,207,038	\$ 60,207,038
Fairfax County	FFX-128	Richmond Highway (Route 1) BRT*	\$ 80,000,000	\$ 80,000,000
Fairfax County	FFX-121	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive*	\$ 73,793,037	\$ 73,793,037
Fairfax County	FFX-125	Seven Corners Ring Road Improvements: Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road	\$ 94,800,000	\$ 4,200,000
Loudoun County	LDN-023	Route 7 Corridor ITS Implementation Program	\$ 2,500,000	\$ 2,500,000
Loudoun County	LDN-025	Route 7 Improvements: Route 9 to Dulles Greenway	\$ 20,000,000	\$ 20,000,000
Loudoun County	LDN-024	Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive	\$ 16,000,000	\$ 16,000,000
Loudoun County	LDN-028	Loudoun County Parkway Interchange at US 50*	\$ 35,250,000	\$ 35,250,000
Prince William County	PWC-028	University Boulevard Extension: Devlin Road to Wellington Road	\$ 53,000,000	\$ 53,000,000
Prince William County	PWC-036	Old Bridge Road Widening: Colby Drive to Minnieville Road	\$ 25,000,000	\$ 25,000,000
Prince William County	PWC-027	Van Buren Road North Extension: Route 234 to Cardinal Drive	\$ 80,000,000	\$ 8,000,000
Prince William County	PWC-030	Route 1 at Route 123 Interchange	\$ 61,200,000	\$ 3,000,000
City of Alexandria	ALX-018	West End Transitway Phase 1b: South Van Dorn Street and Bridge Design*	\$ 5,000,000	\$ 5,000,000
City of Alexandria	ALX-020	Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge	\$ 5,000,000	\$ 5,000,000
City of Falls Church	CFC-008	North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place	\$ 22,500,000	\$ 22,500,000
City of Manassas	MAN-002	Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue	\$ 8,851,639	\$ 8,851,639
Town of Herndon	HND-005	Herndon Parkway Improvements at Worldgate Drive Extension	\$ 4,581,000	\$ 4,581,000
TOTAL			\$ 845,682,714	\$ 624,882,714
NVTA-approved Regional Revenue				\$ 626,290,870
Unprogrammed				\$ 1,408,156

VTrans- Virginia's Statewide Transportation Plan



- **Federal mandate; Long-Range Transportation Plan.**
- **State Legislation § 33.2-353.**
 - **Tasked the Commonwealth Transportation Board (CTB) to develop and update VTrans every four years.**
 - **VTrans lays out the overarching vision, principles, and goals for transportation in the Commonwealth and plans to achieve those goals.**
 - **VTrans identifies mid and long-term transportation needs and promotes**
 - **Economic development and all transportation modes, intermodal connectivity, environmental quality, accessibility for people and freight, resiliency, and transportation safety.**
 - **Mid-term needs are used for funding eligibility under SMART SCALE, and guiding Revenue Sharing funds.**

VTrans Principles and Goals



Guiding Principles

- **Optimize Return on Investments**
- **Ensure Safety, Security, and Resiliency**
- **Improve Coordination Between Transportation and Land Use**
- **Ensure Efficient Intermodal Connections**
- **Efficiently Deliver Programs**
- **Consider Operational Improvements and Demand Management First**
- **Ensure Transparency and Accountability, and Promote Performance Management**

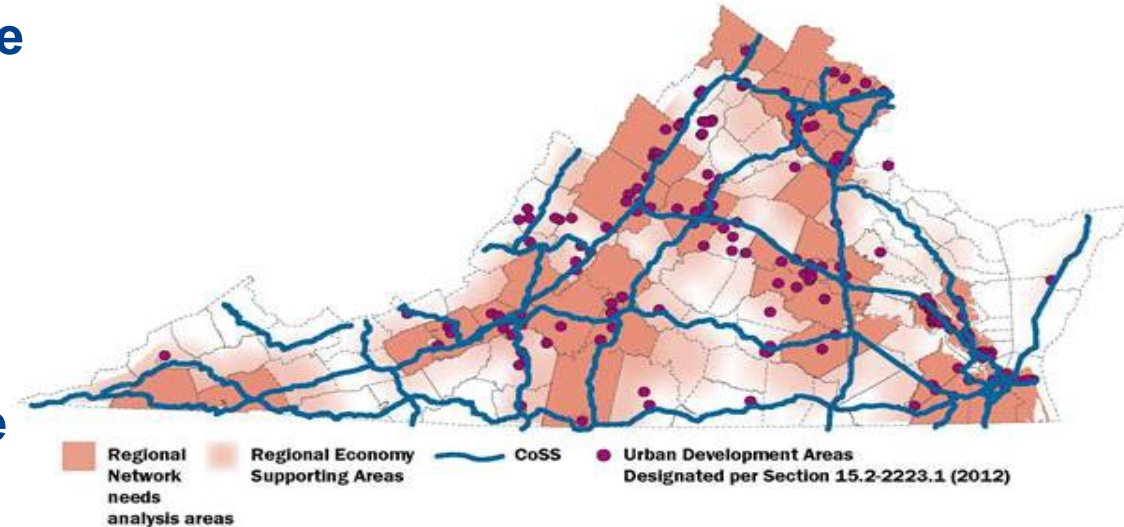
Goals

- **Healthy Communities and Sustainable Transportation Communities**
- **Economic Competitiveness and Prosperity**
- **Accessible and Connected Places**
- **Safety for All Users**
- **Proactive System Management**

SMART SCALE



- **State Legislation § 33.2-214.1**
 - Established SMART SCALE as the statewide prioritization process for project selection.
- **SMART SCALE; Performance Based Planning**
 - Measures benefits relative to the cost of the project or strategy in different factor areas.
 - CTB assigns weights to the factors based on the VTrans principles and goals.
 - Currently VTrans and Smart Scale are being reviewed for updates.



VTrans Travel Markets

SMART SCALE Factor Areas

Quantitative Performance Scoring to Allocate Transportation Funding

Factor Area	Definition
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
7. RESILIENCY	<i>Factor in future rounds</i>

Public involvement process is essential throughout and before the CTB finalizes project selection for funding.

Common Priorities and Goals

TPB Framework Document Goals	Virginia DOT			NVTA	
	VTrans	SMART SCALE	Revenue Sharing	TransAction	Six-Year Program
Safety	X	X	X	X	X
Reliability	X	X	X	X	X
Maintenance *	X		X	@	@
Affordable & Convenient	X	X		X	X
Efficient System Operations	X	X	X	X	X
Environmental Protection	X	X	X	X	X
Resilient Region	X	X	X	X	X
Livable & Prosperous Communities	X	X	X	X	X

* The Commonwealth has a robust maintenance and SGR program – performance-based project selections. Established targets.
 @ By legislation NVTA's 70% Regional Revenues cannot be used for operation & maintenance but 30% Local Funds can be.

Questions and Comments