



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Thursday, July 11, 2024, 7:00pm EST
2600 Park Tower Drive, First Floor Conference Room
Vienna, VA 22080

This meeting will be conducted in person and live-streamed via YouTube¹

1. **Call to Order** Chair Randall
2. **Roll Call** Ms. Henderson, Board Secretary

Presentations

3. **PDP-BRT Update and Feedback Session (Part 2 of 2)**
Mr. Keith Jasper, Principal, Transportation Planning and Programming

Action Items

4. **Approval of June 13, 2024, Meeting Summary Minutes** Chair Randall
Recommended Action: Approval of June 13, 2024, Meeting Summary Minutes
5. **Adoption of the FY2024-2029 Six Year Program** Mayor Wilson, PPC Chair
Recommended Action: Adoption of the FY2024-2029 Six Year Program
6. **Approval of Recommendation to Reallocate Regional Surface Transportation Program (RSTP) Funds for Prince William County** Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of RSTP Fund Reallocation
7. **Approval of Recommendation to Allocate \$3 Million in Transform I-66 Outside the Beltway Concessionaire Funding for the City of Fairfax** Ms. Backmon, Chief Executive Officer
Recommended Action: Approval of Recommendation to the CTB of Concessionaire Funding

Discussion/Information Items

8. **Planning and Programming Committee Report** Mayor Wilson, PPC Chair
9. **Technical Advisory Committee Report** Randy Boice, TAC Chair
10. **Planning Coordination Advisory Committee Report** Mayor Colbert, PCAC Chair

¹ If technical difficulties arise, the meeting may be audio or video recorded. Any recordings will be made available on the [Authority's Meetings](#) webpage

11. Chief Executive Officer's Report

Ms. Backmon, Chief Executive Officer

12. Chair's Comments

Chair Randall

Closed Session

13. Adjournment

Chair Randall

Correspondence

(Presented as needed)

Next Meeting: September 12, 2024, 7:00pm

2600 Park Tower Drive, Room TBD

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

PDP-BRT Update and Feedback Session (Part 2 of 2)

July 11, 2024

*Preliminary Deployment Plan for a
Bus Rapid Transit System (PDP-BRT)*



Purpose

- Share Key Findings from Community Engagement
- Provide Status Update and Overview of Analytical Approach
- Seek Feedback and Guidance
 - What goals/outcomes should a successful BRT system in Northern Virginia achieve?
 - Are there any complementary (non-infrastructure) approaches we should consider that will reduce dependency on driving?
 - What deployment challenges should we anticipate?
 - What factors should influence the phasing of incremental BRT deployments?

Scope of Two-Part PDP-BRT Feedback Session

- PDP-BRT Feedback Session – Part 1 (June 13)
 - Overview
 - Focus Group Summary and Engagement Activities
 - Peer Review of BRT/Best Practices
 - Work Session Part 2 Lookahead
- PDP-BRT Feedback Session – Part 2 (July 11)
 - Online Survey Summary
 - Defining the BRT System
 - Analytical Approach

Online Survey Summary



Online Survey Summary

- Online survey titled “Future of Transportation in NoVA” was live from May 20 - June 23
- Available in Korean, Spanish, English
- Explored public’s interest in and awareness of BRT, priority features, and benefits
- 10 pop-ups held throughout the NoVA region between May 21 and June 22
 - “Take Ones” to complete the survey later
 - Tablets to complete at the pop ups
 - Social media boosting of the survey online



TAKE THE SURVEY!
YOU can shape the future of transportation in NoVA!

Let your voice be heard

Take a quick survey and you could win a \$50 Visa gift card!
Scan the QR to take the survey, or visit theNOVAauthority.org/move

The FUTURE of TRANSPORTATION in NoVA

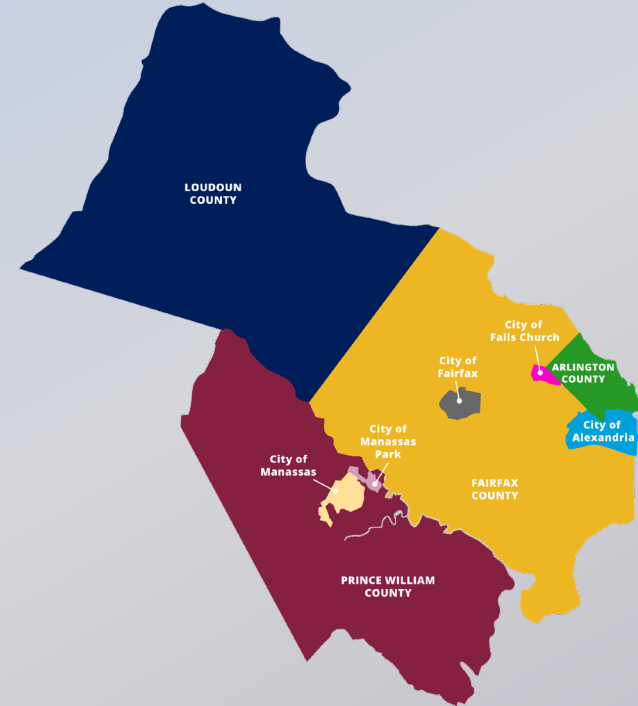
Icons: Bus, Bicycle, Train, Pedestrian, Car



The
**FUTURE of
TRANSPORTATION**
in NoVA

Online Survey Preliminary Findings

- 1,312 total responses, with 818 from Northern Virginia residents
- Categorized as riders or non-riders
- Respondents weighed in on:
 - Preferences of BRT types
 - Priorities for a BRT system in NoVA
 - What they would want to use a BRT system for
 - Likelihood of using BRT



Key Findings



The top priority for a transit system in Northern Virginia overall continues to be relieving congestion. Notably though, these priorities can differ across the region.



Nearly four in ten would like BRT to connect them to retail or entertainment centers. Depending on the type of location they would like BRT to connect them to, priorities for peak or all-day service differ.



Three in ten are likely to consider using BRT. Among current transit riders this climbs slightly to 35%. Current non-riders are slightly less likely to consider BRT at 28%.



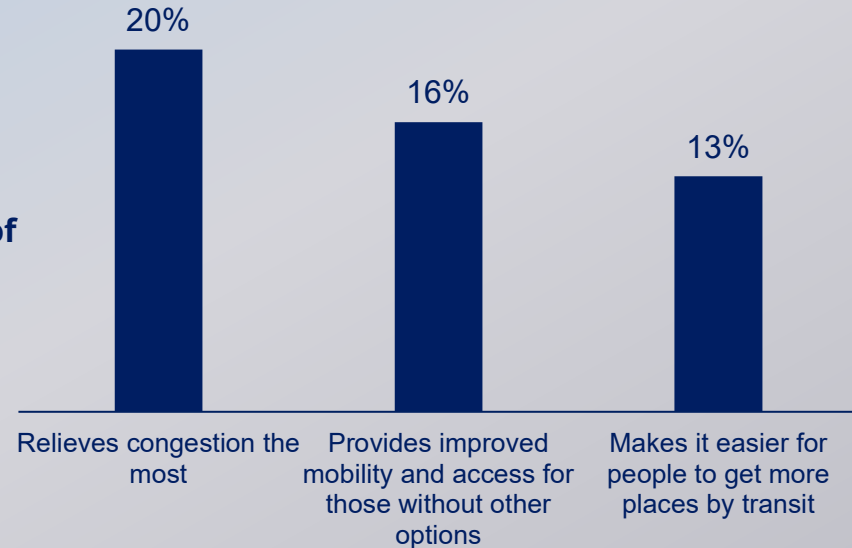
Nearly half of residents would consider using BRT over their current primary mode of transportation. This climbs to eight in ten with a more comprehensive implementation of features.

Online Survey Findings: Priorities for a BRT System

Which of these is most important?

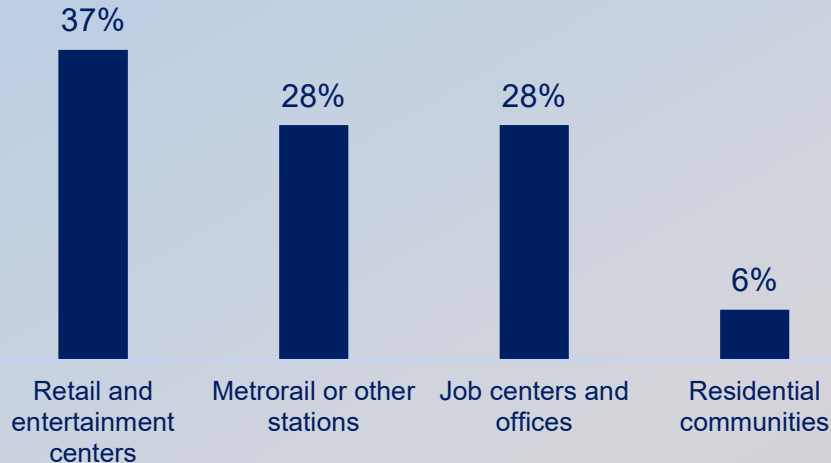
A BRT system that...
(Top 3)

- **Overall, top priorities are:**
 - Relieving congestion **(20%)**
 - Providing improved mobility to those without other travel options **(16%)**
 - Making it easier to get to more places on transit **(13%)**
- **The top priority differs by jurisdiction**
 - **Arlington County, Loudoun County, and City of Alexandria**
 - Make it easier to get to more places on transit
 - **Fairfax County, City of Fairfax**
 - Providing improved mobility to those without other travel options
 - **Prince William County**
 - Relieves congestion the most



Online Survey Findings: Trip Purposes and Destinations

What type of places would you want BRT to take you to?



- Nearly four in ten would like BRT to connect them to retail and entertainment centers.
- Depending on the type of location they would like BRT to connect them to, priorities for peak or all-day service differ.

Retail or entertainment centers

Throughout the entire day on weekdays

Metro or other stations

During peak periods

Job centers and offices

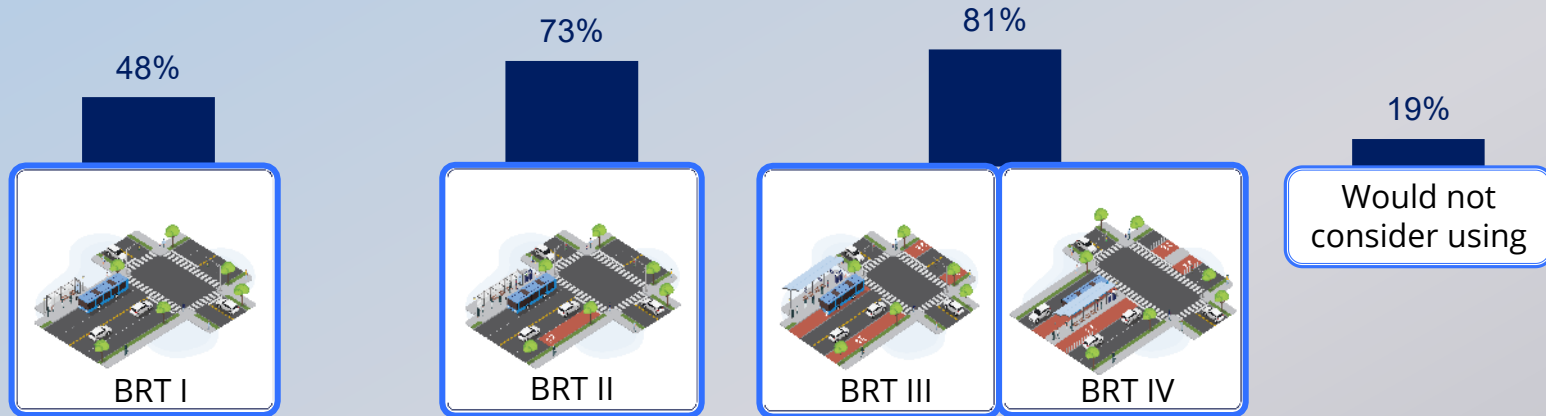
During peak periods

Residential communities

Throughout the entire day on weekdays

Online Survey Findings: Willingness to Consider BRT, Based on the Type of BRT

% Willing to Consider Each BRT Type over their Current Primary Mode of Transportation



As the types and features of BRT grow more comprehensive, **more people are willing to consider it** as a mode of travel.

Fairfax County experiences the **highest proportion** that would consider taking BRT III or IV:
89%

Defining the BRT System



Defining the BRT System

Develop the universe of potential corridors

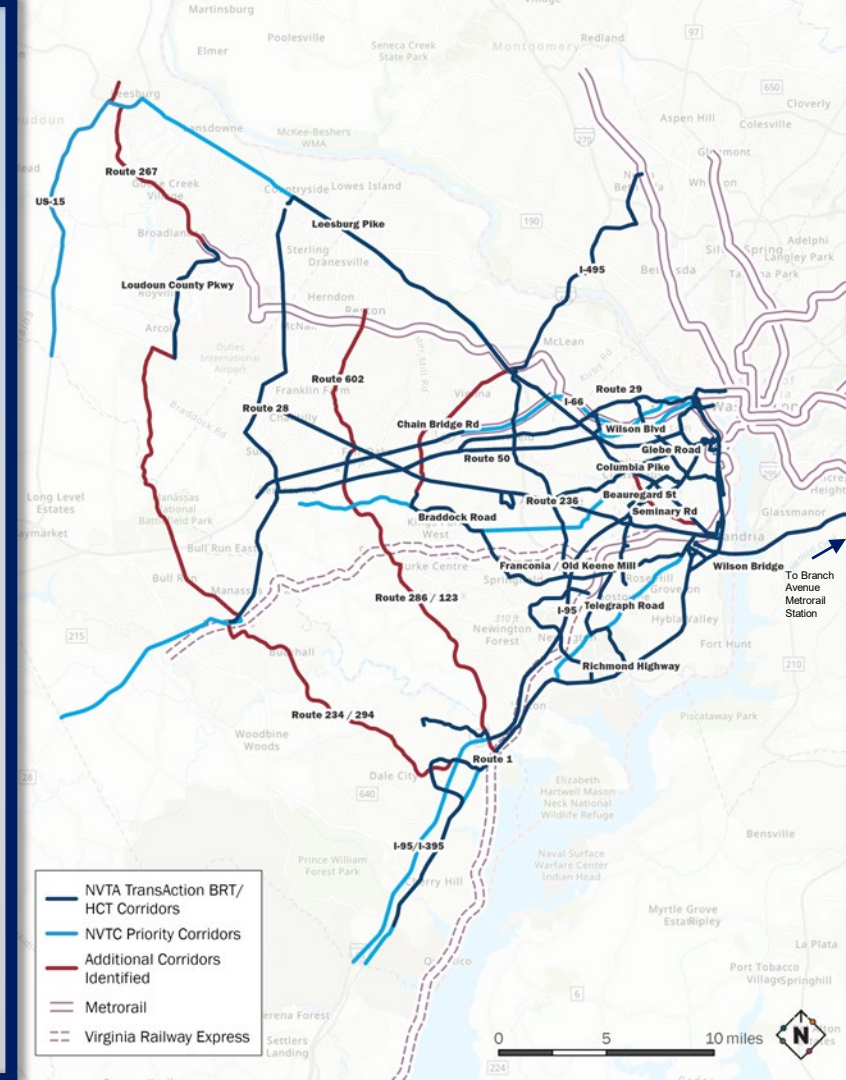
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graph TD; A[Develop the universe of potential corridors] --> B[Screen the potential corridors based on existing density, planned growth, transit propensity, regional connections]; B --> C[Determine BRT type and operating characteristics by corridor];
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Screen the potential corridors based on existing density, planned growth, transit propensity, regional connections

Determine BRT type and operating characteristics by corridor

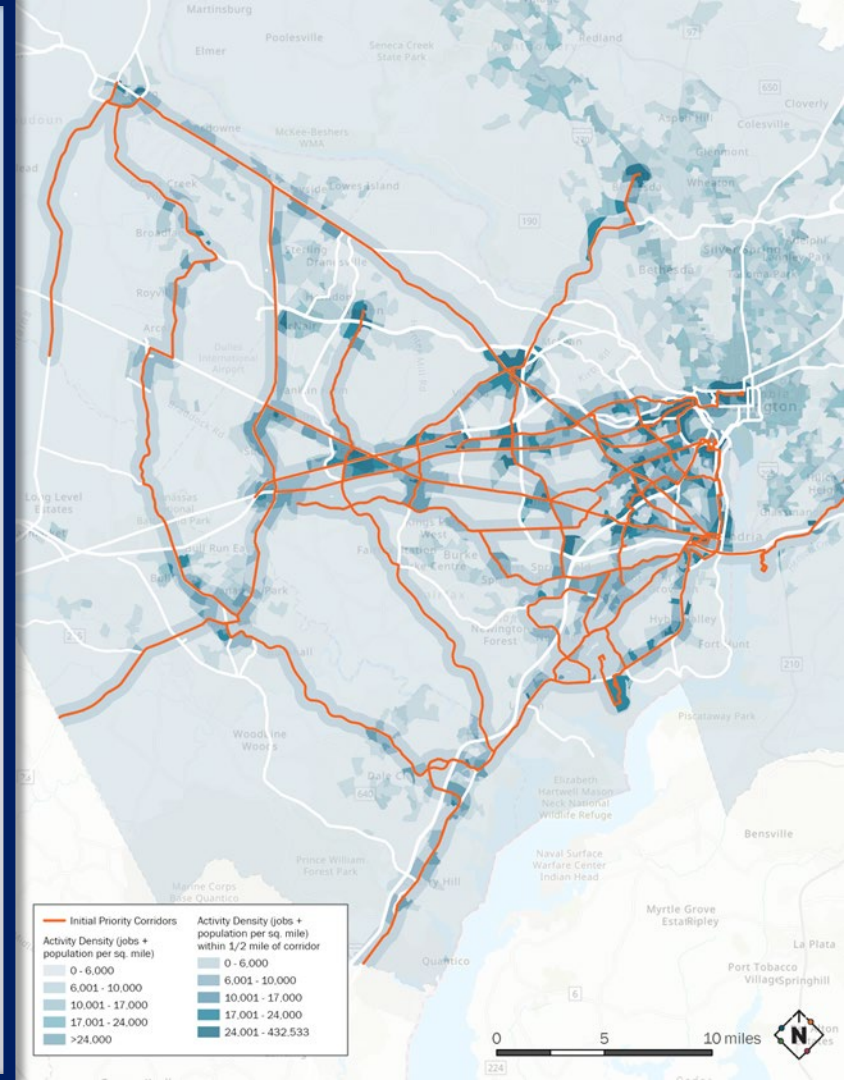
Universe of Potential Corridors

- Identified based on:
 - NVTA TransAction
 - NVTC Regional Bus Analysis
 - Gap analysis
- Includes external destinations
 - Bethesda, DC, Suitland Metro



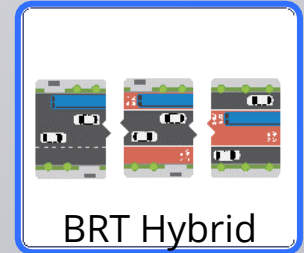
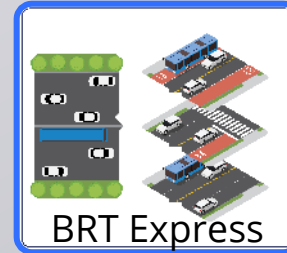
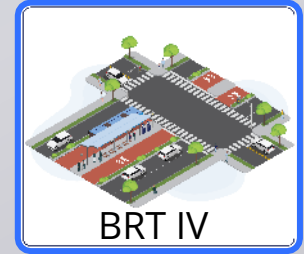
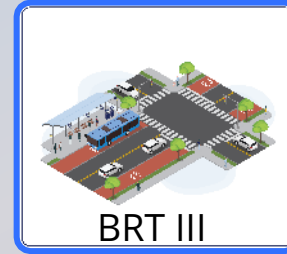
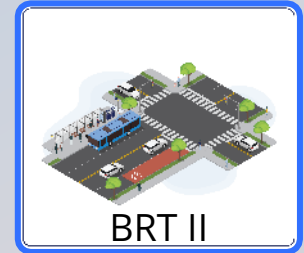
Existing Activity Density

- Many of the corridors in Arlington County and Alexandria have the minimum density to be considered BRT supportive.
- Outside of Arlington and Alexandria there are fewer contiguous stretches of BRT supportive density, but very high density in clusters.
- Corridors with supportive density include Route 1, I-66, portions of Route 50, US 29, Route 28, Route 7, Chain Bridge Road.
- Corridors with supportive density connect some of the region's densest activity centers.



BRT Types: Overview

- BRT can operate on a spectrum from lower to more intensive application
- For concept development, we've identified six BRT types
- Appropriate BRT type for a segment is dependent on factors such as:
 - Land use
 - Population and employment densities
 - Congestion
 - Active transportation infrastructure



Next Steps

- Determine the corridors that should move forward for BRT consideration and further analyses based on screening results
 - Remaining corridors carried forward and considered for other potential investments in the future
- Develop routes and stop/station locations
- Determine appropriate level of service, priority type(s), and BRT type for each route/segment

Analytical Approach

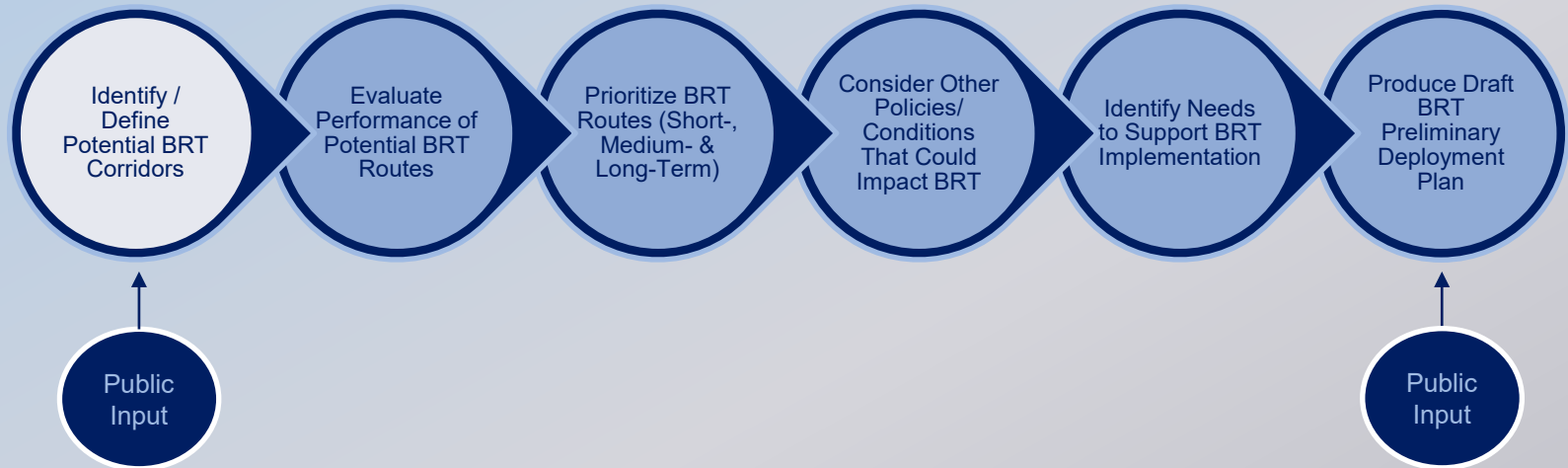


PDP-BRT Phase 2 Overview

Phase 1:
Data Gathering



Phase 2: Analysis



What goals/outcomes should a successful BRT system in Northern Virginia achieve?

Examples could include:

- Has a lot of riders
- Provides an alternative to driving
- **Relieves congestion**
- **Makes it easier to get to more places on transit**
- Helps reduce greenhouse gases/fights climate change
- **Provides improved mobility to those without other travel options**
- Can be implemented quickly
- Is the most cost effective for taxpayers
- Saves time for transit riders
- Is a safe and secure mode of travel
- Others?



Are there any complementary (non-infrastructure) approaches we should consider that will reduce dependency on driving?

Examples could include:

VMT Pricing

Fare-Free
Transit

Congestion
Pricing

TDM &
Telework

Land Use
Densification

Others?

What deployment challenges should we anticipate?

Examples could include:

- Political
- Funding Availability
- Public Support
- Inter-Agency Operating Agreements
- Others?



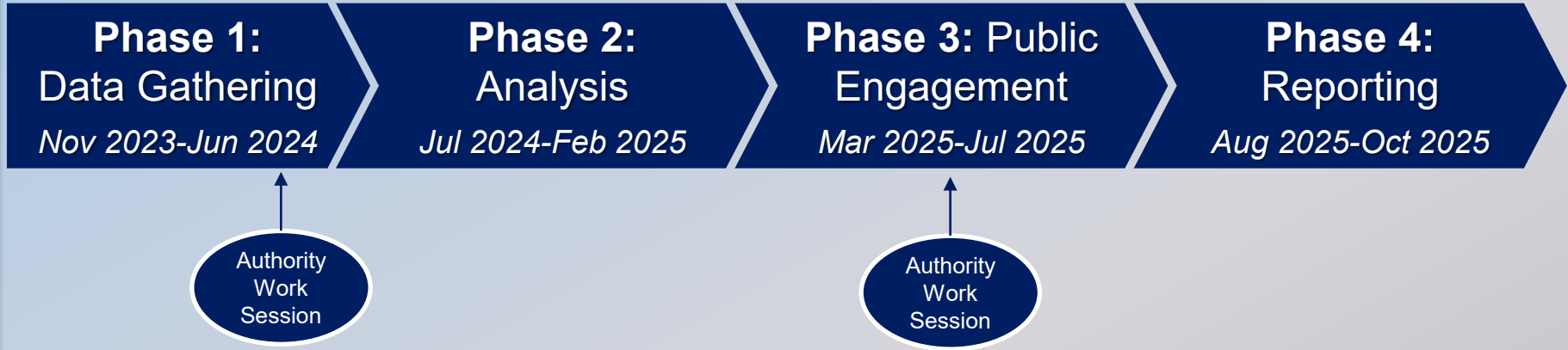
What factors should influence the phasing of incremental BRT deployments?

Examples could include:

- Public/stakeholder support
- Ease of implementation
- Existing land use vs. planned growth
- Funding availability
- Others?



PDP-BRT: Next Steps



Reference Slides

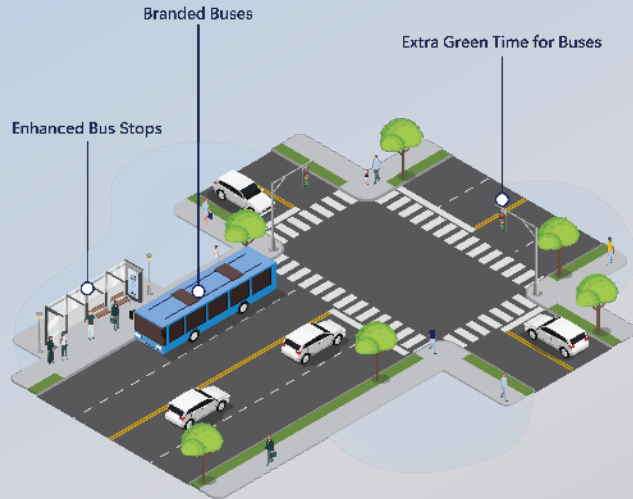


Corridor Screening Methodology

- Corridors are being screened according to the following metrics and qualities:
 - Density
 - Demographics
 - Anticipated growth
 - Existing ridership and potential regional connections
 - Activity centers and strong anchors
- These metrics are compared against activity densities and qualitative factors from peer agency review

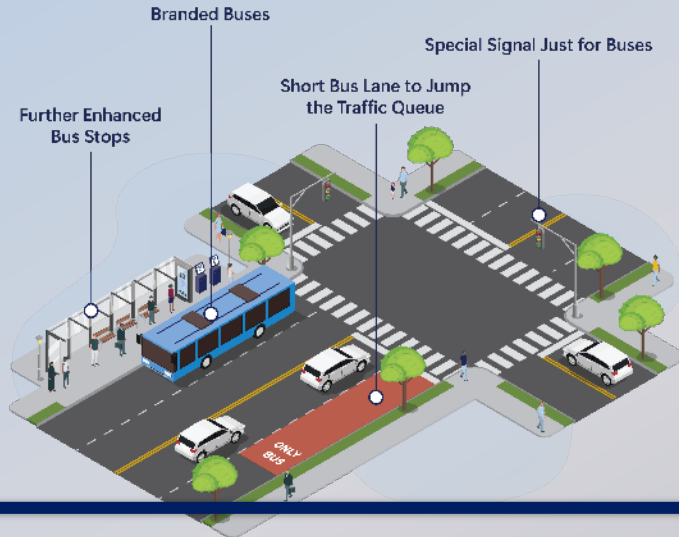
BRT I

- BRT I has all-day, frequent service, and enhanced shelters with lighting, trash, and passenger information. Often referred to as “BRT-Lite”.
- Buses operate in mixed traffic but may have Transit Signal Priority (TSP) at key intersections.



BRT II

- BRT II has all-day, frequent service, and super stops with additional amenities. These may include off-board fare payment, real-time passenger information, level boarding, and additional safety features.
- May have queue jumps or short tactical sections of bus lanes up to significant stretches of curbside running lanes for buses. May use BAT lanes. Often referred to as “Arterial Rapid Transit”.



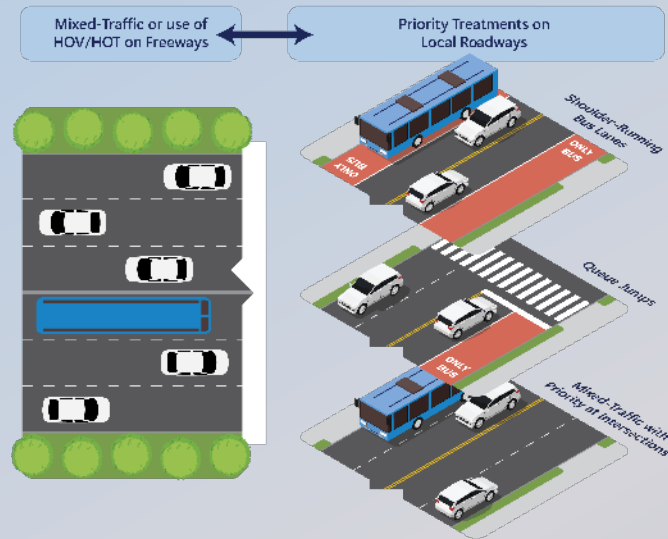
BRT IV

- BRT IV has all-day, frequent service, with additional amenities and priority features. Median running bus lanes and physical separation are typical. End stations or major hubs will include parking, pick-up and drop-off areas, bathrooms, staffing and additional passenger amenities.



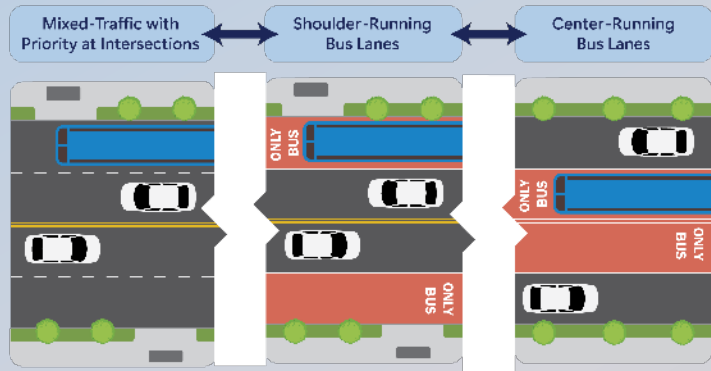
BRT Express

- BRT Express service connects two distinct areas by using freeways. Priority treatment on local streets at either end will vary based on need.



BRT Hybrid

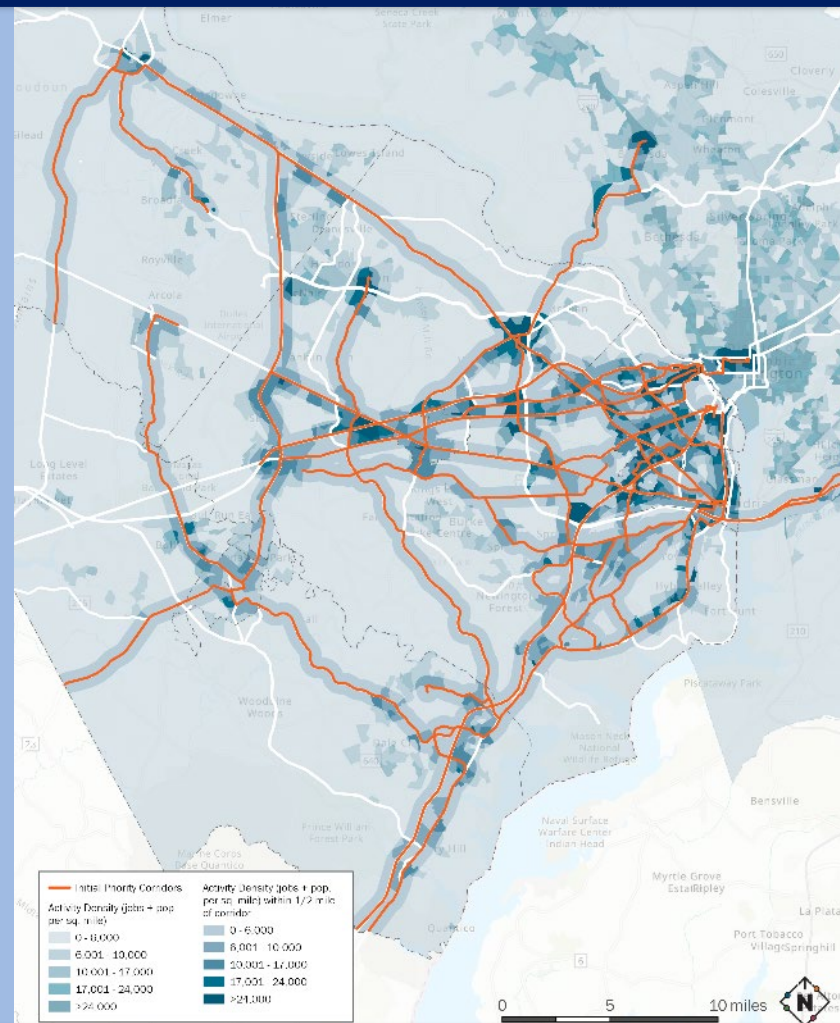
- In some BRT corridors the priority treatments may vary from segment to segment based on congestion levels, parking, and available right-of-way. See GRTC Pulse.



Activity Density

Existing activity density (jobs and population per square mile) thresholds determined by peer analysis:

- 6,000 - Minimum activity density for across all peers studied
- 11,000 - Minimum activity density across peers determined to be key peers
- 17,000 - Average activity density across key peers
- 24,000 - Maximum activity density across key peers



Proposed Evaluation Measures



Ridership Measures

Metric	Description	Alignment w/ Core Values	CIG or TransAction Metric	Used for Corridor Prioritization
BRT Ridership	Daily Boardings (unlinked trips)		CIG	✓
Service Efficiency	BRT Ridership per Revenue Hour			✓
Mode Shift	New Transit Trips – Total and starting from EEAs	Equity	CIG	✓
Percent BRT Ridership During Peak Periods				
Impacts to other High Capacity Transit Ridership	Decreases in Metrorail & VRE ridership			

Transportation Impacts Measures

Metric	Description	Alignment w/ Core Values	CIG or TransAction Metric	Used for Corridor Prioritization
Congestion Reduction	PHD Reduction		TA & CIG	✓
VMT Reduction	Reduction in use of private vehicles		CIG	✓
Vehicle Emission Reductions	Based on VMT Reduction	Sustainability	TA & CIG	✓
Transit Accessibility Improvement	Change in jobs accessible within 60 minutes via transit for Northern Virginians and residents of EEAs	Equity	TA	✓
Connections to other high capacity transit	Connections to planned BRT, MR, VRE			✓
Safety	Service in high-crash areas	Safety	TA	✓
Run Time Improvement	Percent change in end-to-end run time for bus route			✓

Land Use Measures

Metric	Description	Alignment w/ Core Values	CIG or TransAction Metric	Used for Corridor Prioritization
Future Land Use Density	2045 Land Use Density at proposed stops			✓
Socioeconomic characteristics	Existing Demographics at Proposed Stops to quantify equitable service provision	Equity		✓

Readiness Measures

Metric	Description	Alignment w/ Core Values	CIG or TransAction Metric	Used for Corridor Prioritization
Existing Land Use Density	Existing Land Use Density at proposed stops			✓
Active Transportation Infrastructure Available	Station areas with supportive AT infrastructure		CIG	✓
Transit Supportive Policies	Presence of transit supportive policies		CIG	✓

Costs Measures

Metric	Description	Alignment w/ Core Values	CIG or TransAction Metric	Used for Corridor Prioritization
Capital Cost Estimate	Includes construction of stations & runningway, vehicle acquisition, on & off-board technologies, TSP, in route charging, etc...			✓
Annual Operating Cost Estimate	Annual operating cost based on planned operating plan			✓

Revenue Measures

Metric	Description	Alignment w/ Core Values	CIG or TransAction Metric	Used for Corridor Prioritization
Fare Revenue Estimate	Based on Ridership Est. & average fare			✓
Potential Funding Opportunities	Identify Routes likely to be well positioned for specific types of grants			✓

Cost Effectiveness Measures

Metric	Description	Alignment w/ Core Values	CIG or TransAction Metric	Used for Corridor Prioritization
Cost per Rider	Capital and operating cost per linked trip		CIG	✓
Cost per PHD removed (CRRC)	Capital cost per PHD removed			✓
Cost per GHG reduction	Capital cost per GHG removes	Sustainability		✓

Feasibility Measures

Metric	Description	Alignment w/ Core Values	CIG or TransAction Metric	Used for Corridor Prioritization
Ease of Implementation	Number of jurisdictions in which the BRT operates, existence of operating agreements, ownership of roadways and signals			✓



SUMMARY MINUTES

Thursday, June 13, 2024

7PM, EST.

2600 Park Tower Drive, First Floor Conference Room

Vienna, VA 22180

This meeting was conducted in person and livestreamed via [NVTA's YouTube Channel](#)

1. **Call to Order** Chair Randall
 - ✓ Chair Randall called the meeting to order at 7:07PM.

2. **Roll Call** Ms. Henderson, Board Secretary
 - ✓ **Membership: Attendees** Chair Phyllis Randall, Vice Chair David Snyder (Remote - Personal), Chairman Jeffrey McKay, Chair Deshundra Jefferson, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Mayor Catherine Read, Board Member Matt de Ferranti, Mayor Sheila Olem, Delegate Luke Torian (Remote – Personal), Delegate Karrie Delaney, Ms. Mary Hynes, Mr. Jim Kolb, Mr. William Cuttler and Mr. Todd Horsley. **Non-Attendees:** Senator Jennifer Boysko.
 - ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon; Chief Financial Officer Michael Longhi; Principal, Transportation Planning and Programming Keith Jasper; Deputy Chief Financial Officer Peggy Teal; Senior Manager, Transportation Planning and Programming Dr. Sree Nampoothiri; Strategic Communications Specialist Sharara Faisal; Planning Analytics Manager Harun Rashid; Regional Transportation Planners Griffin Frank, Ian Newman, Kristen Sarik and Alyssa Beyers; Executive Assistant to the CEO Amanda Sink; Senior Accountant Adnan Malik; Debt and Investment Manager Dev Priya Sen; and Board Secretary Lee Ann Henderson.
 - ✓ **Council of Counsel Attendees:** Mr. Daniel Robinson-Fairfax County, and Ms. Christina Zechman Brown-City of Alexandria.
 - ✓ **Other Attendees:** Sr. Vice President Tracy Baynard, McGuire Woods Consulting LLC.

Members of the public, jurisdiction and agency staff were in person and were able to watch the meeting livestreamed via [NVTA's YouTube Channel](#).

CONSENT

3. **Approval of May 9, 2024, Meeting Summary Minutes** Chair Randall

4. **Approval of the City of Fairfax's Old Lee Highway (now Blenheim Boulevard) Multimodal Improvements Phase 1 Standard Project Agreement (SPA) 2018-48-1** Ms. Backmon, Chief Executive Officer

5. **Approval of the City of Fairfax's Government Center Parkway Extension Standard Project Agreement (SPA) 2020-307-1** Ms. Backmon, Chief Executive Officer

6. Approval of Letter of Endorsement for Prince William County's Active Transportation Infrastructure Investment Program (ATIIP) Grant Application

Ms. Backmon, Chief Executive Officer

7. Adoption of Resolution of Support for SMART SCALE Applications from Northern Virginia Jurisdictions

Ms. Backmon, Chief Executive Officer

Dr. Nampoothiri, Senior Manager, Transportation Planning and Programming

8. Approval of Website Modernization Contract Award

Mr. Longhi, Chief Financial Officer

- ✓ Chair Randall made a motion, seconded by Chairman McKay to approve the Consent Agenda. The motion was approved unanimously.

ACTION ITEMS

9. Approval of Letter of Endorsement for Virginia Department of Transportation's (VDOT) I-495 Southside Express Lanes (SEL) Project for Inclusion in Visualize 2050 Plan Update and FY2026-29 Transportation Improvement Program (TIP)

Ms. Backmon, Chief Executive Officer

Dr. Nampoothiri, Senior Manager, Transportation Planning and Programming

- ✓ Ms. Backmon stated that Virginia Department of Transportation has requested NVTA endorsement of the I-495 Southside Express Lanes Project for inclusion in the Visualize 2050 Plan Update for air quality conformity determination.
- ✓ Ms. Backmon stated that the National Capital Region's Transportation Planning Board (TPB) will take action on this next week at their June meeting.
- ✓ There was discussion regarding Washington Metropolitan Area Transit Authority's (WMATA's) comments and questions on the project provided in a letter to VDOT, specifically on the ability to add rail to the bridge in the future. Mr. Cuttler stated that VDOT has provided WMATA with answers both verbally and in writing confirming VDOT's full support of future rail over the Woodrow Wilson Bridge.
- ✓ Mr. Cuttler stated that VDOT's position is that the Woodrow Wilson Bridge can support rail transit in the future, but in the meantime VDOT would like to maximize use of the space for high occupancy toll, carpool and bus service, as rail service is decades away.
- ✓ Chairman McKay made a motion to approve the Letter of Endorsement, seconded by Chair Randall. The motion was approved by a roll call vote with all members present voting in favor of the motion, except for Mayor Wilson and Vice Chair Snyder, who abstained.

10. Adoption of Resolution to Submit I-395 Shirlington Rotary and Glebe Road Interchange Improvements Project SMART SCALE Application

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon stated that NVTA has worked closely with the City of Alexandria and Arlington County to develop a SMART SCALE application for the I-395 Shirlington Rotary and Glebe Road Interchange Improvements Project. She stated that this project would construct safety improvements to the I-395 Shirlington Rotary interchange and Glebe Road interchange.
- ✓ Mayor Wilson made a motion to approve the adoption of Resolution Number 24-02, seconded by Board Member de Ferranti. The motion was approved unanimously.

11. Adoption of Revenue Projection Update FY2025 through FY2029

Mr. Longhi, Chief Financial Officer

- ✓ Mr. Longhi stated that Revenue Projections are typically made concurrent with the Six Year Program updates. This projection adds Fiscal Years 2028 and 2029 to the Revenue Projections.
- ✓ He stated that the Finance Committee reviewed these projections at the Finance Committee meeting last month and unanimously recommended Authority adoption.
- ✓ Mayor Rishell made a motion to adopt the FY2025 through FY2029 Revenue Projections as presented in Table 1, seconded by Chair Randall. The motion was approved unanimously.

12. Adoption of Regional Revenue Fund FY2028/29 PayGo Funding Levels

Mr. Longhi, Chief Financial Officer

- ✓ Mr. Longhi noted the PayGo funding levels for future projects are a further refinement of the just adopted revenue projections.
- ✓ Mr. Longhi stated these funding levels were reviewed by the Finance Committee at their May meeting. The Finance Committee unanimously recommended Authority adoption.
- ✓ Mayor Rishell made a motion to approve the funding levels as shown in Table 1, seconded by Board Member de Ferranti. The motion was approved unanimously.

PRESENTATIONS

13. PDP-BRT Update and Feedback Session (Part 1 of 2)

- ✓ Mr. Jasper stated that this presentation is meant to share key findings from community engagement sessions, provide a status update and an overview of the analytical approach, as well as to seek feedback and guidance.
- ✓ Mr. Jasper introduced Kevin Pullis of WBA Research, who presented the Focus Group findings showing that reducing congestion and increasing connections within Northern Virginia needs to be at the forefront of Bus Rapid Transit (BRT) development.
- ✓ Mr. Jasper introduced David Miller with Four Square Integrated Transportation Planning who discussed peer review and best practices of other BRT operations.
- ✓ Chair Randall noted that this is very important information to share with other transit groups in the area, specifically the new WMATA and Metropolitan Washington Council of Governments initiative, DMVMoves. Mr. Jasper stated that NVTA continues to work with the BRT Working group that comprises agencies around the

DMV region. Ms. Backmon also shared that DMVMoves Government Partners Advisory Group meets on Monday and it is her intention to share this information with them.

- ✓ Ms. Hynes stated that some of the roads where BRT should be run, are too narrow to add a dedicated bus lane. She noted that it will be important to review the findings from peer BRT systems that developed BRT systems without adding infrastructure.
- ✓ Mayor Wilson stated that while interjurisdictional travel is important, he did not want to lose sight of possible additional connections into Washington, DC. He noted specifically that there is a choke point at Rosslyn Tunnel that will take a lot of money and time to address. It would be wise to develop a system that would provide opportunities and other travel options that mitigate that issue.
- ✓ Chair Jefferson questioned whether all areas of the region were represented in the survey responses. Mr. Jasper stated that some of the outer areas of the region were not as well represented in the survey responses thus far. However, he noted that there have been some targeted promotions in Loudoun and Prince William Counties in the past week and that response rates in the outer areas have recently begun to increase.
- ✓ Mr. Jasper discussed plans for Part 2 of the Feedback Session, which is planned for the July 11 Authority meeting.

DISCUSSION/INFORMATION ITEMS

14. Travel Trends Update

Mr. Rashid, Planning Analytics Manager

- ✓ Mr. Rashid reviewed the electric school bus adoption rates for the Northern Virginia region, Montgomery and Prince Georges Counties, the District of Columbia, Virginia, and the United States public schools.
- ✓ Mr. Rashid highlighted changes in traffic volume by day of week, and by time of day for Thursdays in the first quarter of 2024 versus pre-COVID levels which showed Sunday and evening travel surpassing usual weekday commuter travel.
- ✓ Mr. Rashid also reviewed the transit ridership for the Northern Virginia transit agencies, noting that the dip in transit ridership for Fairfax Connector was due to the work stoppage.

15. FY-2024-2029 Six Year Program Public Comment Summary

Ms. Backmon, Chief Executive Officer

- ✓ Dr. Nampoothiri summarized the 731 public comments received for the FY2024-2029 Six Year Program during the public comment period. He also provided geographic information by ZIP code expressing support or opposition of projects.
- ✓ He noted that the summary of comments along with all comments received are posted online on NVRTA's FY2024-2029 Six Year Program webpage.

16. Finance Committee Report

Mayor Rishell, Finance Chair

- ✓ Mayor Rishell stated that the three Finance items, the website modernization contract, Revenue Projects, and PayGo that were adopted tonight were all reviewed by the

Finance Committee last month. She also noted the revenues and investments are performing well.

- ✓ She reminded Authority members that the Finance Committee is also the Authority's audit Committee, noting the annual independent audit had started. Mayor Rishell stated if any Authority member had any concerns, to please call her directly.

17. Planning and Programming Committee Report

Mayor Wilson, PPC Chair

- ✓ Mayor Wilson reviewed the Planning and Programming Committee Report as provided in the packet.

18. Technical Advisory Committee Report

Randy Boice, TAC Chair

- ✓ Ms. Backmon noted that there were no changes to the report provided in the packet by Chair Boice.

19. Planning Coordination Advisory Committee

Mayor Colbert, PCAC Chair

- ✓ Ms. Backmon noted that there were no changes to the report provided in the packet by Mayor Colbert.

20. Chief Executive Officer's Report

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon announced a Save the Date for the 9th Annual Transportation Roundtable to be jointly hosted with the Intelligent Transportation Society (ITS) on October 9th from 8:30 a.m. to 11:00 a.m. here in NVTAs new offices on the 6th floor.
- ✓ Ms. Backmon also announced a Save the Date for the State of the Region of Transportation on October 30th, from 8:30 a.m. to 11:00 a.m., also in NVTAs 6th floor suite.
- ✓ Ms. Backmon also noted that the deadline for the online survey for the Future of Transportation has been extended to June 23rd.
- ✓ The Authority is scheduled to adopt the FY2024-2029 Six Year Program at the July meeting.
- ✓ Ms. Backmon stated that this will be Mary Hynes last meeting with the Authority and thanked her for her service.

21. Chair's Comments

- ✓ Chair Randall welcomed Delegates Luke Torian and Karrie Delaney to the Northern Virginia Transportation Authority.
- ✓ Chair Randall recognized Ms. Hynes departure from the Commonwealth Transportation Board and the Authority noting she has been a champion for regionalism, and thanked her for her long years of service to the region.

22. Adjournment

- ✓ There being no further business before the Authority, Chair Randall adjourned the meeting at 8:57 PM.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Mayor Justin Wilson, Planning and Programming Committee
Chair

DATE: July 3, 2024

SUBJECT: Adoption of FY2024-2029 Six Year Program

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) adoption of the FY2024-2029 Six Year Program (SYP).
2. **Suggested Motion:** *I move Northern Virginia Transportation Authority adoption of the FY2024-2029 Six Year Program.*
3. **Background:** The FY2024-2029 Six Year Program (SYP) is the Authority's seventh funding program and the second largest to date in terms of funding available. The schedule for the SYP Update included:
 - May 1, 2023 – Announced Call for Regional Transportation Projects for the SYP.
 - July 28, 2023 – Project applications due.
 - October 27, 2023 – Governing body resolutions due.
 - March 28, 2024 – NVTA released the SYP candidate project list and related information for public comment. This list comprised 24 eligible candidate regional transportation projects submitted by 10 applicants with an associated total funding request of \$947,219,560.
 - May 9, 2024 – Public Hearing held
 - May 19, 2024 – Public comment period ended.
 - June 13, 2024 – NVTA approved \$696,335,252 in Regional Revenues for the FY2024-2029 SYP. Authority members briefed on public comments.
 - June 14, 2024 – NVTA staff recommendations released to NVTA's Statutory Committees (Technical Advisory Committee (TAC), Planning Coordination and Advisory (PCAC)), Standing Committee (Planning and Programming Committee (PPC)), and to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). NVTA staff recommended 19 projects be fully funded, 3 projects be partially funded, and 2 projects not be funded.
 - June 20, 2024 – PCAC endorsed the NVTA staff recommendations by a vote of 7-2.
 - June 20, 2024 – TAC unanimously endorsed the NVTA staff recommendations.
 - June 25, 2024 – PPC made two changes to the staff recommendations and subsequently voted unanimously to recommend the revised project list to the Authority as described in section 6 below.

- June 25, 2024 – PPC recommendations posted on the FY2024-2029 Six Year Program page on NVTA’s website. The PPC recommendations are the subject of the proposed motion.

4. Summary of Public Comments: From March 28, 2024, to May 19, 2024, citizens were able to provide comments through an online form, by phone, by regular mail, and in-person or virtually during the SYP Public Hearing held on May 9, 2024. NVTA staff livestreamed the Public Hearing via YouTube. All SYP materials including the application summary, evaluation summaries, candidate project location map, and individual project description forms were available on NVTA’s website during the public comment period. A draft summary of the 731 public comments from 178 commenters was provided to the Authority at the June 13, 2024, meeting. A [summary report](#) of public comments was posted on the FY2024-29 SYP webpage <https://thenovaauthority.org/fy2024-2029/>, together with the [actual comments](#) received. Several comments included suggestions to incorporate additional elements or modifications to proposed elements in the project. NVTA staff strongly encouraged applicants to review the full set of comments to consider these public suggestions while developing their projects further, regardless of whether they are eventually included in the adopted SYP.

5. Development of Staff Recommendations: NVTA staff developed project/funding recommendations that used a project selection process comprised of four components (eligibility, quantitative analysis, qualitative considerations, and public comment). This process is consistent with previous SYP update cycles. Among these components, one of the three quantitative evaluation analyses, Congestion Reduction Relative to Cost (CRRC) ratio, is the most important as the Authority is required to give priority to projects that provide the greatest level of congestion reduction relative to cost.

The imbalance between funding requested and funding available, while not a direct factor in project evaluation, is an overarching constraint on the number of recommended projects and associated funding.

It is noted that, for the first time, NVTA staff reviewed the 24 candidate projects for their alignment with NVTA’s Core Values of Equity, Safety, and Sustainability. Since this used a pilot methodology, alignment with Core Values was not considered when developing NVTA’s staff recommendations.

6. Committee Reviews: The NVTA staff project/funding recommendations were presented to the Planning Coordination Advisory Committee (PCAC) and Technical Advisory Committee (TAC) on June 20, 2024, and to the Planning and Programming Committee (PPC) on June 25, 2024.

A. The PCAC endorsed the NVTA staff recommendations with a vote of 7 yeas and 2 nays. The PCAC also unanimously approved two additional motions made during the meeting. The first one directed NVTA staff to evaluate a policy to address resubmitted projects that have experienced a cost increase. The second one directed NVTA staff to look at projected Long Term Benefit (LTB) ten years into future to understand when balance can be achieved.

B. The TAC endorsed the NVTA staff recommendations unanimously.

- C. The PPC met on June 25, 2024. Following a presentation by the NVTA staff (Attachment A) and detailed discussion, the PPC made two changes to the staff recommendations, described in greater detail in section 7 below:
- i. ARL-023 CC2DCA Multimodal Connection project to be funded \$11,600,000 (for construction phase) by transferring that amount from the NVTA staff-recommended ARL-022 Shirlington Bus Station Expansion project.
 - ii. CFX-019 Blenheim Boulevard Multimodal Improvements project to be funded \$5,400,000 (for construction phase) by transferring that amount from the NVTA staff-recommended CFX-018 Northfax Network Improvements - Northfax East-West Road project.

With the two changes noted above the PPC unanimously voted to recommend the revised project list to the Authority. With that action and taking account of the preceding endorsements by the PCAC and TAC, the resulting recommendations are referred to as the PPC Recommendations for the FY2024-2029 SYP (Attachment B). NVTA staff posted the PPC Recommendations on the FY2024-29 SYP webpage <https://thenovaauthority.org/fy2024-2029/> on June 25, 2024, meeting a legal requirement to post final recommendations at least 15 days prior to the meeting at which the Authority will adopt the Six Year Program.

In addition, the PPC unanimously endorsed the two motions approved by the PCAC:

- i. Direct NVTA staff to evaluate a policy to address resubmitted projects that have experienced a cost increase.
- ii. Direct NVTA staff to look at projected Long Term Benefit (LTB) ten years into future to understand when balance can be achieved.

- 7. Rationale and Impacts of the Requested Project Funding Adjustments:** Much of the discussion at the PPC and PCAC related to the two candidate projects that were not recommended for funding in the NVTA staff recommendations. The PPC changes to the NVTA staff recommendations, incorporating project funding adjustments between a pair of candidate projects for each of the two project sponsors, reflects this. The PPC changes are summarized in the table below. The table was created following the PPC meeting and includes relevant information provided by Arlington County and City of Fairfax staff that provides their rationale for the requested project funding adjustments and associated impacts.

There is precedent from the FY2018-2023 SYP for PPC and Authority members to successfully request project funding adjustments to the NVTA staff recommendations.

Donor Project/Amount [Project recommended by NVTA staff]	CRRC rank	Donee Project/Amount [Project not recommended by NVTA staff]	CRRC rank
Arlington County			
<p>Shirlington Bus Station Expansion</p> <ul style="list-style-type: none"> • Reduce funding request from \$11,600,000 to zero • The original funding request was disclosed as sufficient to complete the project. • How and when this funding will be reinstated has not been clarified. However, the Shirlington project is only anticipated to enter the study phase in 2024, with final design and construction not anticipated until FY2029 and beyond, leaving several years to identify funding ultimately needed for those two project phases. 	#16/24	<p>CC2DCA Multimodal Connection</p> <ul style="list-style-type: none"> • Increase funding from zero to \$11,600,000 (original funding request was \$21,100,000). • This project was previously approved for \$18,000,000 from the FY2020-2025 SYP. With this previous NVTA funding, and a similar funding amount from several other funding sources, this project was disclosed to NVTA to be fully funded. • The total project cost was \$36,177,000. The current total project cost is now \$57,200,000. • The donee project has a lower CRRC ranking than the donor project and is the lowest ranked project in the candidate pool. • Additional funding for CC2DCA is necessary due to completion of a firmer project estimate following planning, NEPA, and early design phases. Prior NVTA funding was based on conceptual level estimates that were the best available at the time but proved inadequate following initiation of actual engineering design. The estimated cost of the project was previously based on an average of different facility types from a feasibility study. It is now based on the design of a specific structure. • Arlington staff note that although CC2DCA ranked 24/24 for CRRC, it is nonetheless a regional project with benefits for travelers in Northern Virginia, the Commonwealth, and throughout the United States, as well as a vital component of the Commonwealth’s economic development strategy for the relocation of Amazon’s HQ2 to Virginia. • Arlington staff note CC2DCA is one of four elements in a broad Commonwealth-wide strategy known as Transforming Rail in Virginia to increase regional and intercity rail travel and create a “Union Station of Northern Virginia” at 	#24/24

Donor Project/Amount [Project recommended by NVTA staff]	CRRC rank	Donee Project/Amount [Project not recommended by NVTA staff]	CRRC rank
		<p>Ronald Reagan Washington National Airport (DCA). The other three elements are rail capacity improvements including Long Bridge, and adjacent NVTA-funded projects to relocate the VRE Crystal City station and construct an east entrance for Metrorail’s Crystal City station.</p> <ul style="list-style-type: none"> • Arlington is proposing to complete design-build procurement for CC2DCA in May 2025, with construction anticipated beginning in 2027. • The relocated VRE station and new entrance to Metrorail’s station are both scheduled to begin construction in 2024/2025, and complete construction in 2027. If full NVTA funding is received, the CC2DCA project can be constructed in coordination with these projects, opening in 2029. • This proposed adjustment is insufficient to cover the original funding request of \$21,100,000, leaving an apparent \$9,500,000 shortfall. • Arlington staff note that if full NVTA funding is not received, the entire program is at risk of reduced performance, and the best-case scenario requires the same parts of Crystal City to be interrupted for construction twice a few years apart rather than as a single large project, costing taxpayers more money, creating more construction-related congestion, and forcing a longer wait for benefits from projects worth hundreds of millions of dollars. • How and when this funding shortfall will be filled has not been clarified. 	
City of Fairfax			
<p>Northfax Network Improvements - Northfax East-West Road</p> <ul style="list-style-type: none"> • Reduce funding request from \$18,332,754 to \$12,932,754 	#18/24	<p>Blenheim Blvd. [formerly Old Lee Highway] Multimodal Improvements Phase 1</p> <ul style="list-style-type: none"> • Increase funding from zero to \$5,400,000. 	#10/24

Donor Project/Amount [Project recommended by NVTA staff]	CRRC rank	Donee Project/Amount [Project not recommended by NVTA staff]	CRRC rank
<ul style="list-style-type: none"> • While this project does need the \$5,400,000 million, the donee project needs funding more urgently. • How and when this funding will be reinstated has not been clarified, although the City has time to request funding from other sources such as Revenue Sharing, since the Northfax project is an outyear project. 		<ul style="list-style-type: none"> • This project was previously approved for \$5,000,000 from the FY2018-2023 SYP and \$8,000,000 from the FY2020-2025 SYP. With this previous NVTA funding, this project was disclosed to NVTA to be fully funded. • The total project cost was \$25,000,000. The current total project cost is now \$30,400,000. • The donee project has a higher CRRC ranking than the donor project. • City of Fairfax staff note the proposed funding swap will cover minor increases in project scope (addition of turn lanes) but primarily cost inflation. • The City of Fairfax is ready to request right of way (ROW) authorization from VDOT, but VDOT will not give the City authorization to proceed until it can show full project funding. • The City of Fairfax has requested a federal earmark for this funding but will not find out about this until late CY2024. • The proposed funding swap will reduce the risk of further cost escalation until the outcome of the federal earmark request is known. 	

It should be noted that one immediate consequence of the proposed project funding adjustments by Arlington County is that neither the donor project nor the donee project will have sufficient funding for either project to advance.

8. Next Steps: Following adoption of the SYP, various messaging activities are anticipated during the remainder of July 2024. Full documentation of the adopted Six Year Program will be finalized over the summer, with a view to publication in Fall 2024. The Authority’s next Call for Regional Transportation Projects (CfRTP) is anticipated in May 2025. This next CfRTP will drive the development of the Authority’s FY2026-2031 SYP, which is targeted for adoption in July 2026. Should NVTA take action to direct NVTA staff to develop SYP-related policies, it should be noted that the last time NVTA undertook such a policy effort on project cost overruns regional collaboration took over a year and resulted in no action. Similarly, if NVTA takes action to direct NVTA staff to provide new analyses related to Long Term Benefit, findings will be reported to NVTA when available.

Regardless of the development of future SYP-related policies, interim changes to NVTA's project selection process in advance of the next CfRTP may be implemented to ensure a continuing consistent and even-handed approach that appropriately protects NVTA's interests and maintains compliance with the Code of Virginia.

Attachments:

A. Staff Presentation to PPC.

B. PPC Recommendations for FY2024-2029 SYP.

FY2024-2029 Six Year Program

NVTA Staff Recommendations

Presented by: Keith Jasper, Principal, NVTA

Planning and Programming Committee, June 25, 2024

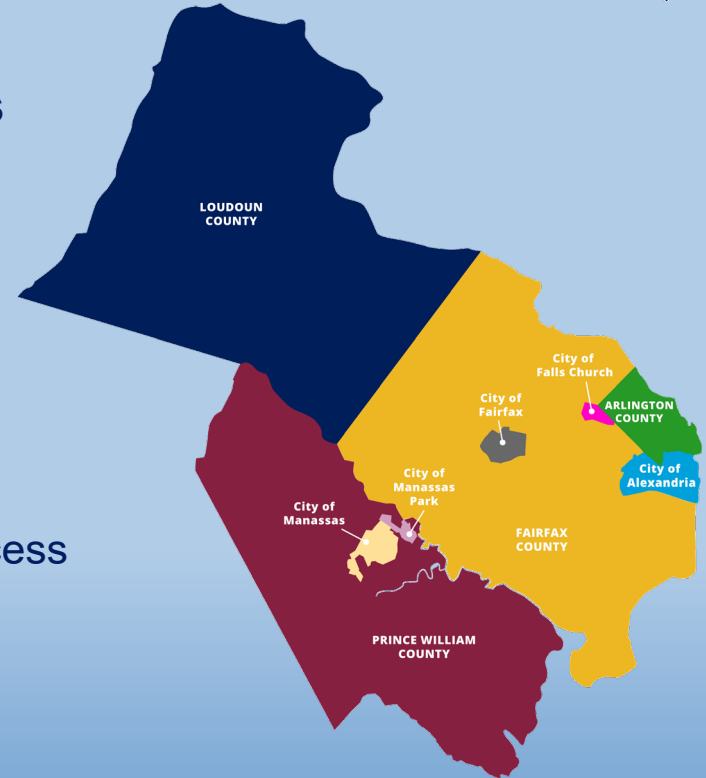


Topics



1. Overview of NVTA Staff Recommendations
2. Previous Funding Programs
3. Project Evaluation and Public Comment
4. NVTA Staff Recommendations
5. Next Steps

Reference Slides:
Context and Key Components of Project Selection Process



Overview of NVRTA Staff Recommendations



- **Funding recommendations are at the highest level relative to funding requests for any Six Year Program update (74%)**
- **Total Regional Revenues available: \$696,335,252**
- **Recommending 22 of 24 candidate projects**
 - **19 of 24 projects** recommended for **full amount** of requested funding
 - **3 of 24 projects** recommended for **partial amount** of requested funding
 - Not recommending **2 of 24 candidate projects**
- **3 recommended projects are continuation projects, meaning that 19 recommended projects are receiving NVRTA Regional Revenues for the first time**

Overview of NVTA Staff Recommendations



- **Multimodal/Corridor Focus**
 - Continued emphasis on three previously funded BRT lines (six projects)
 - Continued emphasis on VRE Manassas Line (one project)
 - Continued emphasis on Route 28 and Route 234/Prince William County Parkway corridors (four projects)
- **Transportation Technology**
 - Top three ranked projects
 - First NVTA-funded transportation technology projects in Prince William County and the City of Falls Church
- **Geographically and Modally Balanced**
 - Projects recommended for all 10 applicants
 - Includes projects for all primary modes requested (roadway, transit, interchange/intersection, bike/pedestrian, transportation technology)

Previous Funding Programs: Summary



Funding Program	Amount Requested (\$)	Amount Approved (\$)	Approved/Requested (%)
FY2014	339,693,000	188,993,000	56
FY2015-2016	467,124,215	336,944,000	72
FY2017	297,949,000	166,043,951	56
FY2018-2023	2,470,139,861	1,285,273,281	52
FY2020-2025	1,444,826,078	539,110,783	37
FY2022-2027	1,229,166,553	626,290,870	51
Total Funding To Date	6,248,898,707	3,142,655,885	50
FY2024-2029	947,219,560	696,335,252	74

Previous Funding Programs: New/Widened Roadways



Functional Classification	NVTA-Funded Projects	New/Widened Facility	New Lane Miles	NoVA Lane Miles	Increase in Lane Miles (%)	Example Facility Type
Interstate	0	0	0.00	442.30	0.00	I-66, I-95, I-395, I-495
Principal Arterial (Limited Access)	6	0/6	35.02	144.31	24.3	Route 28 (N of Route 50), Fairfax County Parkway, Route 7 (Loudoun)
Principal Arterial	10	1/9	48.56	695.80	7.0	Routes 1, 7 (Fairfax), 15, 28, Duke Street
Minor Arterial	11	2/9	33.72	1585.54	2.1	Loudoun County Parkway, Rolling Road, Elden Street
Major Collector	10	8/2	41.63	1219.69	3.4	Soapstone Drive, Rock Hill Rd, Van Buren Rd.
Minor Collector	3	2/1	7.32	627.38	1.2	Dulles West Blvd, Summit School Road
Local	1	1/0	0.31	4718.60	0.01	Northfax West
Total	41	14/27	166.54	9433.62	1.8	
Total (excluding Interstate and Local)	40	13/27	166.23	4272.72	3.9	

Previous Funding Programs: Dedicated Transit ROW



Project	Jurisdiction	Centerline Miles	Dedicated Lane Miles
Duke Street Transitway	Alexandria	4.12	4.29
West End Transitway	Alexandria	8.22	TBD
Metroway	Arlington County	6.80	0.89
'The One'	Fairfax County	7.40	13.09
'Envision Route 7'	Fairfax County, Falls Church, Arlington County, Alexandria	11.75	TBD
TOTAL		38.29	18.27[#]

[#] West End Transitway and Envision Route 7 projects have not reached the design stage to identify the lane miles

Previous Funding Programs: Active Transportation



Project Type	NVTA-Funded Projects	Dedicated Lane Miles
Sidewalks	18	20.94
Bicycle Paths	14	43.81
Shared Use Path	32	54.49
TOTAL	42*	119.24

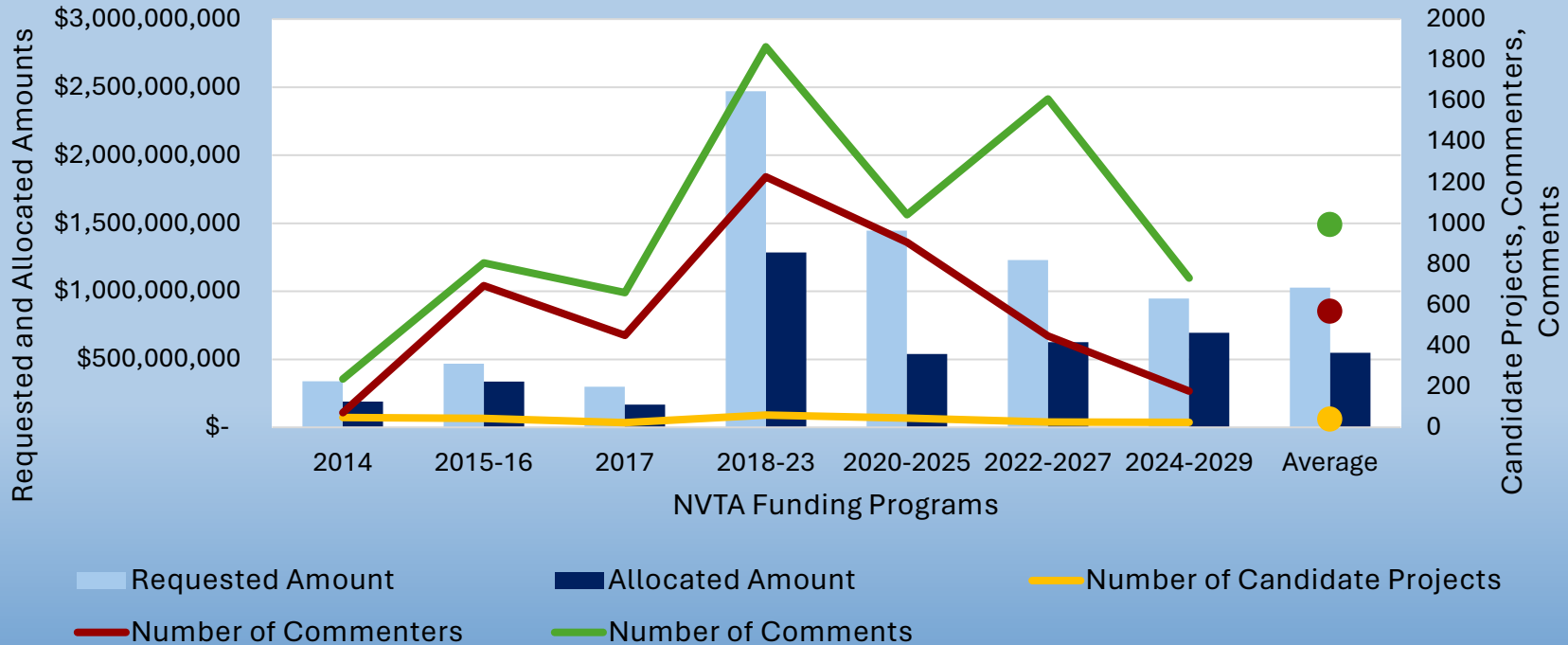
* Total does not add up since some projects include more than one type of active transportation infrastructure

Project Evaluation

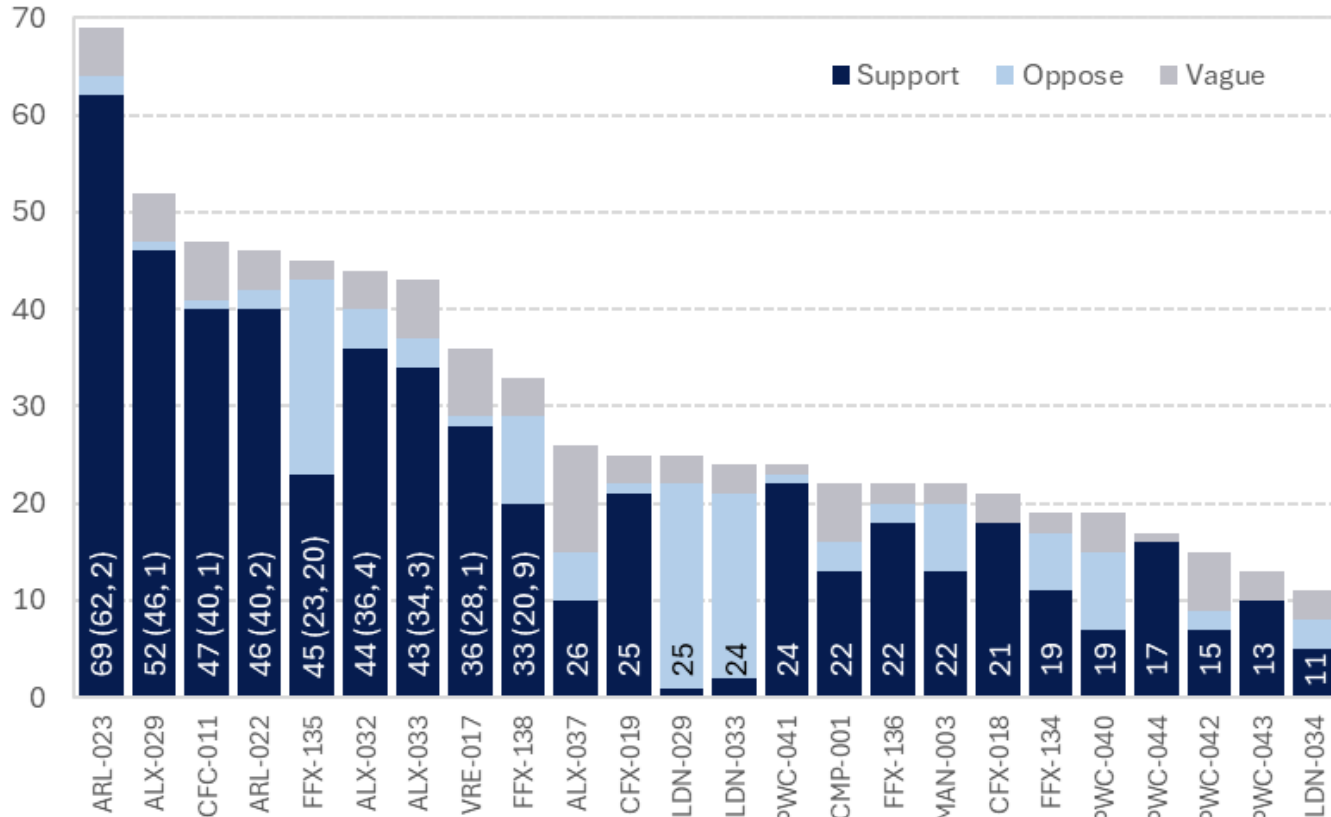
Application ID	Jurisdiction / Agency	Project	Primary and supporting modal components	Fund request	Previously Approved NVTA Regional Funds	Other committed funds	Total project cost	Phases for which funds are requested	Funding Gap	Phases for which there is still a funding gap	Local priority	External funds	Past performance (% of expected funds reimbursed by 12/31/2023)	Policy 29 non-compliance: # of projects - 18-month substantive progress	Policy 29 non-compliance: # of projects - SPA within three meetings of fund appropriation	SPA with no invoices for 12+ months	First fiscal year of expected drawdown	Year of opening	Alignment with Core Values			Long Term Benefit	Other	Transaction project rating (incl. HB 599)	Transaction project rating rank (incl. HB 599)	CRRC (Reduction in annual person hours of delay / Total project cost in \$1000's)	CRRC rank			
																			Equity	Safety	Sustainability									
CFC-011	City of Falls Church	City of Falls Church Signal Prioritization Project	🚦 🚶	\$ 1,400,000		\$ -	\$ 1,400,000	PE, CN																	25.70	9	653.57	1		
ALX-037	City of Alexandria	Smart & Connected Vehicle Infrastructure	🚗 🚶 🚲 🚴 🚵	\$ 5,000,000		\$ 50,000	\$ 5,050,000	PE, CN																	21.70	15	277.60	2		
PWC-042	Prince William County	Route 234 Operational Improvements	🚦	\$10,000,000		\$ -	\$ 10,000,000	PE, CN, Acq																	29.19	8	240.43	3		
FFX-138	Fairfax County	Seven Corners Ring Road Improvements	🚦 🚶 🚲 🚴 🚵	#####	\$ 4,200,000	\$ 6,261,000	\$132,690,417	PE, ROW, CN																	66.61	1	114.19	4		
MAN-003	City of Manassas	Roundabout at Route 28 and Sudley Rd	🚦 🚶 🚲 🚴 🚵	\$ 4,020,000		\$ 1,475,000	\$ 5,495,000	CN																	23.34	13	113.76	5		
VRE-017	VRE	VRE Backlick Road Station Improvements	🚆 🚶	\$ 6,145,103		\$ 2,500,000	\$ 8,645,103	CN																	23.92	12	102.62	6		
ALX-032	City of Alexandria	South Van Dorn Street Bridge Enhancements	🚦 🚶 🚲 🚴 🚵	\$10,000,000	\$ 5,000,000	\$ 70,000	\$ 15,070,000	CN															Note A		38.61	2	33.00	7		
ALX-033	City of Alexandria	Alexandria Metroway Enhancements	🚶 🚲 🚴 🚵	\$ 7,000,000		\$ 7,924,792	\$ 14,924,792	ROW, CN																	32.36	5	25.61	8		
CMP-001	City of Manassas Park	Route 28-Centreville Road Corridor Improvements	🚦 🚶	\$40,000,000		\$ -	\$ 40,000,000	PE, ROW, CN																	15.59	21	24.75	9		
CFX-019	City of Fairfax	Blenheim Boulevard Multimodal Improvements (formerly, Old Lee Highway Multimodal Improvements)	🚶 🚲 🚴 🚵	\$ 5,400,000	#####	\$ 12,000,000	\$ 30,400,000	CN															Note B		13.38	23	24.56	10		
ALX-029	City of Alexandria	Safety Improvements at High-Crash Intersections	🚦 🚶 🚲 🚴 🚵	\$ 3,000,000		\$ 1,000,000	\$ 20,500,000	PE	#####	ROW, CN															24.25	11	24.07	11		
PWC-040	Prince William County	Route 234 and Sudley Manor Drive Interchange	🚦 🚶	#####		\$ -	\$115,000,000	PE, ROW, CN																	37.41	3	23.29	12		
PWC-043	Prince William County	The Landing at Prince William Transit Center	🚶 🚲	\$25,000,000		\$ -	\$ 25,000,000	PE, ROW, CN																	20.27	17	17.86	13		
LDN-034	Loudoun County	Route 15 at Braddock Road Roundabout	🚦 🚶	\$10,000,000		\$ 15,655,000	\$ 25,655,000	ROW, CN																	15.86	20	16.34	14		
PWC-044	Prince William County	Triangle Mobility Hub and First/Last Mile Connection Improvements	🚶 🚲 🚴 🚵	\$10,000,000		\$ -	\$ 10,000,000	PE, ROW, CN																	14.05	22	15.82	15		
ARL-022	Arlington County	Shirlington Bus Station Expansion	🚶 🚲	\$11,600,000		\$ 200,000	\$ 11,800,000	PE, ROW, CN																	18.54	18	14.52	16		
PWC-041	Prince William County	Route 234 Bicycle and Pedestrian Facility Over I-95	🚶 🚲	\$12,000,000		\$ -	\$ 12,000,000	PE, ROW, CN																	4.36	24	13.59	17		
CFX-018	City of Fairfax	Northfax Network Improvements: Northfax East, West Road	🚶 🚲 🚴 🚵	\$18,332,754		\$ -	\$ 18,332,754	PE, ROW, CN																	32.54	4	13.46	18		
LDN-029	Loudoun County	Old Ox Road Widening - Shaw Road to Oakgrove Road	🚶 🚲	\$30,000,000		\$ 19,350,000	\$ 49,350,000	CN																	20.49	16	11.22	19		
FFX-136	Fairfax County	Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)	🚦 🚶	\$90,000,000		\$ 5,286,334	\$ 95,286,334	PE, ROW, CN																	16.45	19	8.35	20		
FFX-134	Fairfax County	Frontier Drive Extension and Intersection Improvements	🚶 🚲 🚴 🚵	#####	#####	\$ 49,638,314	\$ 241,630,600	PE, ROW, CN																Note B		30.96	7	6.26	21	
LDN-033	Loudoun County	Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard	🚶 🚲	\$15,000,000		\$ 17,861,000	\$ 32,861,000	ROW, CN																	22.94	14	5.19	22		
FFX-135	Fairfax County	Route 7 Multimodal Improvements (I-495 to I-56)	🚶 🚲 🚴 🚵	#####		\$ 34,407,921	\$ 244,407,921	PE, ROW, CN																	Note A		31.53	6	2.24	23
ARL-023	Arlington County	CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector)	🚶 🚲	\$21,100,000	#####	\$ 18,100,000	\$ 57,200,000	CN																Note B		24.99	10	0.96	24	
TOTAL				#####	#####	#####	#####	#####	#####																					

Note: Alignment with Core Values was not used in developing staff recommendations

Public Comments: Trends



Public Comments: Summary



Total commenters: 178
Total comments: 731
Total project-specific comments: 720

Note: Graph does not include 11 comments which did not mention a specific project.

NVTA Staff Recommendations



- **With one exception, all projects ranked by CRRC* project rating from 1 thru 19 are recommended for full funding.**
 - The exception is not recommended for funding.
- **With one further exception, all projects ranked by CRRC project rating from 20 thru 24 are recommend for either partial or no funding.**
 - The exception is recommended for full funding.
- **The five projects not recommended for full funding are discussed in the following slides.**

*CRRC = Congestion Reduction Relative to Cost

NVTA Staff Recommendations



- Two projects are not recommended for funding because they have been previously funded with NVTA Regional Revenues and declared as fully funded:
- **\$5,400,000** – Blenheim Boulevard (formerly, Old Lee Highway) Multimodal Improvements (City of Fairfax) – CRRC rank #10
 - Project previously approved for NVTA regional revenues
 - FY2018-2023 SYP: \$5 million (SPA expected to be executed on June 13, 2024)
 - FY2020-2025 SYP: \$8 million (No SPA yet)
- **\$21,100,000** – CC2DCA Multimodal Connection (Arlington County) – CRRC rank #24
 - Project previously approved for NVTA regional revenues
 - FY2020-2025 SYP: \$18 million (SPA expected to be executed by September 2024)

NVTA Staff Recommendations



- Partial funding allocation recommendations for three Fairfax County projects, due to a combination of low CRRC rankings, Policy 29 non-compliance, and NVTA staff concern regarding the reliability of the final project cost.
- **\$27,299,000** (requested \$90,000,000) – Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive) – CRRC rank #20
 - New project for NVTA
- **\$111,957,472** (requested \$164,992,286) – Frontier Drive Extension and Intersection Improvements – CRRC rank #21
 - Continuation project for NVTA, with PE and ROW phases previously declared to be fully funded
 - FY2015-2016: \$2 million (SPA executed November 23, 2015)
 - FY2018-2023 SYP: \$25 million (SPA executed January 9, 2020)
- **\$101,351,506** (requested \$210,000,000) – Route 7 Multimodal Improvements (I-495 to I-66) – CRRC rank #23
 - New project for NVTA

NVTA Staff Recommendations



- The Long-Term Benefit (LTB) requirement of the Code of Virginia, enacted through House Bill 2313 (2013), means NVTA must ensure that, over the long term, each member jurisdiction receives a benefit that is approximately equal to the share of regional revenues received and attributed to that locality.
- While the shares of the 'benefit' *attributed* to Prince William County and Arlington County are respectively greater and lower than the share of the revenues *attributed* to each County, there was insufficient justification to override the NVTA staff recommendations in this SYP update cycle based on LTB considerations, due to:
 - Higher-than-normal proportion of available funding relative to requested.
 - Non-LTB related evaluation of the projects submitted by each County.
- The extent to which any residual LTB imbalances remain, or new imbalances are created, will be assessed after adoption of the FY2024-2029 SYP.

NVTA Staff Recommendations: Modal Summary



Primary Mode	Requested	Recommended	Rec/Req Share (%)	SYP Rec Share (%)
Roadway	\$ 560,554,457	\$ 398,871,149	71.2	57.3
Intersection	\$ 259,020,000	\$ 196,319,000	75.8	28.2
Transit	\$ 69,745,103	\$ 69,745,103	100.0	10.0
Bike and Pedestrian	\$ 41,500,000	\$ 15,000,000	36.1	2.2
Transportation Technology	\$ 16,400,000	\$ 16,400,000	100.0	2.4
Total	\$ 947,219,560	\$ 696,335,252	73.5	100.0

NVTA Staff Recommendations: Jurisdictional/Agency Summary



Jurisdiction/ Agency	Applications (#)	Requested amount (\$)	Share of Total Request	Recommended projects (#)	Recommended amount (\$)	Share of Total Recommendation
Arlington County	2	32,700,000	3.5%	1	11,600,000	1.7%
Fairfax County	4	587,221,703	62.0%	4	362,837,395	52.1%
Loudoun County	3	55,000,000	5.8%	3	55,000,000	7.9%
Prince William County	5	172,000,000	18.1%	5	172,000,000	24.7%
City of Alexandria	4	25,000,000	2.6%	4	25,000,000	3.6%
City of Fairfax	2	23,732,754	2.5%	1	18,332,754	2.6%
City of Falls Church	1	1,400,000	0.1%	1	1,400,000	0.2%
City of Manassas	1	4,020,000	0.4%	1	4,020,000	0.6%
City of Manassas Park	1	40,000,000	4.2%	1	40,000,000	5.7%
VRE	1	6,145,103	0.6%	1	6,145,103	0.9%
Total	24	947,219,560	100%	22	696,335,252	100%

NVTA Staff Recommendations: Cumulative New/Widened Roadways



Functional Classification	NVTA-funded Projects	New/Widened Facility	New Lane Miles	NoVA Lane Miles	Increase in Lane Miles (%)	Example Facility Type
Interstate	0	0	0.00	442.30	0.00	I-66, I-95, I-395, I-495
Principal Arterial (Limited Access)	6	0/6	35.02	144.31	24.3	Route 28 (N of Route 50), Fairfax County Parkway, Route 7 (Loudoun)
Principal Arterial	10	1/9	48.56	695.80	7.0	Routes 1, 7 (Fairfax), 15, 28, Duke Street
Minor Arterial	12	2/10	35.16	1585.54	2.2	Loudoun County Parkway, Rolling Road, Elden Street, Old Ox Rd
Major Collector	11	8/3	43.08	1219.69	3.5	Soapstone Drive, Rock Hill Rd, Van Buren Rd., Sycolin Rd
Minor Collector	4	3/1	8.53	627.38	1.4	Dulles West Blvd, Summit School Road, Seven Corners
Local	2	2/0	0.59	4718.60	0.01	Northfax West, Northfax East
Total	45	16/29	170.94	9433.62	1.8	
Total (excluding Interstate and Local)	43	14/29	170.35	4272.72	4.0	

NVTA Staff Recommendations: Cumulative Transit ROW



Project	Jurisdiction	Centerline Miles	Dedicated Lane Miles
Duke Street Transitway	Alexandria	4.12	4.29
West End Transitway	Alexandria	8.22	TBD
Metroway	Arlington County	6.80	1.23
'The One'	Fairfax County	7.40	13.09
'Envision Route 7'	Fairfax County, Falls Church, Arlington County, Alexandria	11.75	3.03*
TOTAL		38.29	21.64#

* This length is from I-495 to I-66 only

West End Transitway and Envision Route 7 projects have not reached the design stage to identify the lane miles

NVTA Staff Recommendations: Cumulative Active Transportation



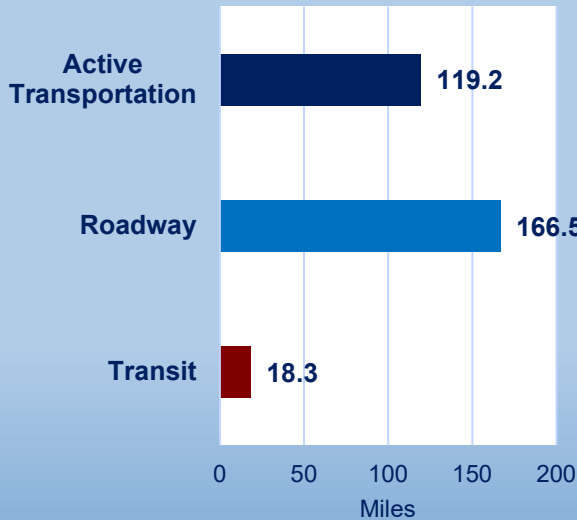
Project Type	NVTA-funded Projects	Dedicated Lane Miles
Sidewalks	20	22.62
Bicycle Paths	15	44.43
Shared Use Path	42	60.99
TOTAL	54*	128.05

* Total does not add up since some projects include more than one type of active transportation infrastructure

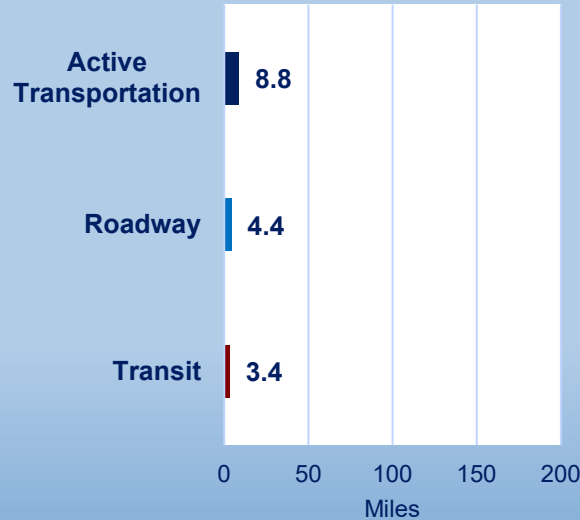
NVTA Staff Recommendations: Modal Summary



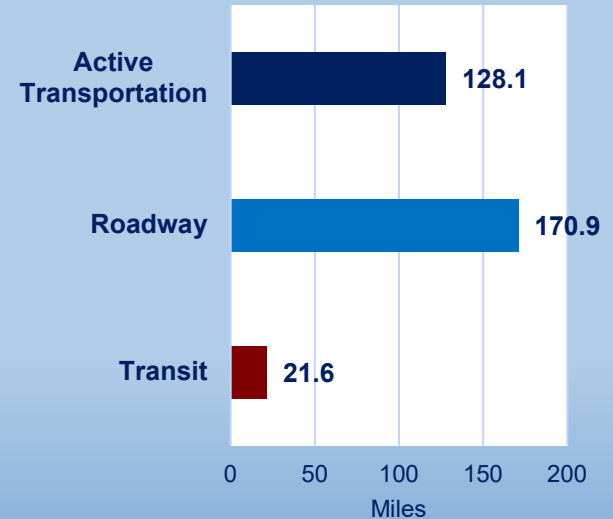
70% Regional Revenue Projects
FY2014-FY2027



70% Regional Revenue Projects
FY2024-FY2029 SYP staff
recommendations



70% Regional Revenue Projects
FY2014-FY2029 (incl. staff
recommendations)



Note: Totals may not add up due to rounding

NVTA's Core Values



- **NVTA's Core Values were incorporated into the TransAction Vision Statement, which was approved by NVTA in December 2020:**
 - Equity
 - Safety
 - Sustainability
- **Alignment with NVTA's Core Values:**
 - Candidate projects were evaluated for alignment with NVTA's Core Values as part of the FY2024-2029 SYP on a pilot basis
 - This is the first SYP update cycle in which this evaluation occurred
 - All projects demonstrated medium to high alignment
 - Core Value alignment was not used in developing staff recommendations since this used a pilot approach

Next Steps



- NVTA Staff recommendations will be shared with committees for endorsement:
 - **June 20, 2024** Planning Coordination Advisory Committee (5:00 p.m.)
 - **June 20, 2024** Technical Advisory Committee (7:00 p.m.)
 - **June 25, 2024** Planning and Programming Committee (5:00 p.m.)
- **No later than June 26, 2024** Final Recommendations posted on NVTA website
- **July 11, 2024** NVTA adopts FY2024-2029 SYP
- **May 2025** (Anticipated) Call for Regional Transportation Projects for FY2026-2031 SYP

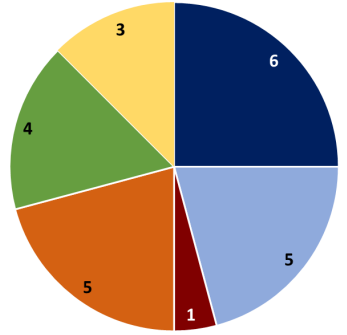
Reference Slides



Context: Summary of Candidate Projects

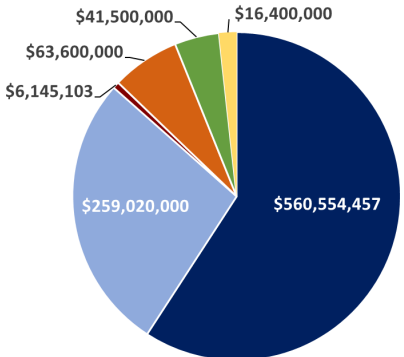


NVTA FY2024-2029 SYP: Number of Applications
 Total candidates - 24



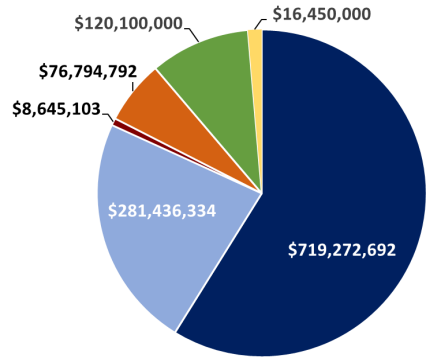
- Roadway
- Metrorail/VRE commuter rail
- Bicycle & pedestrian facility
- Intersection/ Interchange
- BRT/Bus facility
- Transportation Technology

NVTA FY2024-2029 SYP: Requested Amount
 Total request - \$947,219,560



- Roadway
- Metrorail/VRE commuter rail
- Bicycle & pedestrian facility
- Intersection/ Interchange
- BRT/Bus facility
- Transportation Technology

NVTA FY2024-2029 SYP: Total Project Cost
 Total project cost - \$1,222,698,921



- Roadway
- Metrorail/VRE commuter rail
- Bicycle & pedestrian facility
- Intersection/ Interchange
- BRT/Bus facility
- Transportation Technology

Key Components of the Project Selection Process



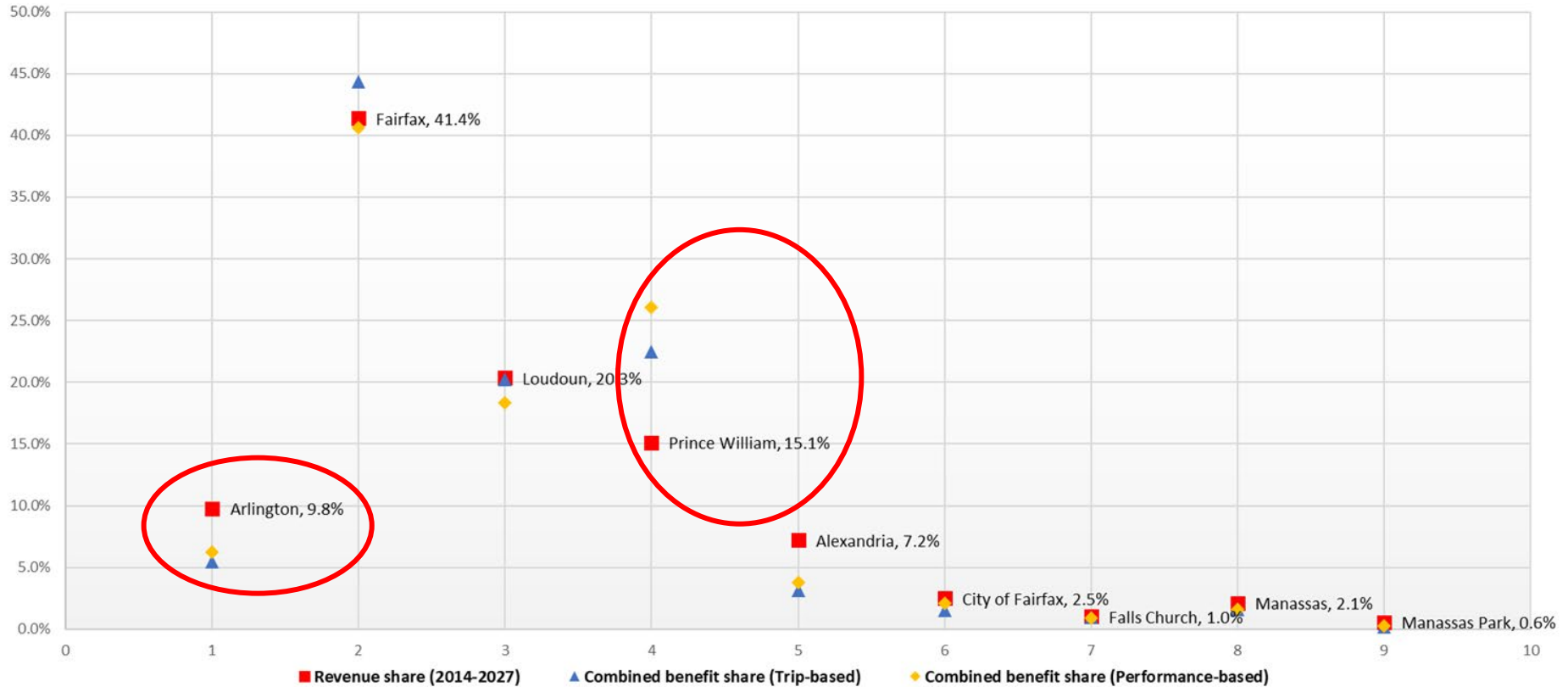
- While NVTA has no direct role in deciding which projects/modes are submitted by eligible applicants, projects submitted for funding consideration must be included in the current version of TransAction.
 - Each application must include a resolution of support from the Governing Body in order to be eligible for consideration.
- Eligible applicants determine which, if any, projects to submit to NVTA for funding consideration.
 - Each applicant has its own process for making this determination.
- The available funding amount for each Six Year Program Update is determined as part of the fiscal year budgeting process, which is after the application deadline.
- NVTA's project selection process adheres to all applicable parts of the Code of Virginia.
- NVTA staff project selection recommendations are not based on a single factor, although congestion reduction relative to cost provides the initial ranking.

Key Components of the Project Selection Process



- **Eligibility Review** (TransAction, Governing Body resolution, candidate project located in NoVA)
- **Quantitative Analysis** (Congestion Reduction Relative to Cost, TransAction Project Ratings, Long-Term Benefit)
- **Qualitative Analysis** (Continuation project, past performance, extent of committed external funding, funding gap, project readiness, supporting resolutions from other Governing Bodies, other factors specific to individual candidate projects, modal and geographic balance)
- **Public Comment** received during the public comment period (online, testimony, USPS/delivery, phone)

Long Term Benefit Current Status





Northern Virginia Transportation Authority
 Planning and Programming Committee (PPC) Recommendations for FY2024-2029 Six Year Program

6/25/2024

Application ID	Jurisdiction/ Agency	Project Title	Requested Funding	Requested Phase(s)	Recommended Funding	Approved Phase(s)	Cumulative Recommendation	Congestion Reduction Relative to Cost (CRRC) Rank
CFC-011	City of Falls Church	City of Falls Church Signal Prioritization Project	\$ 1,400,000	PE, CN	\$ 1,400,000	PE, CN	\$ 1,400,000	1
ALX-037	City of Alexandria	Smart & Connected Vehicle Infrastructure	\$ 5,000,000	PE, CN	\$ 5,000,000	PE, CN	\$ 6,400,000	2
PWC-042	Prince William County	Route 234 Operational Improvements	\$ 10,000,000	PE, CN, Asset Acq	\$ 10,000,000	PE, CN, Asset Acq	\$ 16,400,000	3
FFX-138	Fairfax County	Seven Corners Ring Road Improvements*	\$ 122,229,417	PE, ROW, CN	\$ 122,229,417	PE, ROW, CN	\$ 138,629,417	4
MAN-003	City of Manassas	Roundabout at Route 28 and Sudley Rd	\$ 4,020,000	CN	\$ 4,020,000	CN	\$ 142,649,417	5
VRE-017	VRE	VRE Backlick Road Station Improvements	\$ 6,145,103	CN	\$ 6,145,103	CN	\$ 148,794,520	6
ALX-032	City of Alexandria	South Van Dorn Street Bridge Enhancements*	\$ 10,000,000	CN	\$ 10,000,000	CN	\$ 158,794,520	7
ALX-033	City of Alexandria	Alexandria Metroway Enhancements	\$ 7,000,000	ROW, CN	\$ 7,000,000	ROW, CN	\$ 165,794,520	8
CMP-001	City of Manassas Park	Route 28-Centreville Road Corridor Improvements	\$ 40,000,000	PE, ROW, CN	\$ 40,000,000	PE, ROW, CN	\$ 205,794,520	9
CFX-019	City of Fairfax	Blenheim Boulevard (formerly, Old Lee Highway) Multimodal Improvements* #2	\$ 5,400,000	CN	\$ 5,400,000	CN	\$ 211,194,520	10
ALX-029	City of Alexandria	Safety Improvements at High-Crash Intersections	\$ 3,000,000	PE	\$ 3,000,000	PE	\$ 214,194,520	11
PWC-040	Prince William County	Route 234 and Sudley Manor Drive Interchange	\$ 115,000,000	PE, ROW, CN	\$ 115,000,000	PE, ROW, CN	\$ 329,194,520	12
PWC-043	Prince William County	The Landing at Prince William Transit Center	\$ 25,000,000	PE, ROW, CN	\$ 25,000,000	PE, ROW, CN	\$ 354,194,520	13
LDN-034	Loudoun County	Route 15 at Braddock Road Roundabout	\$ 10,000,000	ROW, CN	\$ 10,000,000	ROW, CN	\$ 364,194,520	14
PWC-044	Prince William County	Triangle Mobility Hub and First/Last Mile Connection Improvements	\$ 10,000,000	PE, ROW, CN	\$ 10,000,000	PE, ROW, CN	\$ 374,194,520	15
ARL-022	Arlington County	Shirlington Bus Station Expansion #1	\$ 11,600,000	PE, ROW, CN	\$ -		\$ 374,194,520	16
PWC-041	Prince William County	Route 234 Bicycle and Pedestrian Facility Over I-95	\$ 12,000,000	PE, ROW, CN	\$ 12,000,000	PE, ROW, CN	\$ 386,194,520	17
CFX-018	City of Fairfax	Northfax Network Improvements - Northfax East-West Road #2	\$ 18,332,754	PE, ROW, CN	\$ 12,932,754	PE, ROW	\$ 399,127,274	18
LDN-029	Loudoun County	Old Ox Road Widening - Shaw Road to Oakgrove Road	\$ 30,000,000	CN	\$ 30,000,000	CN	\$ 429,127,274	19
FFX-136	Fairfax County	Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)	\$ 90,000,000	PE, ROW, CN	\$ 27,299,000	PE, ROW	\$ 456,426,274	20
FFX-134	Fairfax County	Frontier Drive Extension and Intersection Improvements*	\$ 164,992,286	PE, ROW, CN	\$ 111,957,472	CN	\$ 568,383,746	21
LDN-033	Loudoun County	Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard	\$ 15,000,000	ROW, CN	\$ 15,000,000	ROW, CN	\$ 583,383,746	22
FFX-135	Fairfax County	Route 7 Multimodal Improvements (I-495 to I-66)	\$ 210,000,000	PE, ROW, CN	\$ 101,351,506	PE, ROW	\$ 684,735,252	23
ARL-023	Arlington County	CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector)* #1	\$ 21,100,000	CN	\$ 11,600,000	CN	\$ 696,335,252	24
TOTAL			\$ 947,219,560		\$ 696,335,252			

PPC Action: #1 ARL-023 CC2DCA Multimodal Connection project is recommended to be funded \$11,600,000 (for construction phase) by transferring that amount from the NVRTA staff-recommended ARL-022 Shirlington Bus Station Expansion project.

#2 CFX-019 Blenheim Boulevard Multimodal Improvements project is recommended to be funded \$5,400,000 (for construction phase) by transferring that amount from the NVRTA staff-recommended CFX-018 Northfax Network Improvements - Northfax East-West Road project.

Notes:

*	Previously funded project
xxx	Approved projects with amounts in red are partial funding only for the phases identified in red
	Projects in red shade have no funding recommended

PE	Preliminary Engineering/Design
ROW	Right of Way
CN	Construction
Asset Acq	Asset Acquisition

Summary By Jurisdiction/Agency

Jurisdiction	No. of Applications	# Recommended	Requested Funds	Recommended	% of Request	% of Total
Arlington County	2	1	\$ 32,700,000	\$ 11,600,000	35%	1.7%
Fairfax County	4	4	\$ 587,221,703	\$ 362,837,395	62%	52.1%
Loudoun County	3	3	\$ 55,000,000	\$ 55,000,000	100%	7.9%
Prince William County	5	5	\$ 172,000,000	\$ 172,000,000	100%	24.7%
City of Alexandria	4	4	\$ 25,000,000	\$ 25,000,000	100%	3.6%
City of Fairfax	2	2	\$ 23,732,754	\$ 18,332,754	77%	2.6%
City of Falls Church	1	1	\$ 1,400,000	\$ 1,400,000	100%	0.2%
City of Manassas	1	1	\$ 4,020,000	\$ 4,020,000	100%	0.6%
City of Manassas Park	1	1	\$ 40,000,000	\$ 40,000,000	100%	5.7%
VRE	1	1	\$ 6,145,103	\$ 6,145,103	100%	0.9%
Total	24	23	\$ 947,219,560	\$ 696,335,252	74%	100%

PPC Action:

#1 ARL-023 CC2DCA Multimodal Connection project is recommended to be funded \$11,600,000 (for construction phase) by transferring that amount from the NVTA staff-recommended ARL-022 Shirlington Bus Station Expansion project.

#2 CFX-019 Blenheim Boulevard Multimodal Improvements project is recommended to be funded \$5,400,000 (for construction phase) by transferring that amount from the NVTA staff-recommended CFX-018 Northfax Network Improvements - Northfax East-West Road project.

Summary By Mode

Mode	No. of Applications	# Recommended	Requested Funds	Recommended	Recommended/ Requested (%)	Recommended/ SYP Total (%)
Roadway	6	6	\$ 560,554,457	\$ 393,471,149	70.2%	56.5%
Intersection/Interchange	5	5	\$ 259,020,000	\$ 196,319,000	75.8%	28.2%
Transit	6	5	\$ 69,745,103	\$ 58,145,103	83.4%	8.4%
Bike and Pedestrian	4	4	\$ 41,500,000	\$ 32,000,000	77.1%	4.6%
Technology	3	3	\$ 16,400,000	\$ 16,400,000	100.0%	2.4%
Total	24	23	\$ 947,219,560	\$ 696,335,252	74%	100%

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 3, 2024

SUBJECT: Approval of Recommendation to Reallocate Regional Surface Transportation Program (RSTP) funds for Prince William County

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval to recommend reallocation of Regional Surface Transportation Program (RSTP) funds for Prince William County.
2. **Suggested Motion:** *I move Authority approval to recommend the reallocation of \$2,000,000 of Regional Surface Transportation Program (RSTP) funds from UPC 118313 to UPC 119073 for Prince William County.*
3. **Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation Air and Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.
4. **Discussion:** On June 27, 2024, Prince William County requested the following reallocation:
 - A. \$2,000,000 from UPC 118313 (University Boulevard Extension) to UPC 119073 (Prince William Parkway (Route 294) and Old Bridge Road Intersection Improvement).
The Route 294 and Old Bridge Road Intersection Improvement project is a SMART SCALE funded project that is in the Right-of-Way phase and has a funding need in FY2025. The project realigns the intersection of Prince William Parkway to make the Parkway the primary through movement and mitigate traffic diverting to Old Bridge Road, which serves primarily residential neighborhoods and has significant safety issues. The project also includes construction of sidewalks to improve pedestrian safety. The University Boulevard Extension project is in preliminary design and does not need additional funds in FY2025. This transfer will better align the funding with project schedules. At its meeting on June 27, 2024, the RJACC recommended approval of the request.

Attachments:

- A. Prince William County Request Letter
- B. DRAFT Letter to VDOT NOVA District Administrator Cuttler

Coordination: Regional Jurisdiction and Agency Coordinating Committee



June 12, 2024

Monica Backmon
Chief Executive Officer
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive
Fairfax, VA 22031

RE: Request to Transfer Regional Surface Transportation Program Funds

Ms. Backmon,

Prince William County requests the approval of the NVTA RJACC for the transfer of RSTP funding. Prince William County requests the transfer of a total of \$2,000,000 in RSTP funds from the following balance account:

- University Boulevard Extension: Devlin Rd to Wellington Rd (UPC 118313)

The funds are requested to be transferred to the following projects:

- Route 294 and Old Bridge Road Intersection Improvement (UPC 119073)

The Route 294 and Old Bridge Road Intersection Improvement project is a SMART SCALE funded project that is in the Right-of-Way phase and has a funding need in fiscal year (FY) 2025. The project realigns the intersection of Route 294 (Prince William Parkway) to make the Parkway the primary through movement and mitigate traffic diverting to Old Bridge Road, which serves primarily residential neighborhoods and has significant safety issues. The project also includes construction of sidewalks to improve pedestrian safety. The University Boulevard Extension project is in preliminary design and does not need additional funds in FY 2025. This transfer will better align the funding with project schedules.

The Route 294 and Old Bridge Road Intersection Improvement project has not previously been authorized for RSTP funding and this transfer will require Authority approval. If you have questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ricardo Canizales".

Ricardo Canizales
Director of Transportation

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 6/12/2024

Name of Jurisdiction/Agency Requesting: Prince William County Department of Transportation

Current Balance of RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$32,095,000

From (Donor):

To (Recipient):

<u>UPC</u>	<u>Project Description</u>	<u>Type of Funds</u>	<u>Transfer from Previous Fiscal Years</u>	<u>If No, Year Requested</u>	<u>Transfer Amount</u>	<u>UPC</u>	<u>Project Description</u>	<u>Previously Approved by NVTA</u>	<u>If Yes, Year Approved</u>	<u>JACC Approval (NVTA)</u>	<u>Authority Approval (NVTA)</u>	<u>Funds Verified (VDOT)</u>	<u>Completed (VDOT)</u>
118313	University Blvd Extension (Devlin Rd to Wellington Rd)	RSTP	N	2025	\$2,000,000.00	119073	Route 294 and Old Bridge Road Intersection Improvement	N					

TOTAL OF TRANSFER - \$2,000,000

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

July 11, 2024

Mr. William Cuttler
District Administrator
Virginia Department of Transportation
4975 Alliance Dr., Suite 4E-342
Fairfax, Virginia 22030

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) funds for Prince William County.

Dear Mr. Cuttler:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, since the receiving project is new, the Authority needs to approve the transfer requests before any funds can be reallocated.

On June 27, 2024, Prince William County requested a total transfer of \$2,000,000 from UPC 118313 (University Boulevard Extension) to UPC 119073 (Route 294 and Old Bridge Road Intersection Improvement).

The Route 294 and Old Bridge Road Intersection Improvement project is a SMART SCALE funded project that is in the Right-of-Way phase and has a funding need in FY2025. The project realigns the intersection of Route 294 (Prince William Parkway) to make the Parkway the primary through movement and mitigate traffic diverting to Old Bridge Road, which serves primarily residential neighborhoods and has significant safety issues. The project also includes construction of sidewalks to improve pedestrian safety. The University Boulevard Extension project is in preliminary design and does not need additional funds in FY2025. This transfer will better align the funding with project schedules.

On July 11, 2024, the Authority approved the request noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP). Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, Chief Executive Officer, NVTA
Ric Canizales, Director of Transportation, Prince William County

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 3, 2024

SUBJECT: Approval of Recommendation to Allocate \$3 Million in Transform I-66 Outside the Beltway Concessionaire Funding for the City of Fairfax

1. **Purpose:** To seek Northern Virginia Transportation Authority approval of recommendation to allocate \$3 million in available Transform I-66 Outside the Beltway Concessionaire funding for the City of Fairfax.
2. **Suggested Motion:** *I move Authority approval of recommendation to the Commonwealth Transportation Board to allocate \$3,000,000 in Transform I-66 Outside the Beltway Concessionaire funding from Balance Entry to George Snyder Trail.*
3. **Background:** As part of the Transform I-66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment). Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the Public-Private Transportation Act of 1995 (PPTA); and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Board in making project allocations from moneys in the Account.
On July 13, 2017, the Authority, with input from local jurisdictions and agencies, developed a list of projects for presentation to and consideration by the Commonwealth Transportation Board (CTB) as projects that may be funded with funds from the Concession Payment. VDOT also recommended that the funding be used to fund, in whole or part, several Route 29 Projects in Fairfax County. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority and the Route 29 Projects. Since this action, the Authority has subsequently reviewed and recommended approval of additional transfers on some of the previously approved projects.
4. **Discussion:** On June 27, 2024, the City of Fairfax requested the following allocation:
 - A. A total transfer of \$3,000,000 in I-66 Concession Funds from Balance Entry to George Snyder Trail.
The city was awarded \$17,300,000 in Transform I-66 Outside the Beltway Concession Payment funds for the George Snyder Trail project. The city has completed Right of Way

acquisition and is preparing to submit final plans to VDOT. The requested transfer will allow the City of Fairfax to meet the higher than anticipated final project estimates. The Regional Jurisdiction and Agency Coordinating Committee (RJACC) recommended approval of the transfer request at their June 27, 2024, meeting.

5. **Next Steps.** Upon Authority approval of recommendation, the transfer request will be sent to the CTB to be included in the transfer report.

Attachments:

- A. Request Letter from City of Fairfax
- B. DRAFT Letter to VDOT NOVA District Administrator Cuttler

Coordination: Regional Jurisdiction and Agency Coordinating Committee



City of Fairfax, Virginia
10455 Armstrong Street • Fairfax, VA 22030-3630
703-385-7930 • www.fairfaxva.gov

June 17, 2024

Ms. Monica Backmon, Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive
Suite 200
Fairfax, VA 22031

RE: George Snyder Trail Request for Additional Funding

Dear Ms. Backmon,

The City was awarded \$17.3M in I-66 Outside the Beltway Project concessionaire funding for the George Snyder Trail project. The City has completed right of way acquisition and is preparing to submit final plans to VDOT for authorization to advertise. However, the updated final project estimate has come in approximately \$3M higher than the previous estimate. Accordingly, the city requests NVTA's recommendation to the Commonwealth Transportation Board for an additional \$3M to fund the updated project estimate.

If you have any questions or comments, please contact me at (703) 385-7889 or by electronic mail at Wendy.Sanford@fairfaxva.gov.

Sincerely,

A handwritten signature in cursive script that reads 'Wendy Block Sanford'.

Wendy Block Sanford
Transportation Director

CC:
Laszlo Palko, City Manager



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

July 11, 2024

Mr. William Cuttler
District Administrator
Virginia Department of Transportation
4975 Alliance Dr. Suite 4E-342
Fairfax, Virginia 22030

Reference: Request an allocation of Transform I-66 Outside the Beltway Concessionaire Funds for City of Fairfax

Dear Mr. Cuttler:

As part of the Transform I-66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment). Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the PPTA; and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Board in making project allocations from moneys in the Account.

On July 13, 2017, the Northern Virginia Transportation Authority (the Authority), with input from local jurisdictions, developed a list of projects for presentation to and consideration by the Commonwealth Transportation Board (CTB) as projects that may be funded with funds from the Concession Payment. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority.

On June 27, 2024, the City of Fairfax requested the following allocation:

- \$3,000,000 in I-66 Concessionaire Funds from Balance Entry to George Snyder Trail.

The city was awarded \$17,300,000 in Transform I-66 Outside the Beltway Concessionaire Funds were for the George Snyder Trail project. The requested transfer will allow the City of Fairfax to meet the higher than anticipated final project estimates.

On July 11, 2024, the Authority recommended approval of the transfer. Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, Chief Executive Officer, NVTA
Wendy Block Sanford, Transportation Director, City of Fairfax

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Mayor Wilson, Chair, Planning and Programming
Committee

DATE: June 26, 2024

SUBJECT: Planning and Programming Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning and Programming Committee (PPC).
2. **Background:** The Planning and Programming Committee met on June 25, 2024, at 5 p.m. The meeting was held at the NVTA offices. Four Committee members attended in-person and one member attended remotely. The meeting was livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of May 6, 2024, Meeting:** The meeting summary for the May 6, 2024, meeting was approved unanimously.
 - B. **Review FY2024-2029 Six Year Program Staff Recommendations:** The Committee received a brief introduction to the Six Year Program (SYP) process from Mr. Jasper. Mr. Jasper explained the deliberations of the Technical Advisory Committee (TAC) and their unanimous endorsement of the staff recommendations. He further explained the deliberations of the Planning Coordination Advisory Committee (PCAC), which endorsed staff recommendations with a vote of 7 yeas and 2 nays .
The committee further discussed various aspects of the recommendations. The Committee made two changes to the NVTA staff recommendations:
 - i. ARL-023 CC2DCA Multimodal Connection project to be funded \$11,600,000 (for construction phase) by transferring that amount from the NVTA staff-recommended ARL-022 Shirlington Bus Station Expansion project.
 - ii. CFX-019 Blenheim Boulevard Multimodal Improvements project to be funded \$5,400,000 (for construction phase) by transferring that amount from the NVTA staff-recommended CFX-018 Northfax Network Improvements - Northfax East-West Road project.

With the two changes noted above the PPC unanimously voted to recommend the revised project list to the Authority.

With that action and taking account of the preceding endorsements by the PCAC and TAC, the resulting recommendations are referred to as the PPC Recommendations for FY2024-2029 SYP (Attachment A). NVTA staff posted the PPC Recommendations on the FY2024-29 SYP webpage <https://thenovaauthority.org/fy2024-2029/> on June 25, 2024,

meeting a legal requirement to post final recommendations at least 15 days prior to the meeting at which the Authority will adopt the Six Year Program.

In addition, the PPC endorsed the two motions approved by the PCAC:

- i. Direct NVTA staff to evaluate a policy to address resubmitted projects that have experienced a cost increase.
- ii. Direct NVTA staff to look at projected Long Term Benefit (LTB) ten years into future to understand when balance can be achieved.

4. Discussion Items:

A. Preliminary Deployment Plan for Regional Bus Rapid Transit System (PDP-BRT): Mr. Jasper briefed the committee that NVTA staff held Part 1 of a two-part work session with the Authority at its June 13 meeting. The second part is anticipated to be held at the July 11 meeting.

B. NVTA Update: Ms. Backmon noted that the Annual Northern Virginia Transportation Roundtable, hosted jointly by NVTA and Intelligent Transportation Society of Virginia (ITSVA), will be held on October 9, 2024, at the new NVTA offices. Additionally, NVTA's inaugural State of the Region's Transportation Annual Report will be held on October 30, 2024, at the new NVTA offices.

5. Next Steps: The PPC will continue to be engaged in the development of the PDP-BRT. The next committee meeting date will be decided later.

Attachments:

A. FY2024-2029 Six Year Program PPC Recommendations



Northern Virginia Transportation Authority
 Planning and Programming Committee (PPC) Recommendations for FY2024-2029 Six Year Program

6/25/2024

Application ID	Jurisdiction/ Agency	Project Title	Requested Funding	Requested Phase(s)	Recommended Funding	Approved Phase(s)	Cumulative Recommendation	Congestion Reduction Relative to Cost (CRRC) Rank
CFC-011	City of Falls Church	City of Falls Church Signal Prioritization Project	\$ 1,400,000	PE, CN	\$ 1,400,000	PE, CN	\$ 1,400,000	1
ALX-037	City of Alexandria	Smart & Connected Vehicle Infrastructure	\$ 5,000,000	PE, CN	\$ 5,000,000	PE, CN	\$ 6,400,000	2
PWC-042	Prince William County	Route 234 Operational Improvements	\$ 10,000,000	PE, CN, Asset Acq	\$ 10,000,000	PE, CN, Asset Acq	\$ 16,400,000	3
FFX-138	Fairfax County	Seven Corners Ring Road Improvements*	\$ 122,229,417	PE, ROW, CN	\$ 122,229,417	PE, ROW, CN	\$ 138,629,417	4
MAN-003	City of Manassas	Roundabout at Route 28 and Sudley Rd	\$ 4,020,000	CN	\$ 4,020,000	CN	\$ 142,649,417	5
VRE-017	VRE	VRE Backlick Road Station Improvements	\$ 6,145,103	CN	\$ 6,145,103	CN	\$ 148,794,520	6
ALX-032	City of Alexandria	South Van Dorn Street Bridge Enhancements*	\$ 10,000,000	CN	\$ 10,000,000	CN	\$ 158,794,520	7
ALX-033	City of Alexandria	Alexandria Metroway Enhancements	\$ 7,000,000	ROW, CN	\$ 7,000,000	ROW, CN	\$ 165,794,520	8
CMP-001	City of Manassas Park	Route 28-Centreville Road Corridor Improvements	\$ 40,000,000	PE, ROW, CN	\$ 40,000,000	PE, ROW, CN	\$ 205,794,520	9
CFX-019	City of Fairfax	Blenheim Boulevard (formerly, Old Lee Highway) Multimodal Improvements* #2	\$ 5,400,000	CN	\$ 5,400,000	CN	\$ 211,194,520	10
ALX-029	City of Alexandria	Safety Improvements at High-Crash Intersections	\$ 3,000,000	PE	\$ 3,000,000	PE	\$ 214,194,520	11
PWC-040	Prince William County	Route 234 and Sudley Manor Drive Interchange	\$ 115,000,000	PE, ROW, CN	\$ 115,000,000	PE, ROW, CN	\$ 329,194,520	12
PWC-043	Prince William County	The Landing at Prince William Transit Center	\$ 25,000,000	PE, ROW, CN	\$ 25,000,000	PE, ROW, CN	\$ 354,194,520	13
LDN-034	Loudoun County	Route 15 at Braddock Road Roundabout	\$ 10,000,000	ROW, CN	\$ 10,000,000	ROW, CN	\$ 364,194,520	14
PWC-044	Prince William County	Triangle Mobility Hub and First/Last Mile Connection Improvements	\$ 10,000,000	PE, ROW, CN	\$ 10,000,000	PE, ROW, CN	\$ 374,194,520	15
ARL-022	Arlington County	Shirlington Bus Station Expansion #1	\$ 11,600,000	PE, ROW, CN	\$ -		\$ 374,194,520	16
PWC-041	Prince William County	Route 234 Bicycle and Pedestrian Facility Over I-95	\$ 12,000,000	PE, ROW, CN	\$ 12,000,000	PE, ROW, CN	\$ 386,194,520	17
CFX-018	City of Fairfax	Northfax Network Improvements - Northfax East-West Road #2	\$ 18,332,754	PE, ROW, CN	\$ 12,932,754	PE, ROW	\$ 399,127,274	18
LDN-029	Loudoun County	Old Ox Road Widening - Shaw Road to Oakgrove Road	\$ 30,000,000	CN	\$ 30,000,000	CN	\$ 429,127,274	19
FFX-136	Fairfax County	Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)	\$ 90,000,000	PE, ROW, CN	\$ 27,299,000	PE, ROW	\$ 456,426,274	20
FFX-134	Fairfax County	Frontier Drive Extension and Intersection Improvements*	\$ 164,992,286	PE, ROW, CN	\$ 111,957,472	CN	\$ 568,383,746	21
LDN-033	Loudoun County	Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard	\$ 15,000,000	ROW, CN	\$ 15,000,000	ROW, CN	\$ 583,383,746	22
FFX-135	Fairfax County	Route 7 Multimodal Improvements (I-495 to I-66)	\$ 210,000,000	PE, ROW, CN	\$ 101,351,506	PE, ROW	\$ 684,735,252	23
ARL-023	Arlington County	CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector)* #1	\$ 21,100,000	CN	\$ 11,600,000	CN	\$ 696,335,252	24
TOTAL			\$ 947,219,560		\$ 696,335,252			

PPC Action: #1 ARL-023 CC2DCA Multimodal Connection project is recommended to be funded \$11,600,000 (for construction phase) by transferring that amount from the NVRTA staff-recommended ARL-022 Shirlington Bus Station Expansion project.
 #2 CFX-019 Blenheim Boulevard Multimodal Improvements project is recommended to be funded \$5,400,000 (for construction phase) by transferring that amount from the NVRTA staff-recommended CFX-018 Northfax Network Improvements - Northfax East-West Road project.

Notes:

*	Previously funded project
xxx	Approved projects with amounts in red are partial funding only for the phases identified in red
	Projects in red shade have no funding recommended

PE	Preliminary Engineering/Design
ROW	Right of Way
CN	Construction
Asset Acq	Asset Acquisition

Summary By Jurisdiction/Agency

Jurisdiction	No. of Applications	# Recommended	Requested Funds	Recommended	% of Request	% of Total
Arlington County	2	1	\$ 32,700,000	\$ 11,600,000	35%	1.7%
Fairfax County	4	4	\$ 587,221,703	\$ 362,837,395	62%	52.1%
Loudoun County	3	3	\$ 55,000,000	\$ 55,000,000	100%	7.9%
Prince William County	5	5	\$ 172,000,000	\$ 172,000,000	100%	24.7%
City of Alexandria	4	4	\$ 25,000,000	\$ 25,000,000	100%	3.6%
City of Fairfax	2	2	\$ 23,732,754	\$ 18,332,754	77%	2.6%
City of Falls Church	1	1	\$ 1,400,000	\$ 1,400,000	100%	0.2%
City of Manassas	1	1	\$ 4,020,000	\$ 4,020,000	100%	0.6%
City of Manassas Park	1	1	\$ 40,000,000	\$ 40,000,000	100%	5.7%
VRE	1	1	\$ 6,145,103	\$ 6,145,103	100%	0.9%
Total	24	23	\$ 947,219,560	\$ 696,335,252	74%	100%

PPC Action: *#1 ARL-023 CC2DCA Multimodal Connection project is recommended to be funded \$11,600,000 (for construction phase) by transferring that amount from the NVTA staff-recommended ARL-022 Shirlington Bus Station Expansion project.*
#2 CFX-019 Blenheim Boulevard Multimodal Improvements project is recommended to be funded \$5,400,000 (for construction phase) by transferring that amount from the NVTA staff-recommended CFX-018 Northfax Network Improvements - Northfax East-West Road project.

Summary By Mode

Mode	No. of Applications	# Recommended	Requested Funds	Recommended	Recommended/ Requested (%)	Recommended/ SYP Total (%)
Roadway	6	6	\$ 560,554,457	\$ 393,471,149	70.2%	56.5%
Intersection/Interchange	5	5	\$ 259,020,000	\$ 196,319,000	75.8%	28.2%
Transit	6	5	\$ 69,745,103	\$ 58,145,103	83.4%	8.4%
Bike and Pedestrian	4	4	\$ 41,500,000	\$ 32,000,000	77.1%	4.6%
Technology	3	3	\$ 16,400,000	\$ 16,400,000	100.0%	2.4%
Total	24	23	\$ 947,219,560	\$ 696,335,252	74%	100%

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Randy Boice, Chairman, Technical Advisory Committee

DATE: June 26, 2024

SUBJECT: Technical Advisory Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Technical Advisory Committee (TAC).
2. **Background:** The TAC met on June 20, 2024, at 7 p.m. The meeting was held in-person. Seven committee members attended the meeting, and the meeting was livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of March 20, 2024, Meeting:** The meeting summary for the March 20, 2024, meeting was unanimously approved.
 - B. **Summary Notes of May 15, 2024, Meeting:** The meeting summary for the May 15, 2024, meeting was unanimously approved.
 - C. **Review FY2024-2029 Six Year Program Staff Recommendations:** Mr. Jasper, Principal, Transportation Planning and Programming, presented the staff recommendations for the FY2024-2029 Six Year Program (SYP) to the committee. He discussed the key components of project selection – eligibility, quantitative analysis, qualitative considerations, and public comment – with particular emphasis on the legally required priority for Congestion Reduction Relative to Cost (CRRC). The committee discussed various aspects of the recommendations, including CRRC scores, project cost increase, public comments and partial funding recommendation. A motion to approve the FY2024-2029 Six Year Program Staff Recommendations was passed unanimously. Recommended project list is provided as Attachment A.
4. **Discussion Items:**
 - A. **Preliminary Deployment Plan for Regional Bus Rapid Transit System (PDP-BRT):** Mr. Jasper briefed the committee that NVTA staff held Part 1 of a two-part work session with the Authority at its June 13 meeting. The second part is anticipated to be held at the July 11 meeting.
 - B. **NVTA Update:** Ms. Backmon noted that the Annual Northern Virginia Transportation Roundtable, hosted jointly by NVTA and Intelligent Transportation Society of Virginia (ITSVA), will be held on October 9, 2024, at the new NVTA offices. Additionally, NVTA's inaugural State of the Region's Transportation Annual Report will be held on October 30, 2024, at the new NVTA offices.

5. Next Steps: The TAC will continue to be engaged in the development of the PDP-BRT. Next scheduled meeting of the Committee is on July 17, 2024.

Attachments:

A. FY2024-2029 Six Year Program TAC Recommendations



Northern Virginia Transportation Authority
 FY2024-2029 Six Year Program: **Technical Advisory Committee (TAC) Recommendations**

6/20/2024

Application ID	Jurisdiction/ Agency	Project Title	Requested Funding	Requested Phase(s)	Recommended Funding	Approved Phase(s)	Cumulative Recommendation	Congestion Reduction Relative to Cost (CRRC) Rank
CFC-011	City of Falls Church	City of Falls Church Signal Prioritization Project	\$ 1,400,000	PE, CN	\$ 1,400,000	PE, CN	\$ 1,400,000	1
ALX-037	City of Alexandria	Smart & Connected Vehicle Infrastructure	\$ 5,000,000	PE, CN	\$ 5,000,000	PE, CN	\$ 6,400,000	2
PWC-042	Prince William County	Route 234 Operational Improvements	\$ 10,000,000	PE, CN, Asset Acq	\$ 10,000,000	PE, CN, Asset Acq	\$ 16,400,000	3
FFX-138	Fairfax County	Seven Corners Ring Road Improvements*	\$ 122,229,417	PE, ROW, CN	\$ 122,229,417	PE, ROW, CN	\$ 138,629,417	4
MAN-003	City of Manassas	Roundabout at Route 28 and Sudley Rd	\$ 4,020,000	CN	\$ 4,020,000	CN	\$ 142,649,417	5
VRE-017	VRE	VRE Backlick Road Station Improvements	\$ 6,145,103	CN	\$ 6,145,103	CN	\$ 148,794,520	6
ALX-032	City of Alexandria	South Van Dorn Street Bridge Enhancements*	\$ 10,000,000	CN	\$ 10,000,000	CN	\$ 158,794,520	7
ALX-033	City of Alexandria	Alexandria Metroway Enhancements	\$ 7,000,000	ROW, CN	\$ 7,000,000	ROW, CN	\$ 165,794,520	8
CMP-001	City of Manassas Park	Route 28-Centreville Road Corridor Improvements	\$ 40,000,000	PE, ROW, CN	\$ 40,000,000	PE, ROW, CN	\$ 205,794,520	9
CFX-019	City of Fairfax	Blenheim Boulevard (formerly, Old Lee Highway) Multimodal Improvements*	\$ 5,400,000	CN	\$ -		\$ 205,794,520	10
ALX-029	City of Alexandria	Safety Improvements at High-Crash Intersections	\$ 3,000,000	PE	\$ 3,000,000	PE	\$ 208,794,520	11
PWC-040	Prince William County	Route 234 and Sudley Manor Drive Interchange	\$ 115,000,000	PE, ROW, CN	\$ 115,000,000	PE, ROW, CN	\$ 323,794,520	12
PWC-043	Prince William County	The Landing at Prince William Transit Center	\$ 25,000,000	PE, ROW, CN	\$ 25,000,000	PE, ROW, CN	\$ 348,794,520	13
LDN-034	Loudoun County	Route 15 at Braddock Road Roundabout	\$ 10,000,000	ROW, CN	\$ 10,000,000	ROW, CN	\$ 358,794,520	14
PWC-044	Prince William County	Triangle Mobility Hub and First/Last Mile Connection Improvements	\$ 10,000,000	PE, ROW, CN	\$ 10,000,000	PE, ROW, CN	\$ 368,794,520	15
ARL-022	Arlington County	Shirlington Bus Station Expansion	\$ 11,600,000	PE, ROW, CN	\$ 11,600,000	PE, ROW, CN	\$ 380,394,520	16
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CFX-018	City of Fairfax	Northfax Network Improvements - Northfax East-West Road	\$ 18,332,754	PE, ROW, CN	\$ 18,332,754	PE, ROW, CN	\$ 410,727,274	18
LDN-029	Loudoun County	Old Ox Road Widening - Shaw Road to Oakgrove Road	\$ 30,000,000	CN	\$ 30,000,000	CN	\$ 440,727,274	19
FFX-136	Fairfax County	Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)	\$ 90,000,000	PE, ROW, CN	\$ 27,299,000	PE, ROW	\$ 468,026,274	20
FFX-134	Fairfax County	Frontier Drive Extension and Intersection Improvements*	\$ 164,992,286	PE, ROW, CN	\$ 111,957,472	CN	\$ 579,983,746	21
LDN-033	Loudoun County	Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard	\$ 15,000,000	ROW, CN	\$ 15,000,000	ROW, CN	\$ 594,983,746	22
FFX-135	Fairfax County	Route 7 Multimodal Improvements (I-495 to I-66)	\$ 210,000,000	PE, ROW, CN	\$ 101,351,506	PE, ROW	\$ 696,335,252	23
ARL-023	Arlington County	CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector)*	\$ 21,100,000	CN	\$ -		\$ 696,335,252	24
TOTAL			\$ 947,219,560		\$ 696,335,252			

Notes:

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	Projects in red shade have no funding recommended

PE	Preliminary Engineering/Design
ROW	Right of Way
CN	Construction
Asset Acq	Asset Acquisition

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Mayor Colbert, Chair, Planning Coordination Advisory Committee

DATE: July 3, 2024

SUBJECT: Planning Coordination Advisory Committee Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning Coordination Advisory Committee (PCAC).
2. **Background:** The PCAC met on June 20, 2024, at 5:00 p.m. This was an in-person event with eight members, and one alternate member present. The meeting was also livestreamed on YouTube.
3. **Action Items:**
 - A. **Summary Notes of May 22, 2024, Meeting:** The May 22, 2024, meeting summary was approved.
 - B. **Review FY2024-2029 Six Year Program Staff Recommendations:** Mr. Jasper started his presentation with a short video on NVTA's Six Year Program (SYP) process, which was followed by an overview of this round of project funding recommendations and summary trends in public comments. He then shared more details on the decision-making process for full, partial, and no funding recommendations. During and after this presentation, committee members requested clarification on several aspects of funding criteria and shared their concerns and suggestions for the recommended action.

On the first motion to recommend Authority adoption of the staff recommendations, Arlington board member Cunningham proposed an amendment – *to reallocate funds from project ARL 022 (Shirlington Bus Station Expansion) to project ARL 023 (CC2DCA Multimodal Connection)*. This motion failed to pass (4 yeas, 4 nays, 1 abstain). The motion was then passed, without amendments, with 7 yeas and 2 nays. Recommended project list is provided as Attachment A.

In addition, committee members approved the following two motions unanimously:

 - i. *Direct staff to evaluate the creation of a policy to address resubmitted projects that have experienced a cost increase.*
 - ii. *Direct staff to look at a project's long term benefits to check when a jurisdiction's benefit shares will be balanced.*

4. Discussion/information Items:

A. Preliminary Deployment Plan for a Regional Bus Rapid Transit System (PDP-BRT): Mr. Jasper provided a brief status update on the two-part Authority work sessions on this topic.

B. NVTA Update: Ms. Backmon noted that the Annual Northern Virginia Transportation Roundtable, hosted jointly by NVTA and Intelligent Transportation Society of Virginia (ITSVA), will be held on October 9, 2024, at the new NVTA offices. Additionally, NVTA's inaugural State of the Region's Transportation Annual Report will be held on October 30, 2024, at the new NVTA offices.

5. Next Steps: PCAC members will continue to be engaged in the FY2024-2029 SYP and the PDP-BRT process as needed. The next scheduled meeting of the PCAC is on July 24, 2024, at 6:30 p.m. to be held in-person at NVTA Offices.

Attachments:

A. FY2024-2029 Six Year Program PCAC Recommendations



Northern Virginia Transportation Authority
 FY2024-2029 Six Year Program: **Planning Coordination Advisory Committee (PCAC) Recommendations**

6/20/2024

Application ID	Jurisdiction/ Agency	Project Title	Requested Funding	Requested Phase(s)	Recommended Funding	Approved Phase(s)	Cumulative Recommendation	Congestion Reduction Relative to Cost (CRRC) Rank
CFC-011	City of Falls Church	City of Falls Church Signal Prioritization Project	\$ 1,400,000	PE, CN	\$ 1,400,000	PE, CN	\$ 1,400,000	1
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Asset Acq	Asset Acquisition

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 3, 2024

SUBJECT: Chief Executive Officer's Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of items of interest not addressed in the agenda.
2. **Discussion Items:**
 - A. **DMVMoves Government Partners Advisory Group:** On June 17th, Monica Backmon, CEO, participated in the first meeting of the Government Partners Advisory Group for the DMVMoves initiative. On June 24th, DMVMoves staff requested data from each transit provider in the region to accurately identify existing conditions, approved plans, timelines, funding estimates and aspirational initiatives. NVTA will be providing detailed information and the current findings from NVTA's work on the Preliminary Deployment Plan for a Regional Bus Rapid Transit System (PDP-BRT). The DMVMoves team is developing the gaps analysis this summer and is aiming to present some of the gaps at the July Advisory Group meeting.
3. **NVTA Outreach Events:** See attached report for the NVTA outreach recap (Attachment A).
4. **Upcoming Events & Report Updates:**
 - A. NVTA Standing Committee Meetings
 - I. **Governance and Personnel Committee (GPC):** The next GPC meeting is scheduled for Thursday, September 12, 2024, at 5:30 pm at 2600 Park Tower Drive, Vienna, VA.
 - II. **Finance Committee:** The next Finance Committee meeting is scheduled for Thursday, September 12, 2024, at 6:00 pm at 2600 Park Tower Drive, Vienna, VA.
 - B. NVTA Statutory Committee Meetings
 - I. **Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled to meet Wednesday, July 17, 2024, at 7:00 pm on the first floor of 2600 Park Tower Drive, Vienna, VA.
 - II. **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee is scheduled for Wednesday, July 20, 2024, at 6:30 pm on the first floor of 2600 Park Tower Drive, Vienna, VA.

5. **CMAQ-RSTP Transfers:** The one RSTP transfer requested since the last Chief Executive Officer's report is presented in Attachment B.
6. **Regional Projects Status Report:** The updated Regional Projects Status Report (Attachment C) provides a narrative update for projects and the amount of project reimbursements requested and processed to date. Link to the Projects Status Report:
<https://thenovaauthority.org/funded-projects/>

Attachments:

- A. NVTA Outreach Recap
- B. RSTP Transfer
- C. Regional Funding Program Project Status Report



CEO Report Outreach Recap

Northern Virginia Association of Realtors' 2024 Economic Summit

June 11, 2024



On July 11, Monica Backmon spoke on a panel titled *Working for Regional Transportation Solutions* at the Northern Virginia Association of Realtors' (NVAR) 2024 Economic Summit. Moderated by Jason Stanford, President, Northern Virginia Transportation Alliance, Ms. Backmon discussed NVTA's initiative currently underway to develop a plan for a regional Bus Rapid Transit (BRT) system. Ms. Backmon was joined by Randy Clarke, General Manager and CEO, Washington Metropolitan Area Transit Authority (WMATA) and Kate Mattice, Executive Director, Northern Virginia Transportation Commission (NVTC).



Monument Garage and Transit Center Ribbon Cutting

June 20, 2024



On June 20th, NVTA celebrated the completion of Monument Garage and Transit Center alongside Fairfax County Government and the Virginia Department of Transportation and the I-66 Express Mobility Partners. NVTA was a proud partner, recommending \$40.9 million of I-66 Concessionaire funding on this project. This project is key to supporting the vitality and growth of the region by providing improved accessibility to multimodal transportation options!

Summit School and Telegraph Road Groundbreaking

June 21, 2024



On June 21st, NVTA joined Prince William County and the Northern Virginia Transportation Commission (NVTC) to break ground on the Summit School Road Extension and Telegraph Road Widening project! NVTA was proud to invest nearly \$40 million on this project, which is expected to reduce congestion by more than 1.2 million hours in the surrounding transportation network by 2040. This groundbreaking is more than just the start of a construction project, it is a commitment to enhancing the quality of life for our region!

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

TO: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: July 3, 2024

SUBJECT: Approval of Reallocation of Regional Surface Transportation Program (RSTP) funds for City of Falls Church

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) approval of the reallocation of Regional Surface Transportation Program (RSTP) funds for the City of Falls Church.
- 2. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On June 27, 2024, the City of Falls Church requested the following reallocation:

- Transfer of \$60,000 of RSTP funds from UPC 100411 (Pedestrian, Bicycle, Bridge and Traffic Calming Improvements) to UPC 108295 (Bridge Inspections)

The City of Falls Church is responsible for annual bridge safety inspections, as required by the Federal Highway Administration (FHWA) and Virginia Department of Transportation (VDOT) to ensure the safety of these structures. These funds allow the city to perform these annual inspections, as well as emergency inspections for extemporaneous circumstances like flooding or damage.

At its meeting on June 27, 2024, the RJACC approved this request.

Attachment(s): Request Letter from City of Falls Church
DRAFT Letter to VDOT NOVA District Administrator Cuttler

Coordination: Regional Jurisdiction and Agency Coordinating Committee



CITY OF FALLS CHURCH

June 25, 2024

Richard Roisman
 Regional Jurisdiction and Agency Coordinating Committee
 Northern Virginia Transportation Authority
 2600 Park Tower Drive Suite 601
 Vienna, VA 22180

Dear Mr. Roisman,

The City of Falls Church requests the approval of the Northern Virginia Transportation Authority to make the following transfers of Regional Surface Transportation Program (RSTP) Funding:

Transfer of \$60,000 in RSTP funds from “Pedestrian, Bicycle, Bridge and Traffic Calming Improvements” UPC 100411 to “Bridge Inspections” UPC 108295.

The City of Falls Church is responsible for annual bridge safety inspections, as required by the Federal Highway Administration (FHWA) and Virginia Department of Transportation (VDOT) to ensure the safety of these structures. These funds allow the City to perform these annual inspections, as well as emergency inspections for extemporaneous circumstances like flooding or damages.

If you have any questions, please contact me at 571-562-4066 or agolden@fallschurchva.gov.

Sincerely,

Allise Golden

Digitally signed by Allise Golden
 DN: cn=Allise Golden, o=City of Falls
 Church, ou=Department of Public Works,
 email=agolden@fallschurchva.gov, c=US
 Date: 2024.06.25 11:40:41 -0400

Allise Golden
 Grants Manager

CC: Caitlin Sobsey, Capital Improvements Program (CIP) Coordinator
 Melissa Ryman, Deputy Director of Finance
 Zak Bradley, Director of Public Works
 Kerri Oddenino, Principal Planner
 Paul Stoddard, Director of Planning

CMAQ/RSTP Transfer Request Form
(One Sheet Needed Per Donor Project)

Date: 6/25/2024

Name of Jurisdiction/Agency Requesting: City of Falls Church

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$ 698,000.00

From (Donor):					To (Recipient):								
UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
100411	Pedestrian, Bicycle, Bridge and Traffic Calming Improvements	RSTP	Y		\$48,000.00	108295	Bridge Inspections (80%)	Y	2022				
					\$12,000.00	108295	Bridge Inspections (20%)	Y	2022				

TOTAL OF TRANSFER \$60,000.00

Attach Signed Request of Transfer Letter



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

July 11, 2024

Mr. William Cuttler
District Administrator
Virginia Department of Transportation
4975 Alliance Dr., Suite 4E-342
Fairfax, Virginia 22030

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) for City of Falls Church.

Dear Mr. Cuttler:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On June 27, 2024, the City of Falls Church requested the following reallocation:

- Transfer of \$60,000 of RSTP funds from UPC 100411 (Pedestrian, Bicycle, Bridge and Traffic Calming Improvements) to UPC 108295 (Bridge Inspections)

The City of Falls Church is responsible for annual bridge safety inspections, as required by the Federal Highway Administration (FHWA) and Virginia Department of Transportation (VDOT) to ensure the safety of these structures. These funds allow the City to perform these annual inspections, as well as emergency inspections for extemporaneous circumstances like flooding or damage.

The RJACC approved the request on June 27, 2024, and the NVTA was informed at their July 11, 2024, meeting. The NVTA does not object to this reallocation.

Please take the necessary steps to reallocate these funds in the Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP). Thank you very much.

Sincerely,

Phyllis J. Randall
Chair

cc: Monica Backmon, CEO, NVTA
Caitlin Sobsey, Capital Improvements Program (CIP) Coordinator, City of Falls Church
Melissa Ryman, Deputy Director of Finance, City of Falls Church
Zak Bradley, Director of Public Works, City of Falls Church

NVTA Funding Program Project Status
Summary Report

As of July 1, 2024.			
NVTA's Regional Fund Program FY2014 - FY2027		Upcoming Public Information Meeting(s): NOTE: For latest information on project events, please refer to the "Events and Meetings" section on our home page - https://thenovaauthority.org/ For full status information, please check NVTA web page on regional fund projects - https://thenovaauthority.org/funded-projects/	
Total Revenue Allocated	\$3,121,078,666		
Total Amount Appropriated	\$2,030,549,169		
Total Amount Reimbursed	\$906,010,998		
Total Number of Individual Projects	122		
Number of Standard Project Agreements (SPAs)	162		Revenue Allocated
Closed out, project completed	47		\$379,792,635
Closed out, project ongoing	18		\$102,577,752
Executed, funded phase underway	55	\$1,436,250,112	
Executed, funded phase not started	6	\$76,374,000	
Appropriated, no SPA yet	4	\$35,554,670	
Approved, no appropriation yet	32	\$1,090,529,497	
Substantive Status Updates (during May 2024 - June 2024)**			
Project Title (program year)	Updated Status	% Reimbursed	
Arlington County			
Pentagon City Multimodal Connections and Transitway Extension (FY2018-2023)	Segment 2A: 100% Design Plans complete; Instruction-To-Bid package for construction solicitation is under staff review.	4.8%	
ART Operations and Maintenance Facilities (FY2018-2023)	Maintenance building: all floors complete & permanent power connected. Garage work nearly complete.	72.2%	
Boundary Channel Drive Interchange (FY2014)	A ribbon cutting ceremony was held on May 30, 2024.	100.0%	
Fairfax County			
Route 1 Widening - Mount Vernon Memorial Highway to Napper Road (FY2015-16/ FY2018-23/ FY2020-25/FY2022-27)	Notice to Proceed issued for parcel acquisitions between Jeff Todd Road and Frye Blvd on May 24, 2024.	FY2015-16: 100.0% FY2018-23: 13.9% FY2020-25: No SPA Executed FY2022-27: No SPA Executed	
Route 28 Widening: Prince William County Line to Route 29 (FY2015-16/FY2017/FY2018-23)	Fairfax County is processing a change order to revise the final completion date to July 9, 2024 (delayed).	FY2015-16: 100.0% FY2017: 92.4% FY2018-23: 57.5%	
Loudoun County			
Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643) (FY2018-23)	The roadway design plans are currently at 100% (resubmit in summer 2024).	5.5%	
Town of Leesburg			
Construct Interchange at Route 15 Bypass and Battlefield Parkway (FY2018-23)	The IAR has been approved by VDOT and the executed version is posted to the project webpage. Geotechnical tests and survey field work are completed.	60.6%	
Ongoing Projects Only - No Updates for This Current Cycle			
Project Title (program year)	Last Update Received	% Reimbursed	
Arlington County			
Rosslyn Multimodal Network Improvements (FY2020-25)	Oct-23	0.0%	
Prince William County			
North Woodbridge Mobility Improvements (FY2020-25)	Mar-24	16.2%	
Old Bridge Road Widening: Colby Drive to Minnieville Road (FY2022-27)	No updates since funding approval in July 2022.	0.0%	

**Substantive changes: SPA appendices A/B, Project administration, Start/completion of phases, Groundbreaking/ribbon-cutting ceremonies, Public information meetings, Major engineering progress.

NVTA Funding Program Project Status
Summary Report

City of Fairfax		
Jermantown Road/Route 29 Intersection Improvements (FY2020-25)	No updates in calendar years 2023/2024.	0.0%
Jermantown Road Corridor Improvements Project (FY2018-23)	Feb-24	2.7%
City of Manassas		
Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue (FY2022-27)	No updates in calendar years 2023/2024.	0.0%
Town of Herndon		
Herndon Parkway Improvements at Worldgate Drive Extension (FY2022-27)	No updates in calendar years 2023/2024.	0.0%
Town of Leesburg		
Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road (FY2014/FY2015-16/FY2018-23)	Mar-24	FY2014: 100.0% FY2015-16: 100.0% FY2018-23: 51.0%
NOVA Parks		
Arlington W&OD Trail Enhancements (FY2020-25)	No updates in calendar years 2023/2024.	0.0%
VPRA		
Franconia-Springfield Passenger Rail Bypass (FY2020-25)	Jan-24	0.0%
WMATA		
Blue Line Traction Power Upgrades (FY2017)	Feb-24	87.8%

**Substantive changes: SPA appendices A/B, Project administration, Start/completion of phases, Groundbreaking/ribbon-cutting ceremonies, Public information meetings, Major engineering progress.