



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE

Thursday, June 23, 2022, 7:30 p.m.

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

The meeting will be livestreamed on [NVTA's YouTube Channel](#)

AGENDA

- I. Call to Order/Welcome** Mayor Justin Wilson, Chair

Action

- II. Summary Notes of March 21, 2022, Meeting**
Recommended action: Approve meeting notes
- III. Review FY2022-2027 Six Year Program Staff Recommendations**
Mr. Jasper, Principal, Planning and Programming
Recommended Action: Recommend the Authority Adopt FY2022-2027 Six Year Program

Discussion/Information

- IV. TransAction Plan: Status Update**
Mr. Keith Jasper, Principal, Planning and Programming
- V. NVTA Update** Ms. Monica Backmon, CEO

Adjournment

- VI. Adjourn**

Next Meeting: TBD



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE

Monday, March 21, 2022, 5:00 p.m.
Northern Virginia Transportation Authority

SUMMARY NOTES

I. Call to Order/Welcome

- Chairman Wilson called the meeting to order at 5:02 p.m.
- Attendees:
 - **PPC Members:** Mayor Wilson (City of Alexandria); Council Member Snyder (City of Falls Church); Mayor Rishell (City of Manassas Park); Chair Wheeler (Prince William County).
 - **Other NVTa Members:** None.
 - **NVTa Staff:** Monica Backmon (CEO); Keith Jasper (Principal); Sree Nampoothiri (Senior Transportation Planner).
 - **Jurisdiction/Agency Staff:** Proceedings were livestreamed on YouTube Live.
 - **Others:** Tom Harrington (Cambridge Systematics) on Zoom platform.

Action

II. Summary Notes of November 29, 2021, Meeting

- The November 29, 2021, Planning and Programming Committee meeting summary was approved unanimously.

Discussion/Information

III. FY2022-2027 Six Year Program: Status Update

- Mr. Jasper noted that the meeting packet includes a summary of the FY2022-2027 Six Year Program (SYP) applications, map of the project locations, and link to the project description forms.
- Mr. Jasper shared a handout of the template for the project evaluation summary that will be made available on April 15th for public comment, in addition to the items shared in the meeting packet. He added that the Authority at its March meeting approved the public comment period from April 15th to May 22nd with a public hearing on May 12th. Ms. Backmon added that an open house will be held on May 4th at the VDOT offices as part of the annual joint transportation meeting.
- Mr. Jasper noted that staff funding recommendations will be developed after the public comment period and shared with the Committees in June. It is important for

this Committee to make a funding recommendation to the Authority and publish it 15 days prior to the July 14th Authority meeting, at which the Authority is anticipated to adopt the SYP .

- Mr. Jasper walked the Committee through the different evaluation factors in the template. The applications will be listed by the ranking of Congestion Reduction Relative to Cost (CRRC) rating as Virginia Code says that the Authority should give priority to CRRC. The summary will also provide the TransAction rating and ranking that are based on the ten performance measures and associated weights the Authority had approved in November and December of last year. Long Term Benefit of NVTAs investment using its 70% Regional Revenues is another factor that will be presented, noting that it may take multiple SYP cycles to correct any imbalances in the benefit compared to the revenues generated. Several qualitative factors such as external funds and past performance also will be presented. In addition, public opinion and geographic and modal balance will also be considered while developing funding recommendations.
- In response to Chair Wilson's question on where jurisdictions stand on Long Term Benefit, Ms. Backmon noted that the assessment during last round of SYP showed Arlington County slightly underperforming. She added that the Authority has always considered geographic balance as a factor in funding decisions to ensure some balance.
- In response to a question about available funds for the SYP, Ms. Backmon noted that the finance team is still working on the projections and a final number is not yet available. She noted that this work is made difficult due to the pandemic, changes due to the NVTAs funding sources, and potential changes to the tax revenues being discussed at the General Assembly. She added that the total candidate request is nearly \$1.2 billion, and the available funds will be much less than that.

IV. TransAction: Status Update

- Mr. Jasper reminded that the Authority approved performance measures and weights in November and December of 2021. He noted that the next three cycles of SYP will be based on the updated TransAction.
- Mr. Jasper added that following Phase 1 that included current condition analyses, future projections, and public engagement, the TransAction update is now on Phase 2. This phase includes various analyses of future conditions, impact of projects, and scenario analyses. The projects include those from the comprehensive plans and transportation plans of the jurisdictions and agencies as well as several regional projects identified by the TransAction team to address the unmet needs and public inputs.
- Mr. Jasper reminded that the results of a perception survey conducted in December 2021 was presented to the Authority in March. The trends analysis showed that the high growth of population and employment in Northern Virginia will potentially increase the trips made in the region. However, the post-pandemic situation and several other factors may make changes in trip patterns.

- Mr. Jasper noted that a series of blogs are being published on NVTA's TransAction website to present an introduction to TransAction and different aspects of technical analyses.
- Mr. Jasper noted that a Bus Rapid Transit (BRT) Planning Working Group was established with staff from NVTA jurisdictions, state and regional agencies, District Department of Transportation, and Montgomery and Prince George Counties. This working group looked at not only potential BRT corridors within each jurisdiction, but at a regional system that crosses boundaries and identifies needs for service levels, vehicles, maintenance/storage facilities, electrification, technology, mobility hubs, etc.
- In response to Mayor Rishell's questions in regards to where this information is published, Mr. Jasper noted that this working group was established by NVTA to help specifically with the development of TransAction, and the outcome of this work is not yet on NVTA's website but will be posted as part of TransAction update.
- In response to Council Member Snyder's question about Envision Route 7 project, Mr. Jasper noted that this project is included in TransAction and coordinated with Northern Virginia Transportation Commission and the jurisdictions. Mr. Jasper added that NVTA funded the first tranche of funding for this project in 2014.
- Chair Wheeler and Mayor Rishell appreciated the complexity of the process and how the small staff work hard to accomplish a fruitful process and product.
- In response to Mayor Wilson's question on next steps and products, Mr. Jasper informed the members that a Work Session for TransAction will be held for the Authority, similar to the one held in the fall of 2021 regarding goals/objectives/performance measures/weights, to present and get feedback on the analytical results that may result in policies and programs. Mr. Jasper added that the discussions can lead to identifying projects to be included in the TransAction Plan.
- Council Member Snyder encouraged the staff to look at innovative solutions to connect the origins and destination of trips in the region that can reduce environmental impacts. Mr. Jasper noted that analyses of such nature are fundamental to the process and are being looked at. He added the biggest origin and destination of trips in the region is Fairfax County and a large part of the destination within Fairfax County is Tysons area. He added that the model-based analyses and scenario/sensitivity analyses look at different alternate futures to understand how TransAction performs under these scenarios.
- Mr. Jasper noted that the analyses will be completed by the end of June and all the results are expected to be shared with the public for comments during the summer with a public hearing in September.

V. NVTA Update

- Ms. Backmon informed that NVTA staff are working with staff from other regional agencies and transportation advocates on a letter to the Commonwealth expressing concerns about suspending gas tax.

- Ms. Backmon noted that an email will be sent soon to the Authority members regarding the planned TransAction Work Session. She reminded that the next Authority meeting is scheduled for April 21st.

Adjournment

VI. Adjourn

- The next meeting will be on Thursday, May 26, 2022, at 5 p.m. at the NVTA offices. The June meeting will be on Thursday, June 23, 2022, at 7:30 p.m.
- The meeting adjourned at 6:45 p.m.

DRAFT

FY2022-2027 Six Year Program

*NVTA Staff Recommendations
June 23, 2022*



Presented by:
Keith Jasper, Principal, Transportation Planning and Programming, NVTA



Topics



1. Context
2. Key Components of Project Selection Process
3. Public Comments
4. Overview of NVTA Staff Recommendations
5. NVTA Staff Recommendations
6. Next Steps





Context: Summary of Previous Funding Programs



| 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 |
| Total Funding To Date | 5,019,732,154 | 2,516,365,015 | 50 |
| | | | |
| FY2022-2027 | 1,229,166,553 | 626,290,870 | 51 |



Context: Extent of Previous Funding Programs



- Using regional revenues from its first 12 funding years (FY2014-FY2025), NVTA has invested nearly **\$2.5 billion** in **106** regional transportation projects:

| Primary Mode | Projects | NVTA Funding (\$) | Types of Project |
|---------------------------|------------|----------------------|---|
| Roadway (see slide #5) | 38 | 1,466,032,632 | New and widened facilities, including sidewalks and trails |
| Transit (see slide #6) | 19 | 475,680,661 | BRT, bus acquisitions, maintenance and storage facilities |
| Rail | 13 | 243,421,209 | New and expanded stations, new and upgraded track |
| Intersection | 17 | 223,997,000 | Enhanced intersections and grade-separated interchanges |
| Bike and Pedestrian | 10 | 63,899,187 | Enhanced and new facilities, Complete Streets |
| Transportation Technology | 6 | 17,195,491 | Transit Signal Priority, Intelligent Transportation Systems |
| Park and Ride | 3 | 5,800,000 | New lots and garages |
| Total | 106 | 2,496,026,180 | |

Note: Total adjusted for approved projects that were subsequently withdrawn



Context: Extent of Previous Funding Programs (Roadway)



| 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) | 4 | 0/4 | 16.54 | 144.31 | 11.46 | Route 28 (N of Route 50) |
| Principal Arterial | 11 | 1/10 | 69.51 | 695.80 | 9.99 | Routes 1, 7, 15, 28, Fairfax County Parkway |
| Minor Arterial | 7 | 3/4 | 30.68 | 1585.54 | 1.93 | Loudoun County Parkway, Rolling Road, Elden Street |
| Major Collector | 4 | 3/1 | 9.02 | 1219.69 | 0.74 | Frontier Drive, Soapstone Drive, Dulles West Blvd. |
| Minor Collector | 7 | 5.5/1.5 | 14.07 | 627.38 | 2.24 | Rock Hill Road, Summit School Road |
| Local | 0 | 0 | 0.00 | 4718.60 | 0.00 | |
| Total | 33 | 12.5/20.5 | 139.82 | 9433.62 | 1.48 | |
| Total (excluding Interstate and Local) | 33 | 12.5/20.5 | 139.82 | 4272.72 | 3.27 | |



Context: Extent of Previous Funding Programs (BRT)



| Project | Jurisdiction | Centerline Miles | Dedicated Lane Miles |
|--------------------------------|--|------------------|----------------------|
| Duke Street Transitway | Alexandria | 4.12 | TBD |
| West End Transitway | Alexandria | 8.22 | TBD |
| Metroway Northern Extension | Arlington County | 1.27 | 2.54 |
| Route 1/Richmond Highway BRT | Fairfax County | 7.40 | 14.80 |
| Route 7 (Tysons to Alexandria) | Fairfax County, Falls Church, Arlington County, Alexandria | 11.75 | TBD |
| | | 32.76 | |

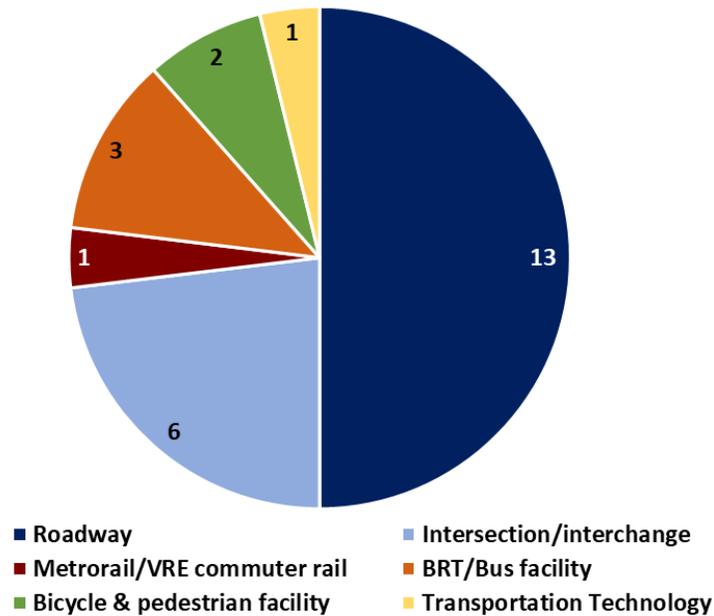


Context: Summary of Candidate Projects



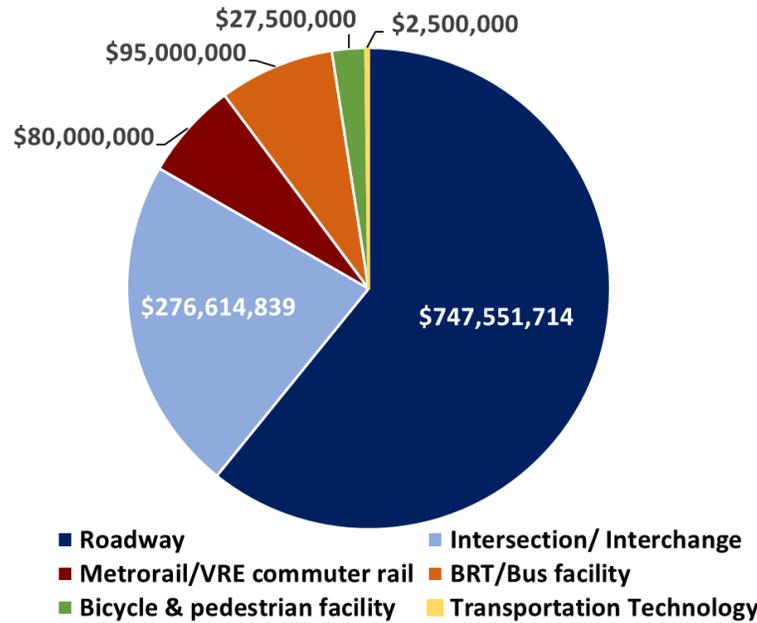
NVTA FY2022-2027 SYP: Number of Applications

Total candidates - 26



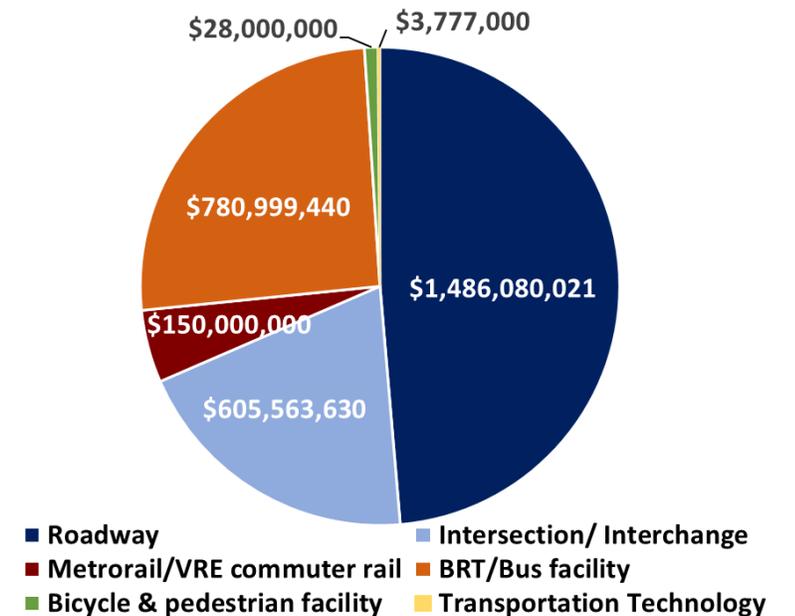
NVTA FY2022-2027 SYP: Requested Amount

Total request - \$1,229,166,553



NVTA FY2022-2027 SYP: Total Project Cost

Total project cost - \$3,054,420,091





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 usually 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, email, testimony, USPS/delivery, phone)



Key Components of the Project Selection Process



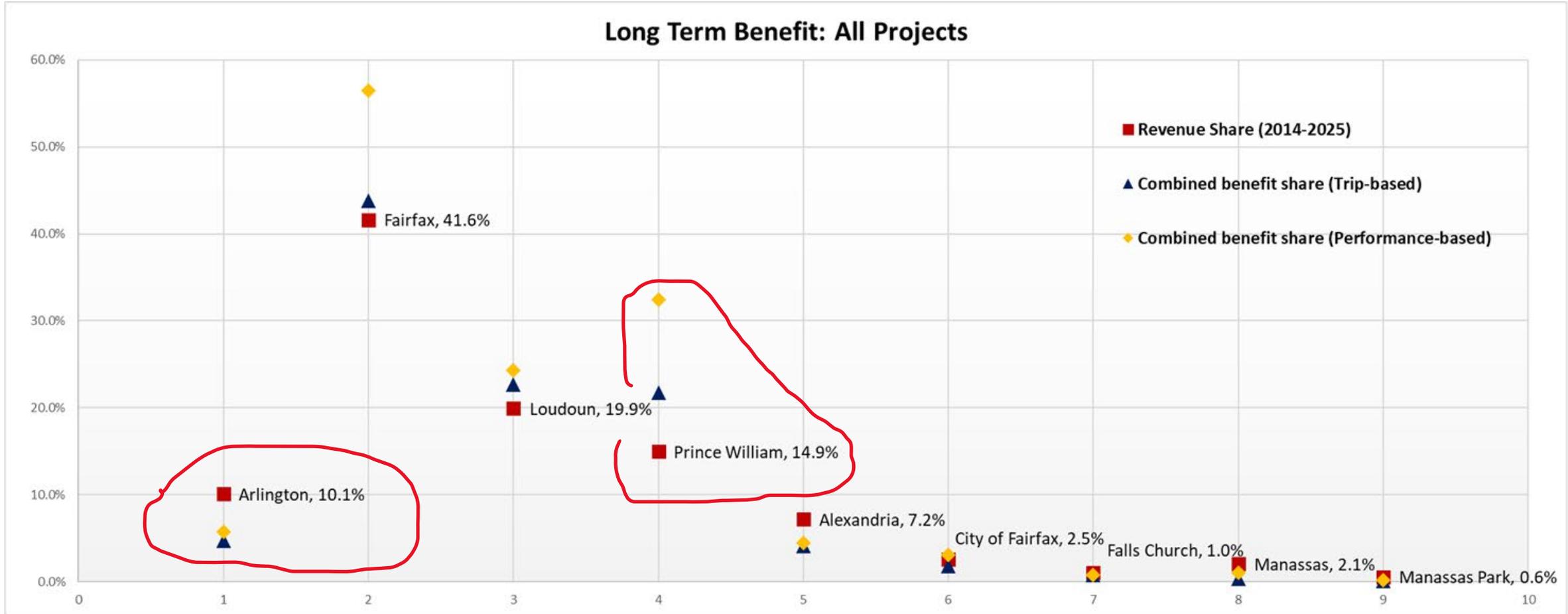
- The **Long-Term Benefit (LTB)** requirement of the Code of Virginia, enacted through House Bill 2313 (2013), means NVTA must ensure that, over the long term, each member jurisdiction receives a benefit that is approximately equal to the share of regional revenues attributed to that locality.
- Application of the **LTB requirement**:
 - Depends on the number/applicants of projects, and associated funding requests, in the candidate pool.
 - Process seeks to find an appropriate balance between accuracy/precision without unduly expending resources that could otherwise be used for funding projects.
 - Does not reverse any previous funding approvals; intended to balance funding approvals until benefit is approximately equal across all nine member jurisdictions.
- The **LTB process** will continue to evolve over future SYP update cycles.



Key Components of the Project Selection Process



Long Term Benefit: All Projects





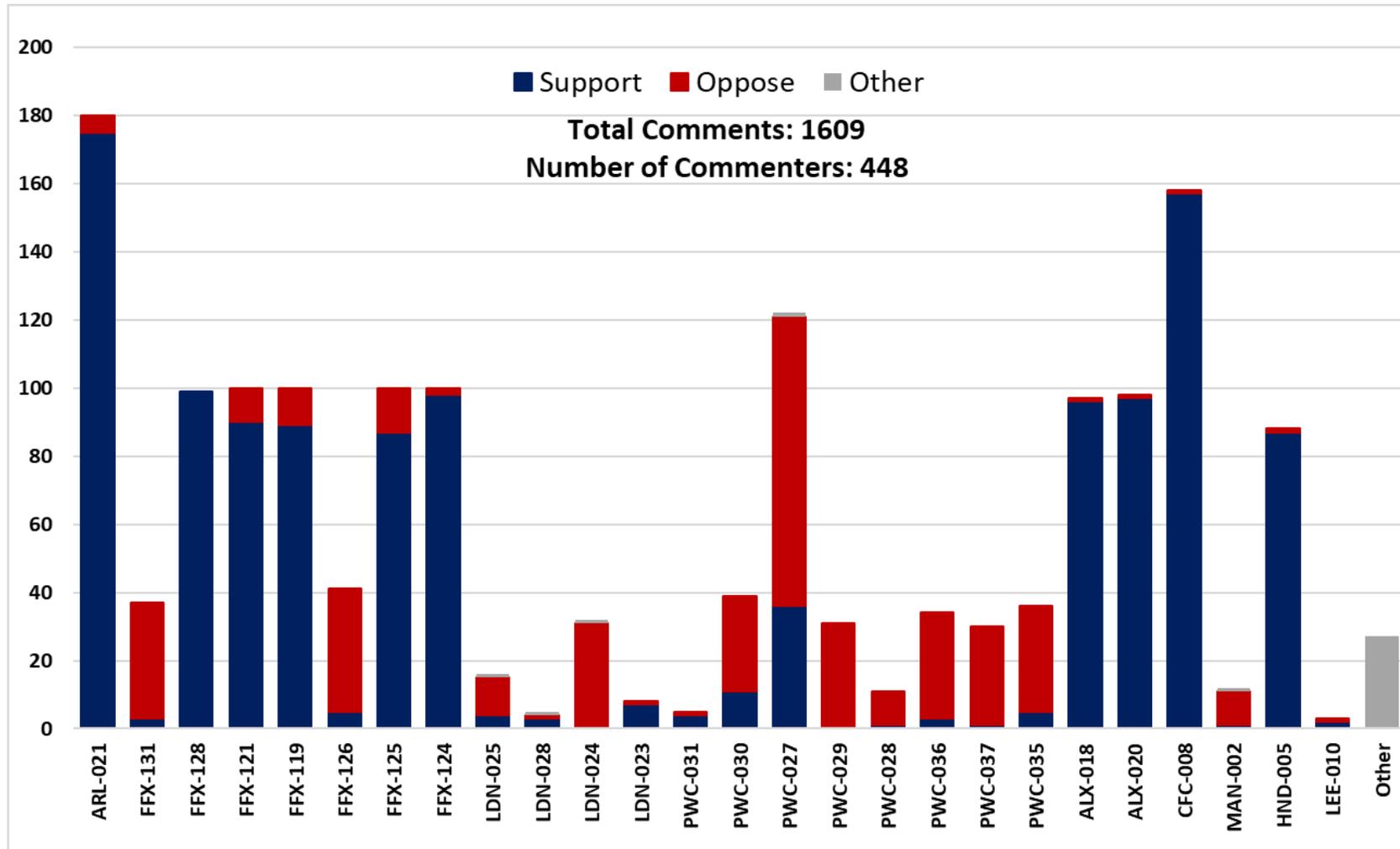
Quantitative and Qualitative Analyses



| Application ID | Jurisdiction / Agency | Project | Primary and supporting modal components | Fund request | Total project cost | Phases for which funds are requested | Previously Approved NVTA Regional Funds | Phases for which there is still a funding gap | Local priority | External funds | Past performance (% of expected funds reimbursed by FY2022 Q2) Continuation Projects / Jurisdiction/ Agency | Past performance (% of allocated funds reimbursed by FY2022 Q2) Continuation Projects / Jurisdiction/ Agency | Reimb. Request to SPA ratio (FY2021) | First fiscal year of expected drawdown | Year of opening | 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 |
|----------------|-----------------------|---|---|-------------------------|-------------------------|--------------------------------------|---|---|----------------|----------------|--|---|--------------------------------------|--|-----------------|-------------------|--------|---|--|---|-----------|
| LDN-023 | Loudoun Co | Route 7 Corridor ITS Implementation Program | 📶 | \$ 2,500,000 | \$ 3,777,000 | CN | | | | | | | | | | | | 20.10 | 9 | 2064.26 | 1 |
| LDN-025 | Loudoun Co | Route 7 Improvements: Route 9 to Dulles Greenway | 📶 | \$ 20,000,000 | \$ 130,992,500 | ROW, CN | | PE, ROW, CN | | | | | | | | | | 33.32 | 5 | 110.79 | 2 |
| FFX-126 | Fairfax Co | Fairfax County Parkway Widening: Nomes Court to Route 123 | 🚶🚲 | \$ 108,000,000 | \$ 115,035,882 | PE, ROW, CN | | | | | | | | | | | | 56.20 | 1 | 105.22 | 3 |
| PWC-035 | Prince William Co | Old Centreville Road Widening: Fairfax County Line to Route 28 | 🚶🚲 | \$ 96,000,000 | \$ 96,000,000 | PE, ROW, CN | | | | | | | | | | | Note A | 36.15 | 4 | 104.72 | 4 |
| PWC-028 | Prince William Co | University Boulevard Extension: Devlin Road to Wellington Road | 🚶🚲 | \$ 53,000,000 | \$ 100,000,000 | CN | | | | | | | | | | | | 27.21 | 7 | 88.43 | 5 |
| PWC-027 | Prince William Co | Van Buren Road North Extension: Route 234 to Cardinal Drive | 🚶🚲 | \$ 80,000,000 | \$ 82,000,000 | PE, ROW, CN | | | | | | | | | | | | 17.16 | 13 | 70.77 | 6 |
| MAN-002 | City of Manassas | Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue | 🚶🚲 | \$ 8,851,639 | \$ 8,851,639 | PE, ROW, CN | | | | | | | | | | | | 7.79 | 24 | 69.11 | 7 |
| PWC-036 | Prince William Co | Old Bridge Road Widening: Colby Drive to Minnieville Road | 🚶🚲 | \$ 25,000,000 | \$ 25,000,000 | PE, ROW, CN | | | | | | | | | | | | 12.03 | 18 | 64.48 | 8 |
| FFX-124 | Fairfax Co | 8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service | 🚲 | \$ 10,000,000 | \$ 10,000,000 | Asset Acq | | | | | | | | | | | | 15.99 | 14 | 48.88 | 9 |
| PWC-029 | Prince William Co | Devlin Road (South) Widening: Linton Hall Road to University Boulevard | 🚶🚲 | \$ 35,000,000 | \$ 40,000,000 | ROW, CN | | | | | | | | | | | | 9.04 | 21 | 28.99 | 10 |
| FFX-131 | Fairfax Co | Richmond Highway Widening From Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane | 🚶🚲 | \$ 60,207,038 | \$ 415,000,000 | PE, ROW, CN | \$ 248,387,962 | | | | | | | | | | | 37.98 | 3 | 21.95 | 11 |
| HND-005 | Town of Herndon | Herndon Parkway Improvements at Worldgate Drive Extension | 🚶🚲 | \$ 4,581,000 | \$ 6,536,000 | ROW, CN | | | | | | | | | | | | 17.52 | 12 | 17.94 | 12 |
| LDN-024 | Loudoun Co | Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive | 🚶🚲 | \$ 16,000,000 | \$ 31,500,000 | ROW, CN | | | | | | | | | | | | 9.28 | 20 | 17.50 | 13 |
| PWC-031 | Prince William Co | Construct Interchange at Prince William Parkway and Minnieville Road | 🚶🚲 | \$ 67,500,000 | \$ 70,000,000 | ROW, CN | | | | | | | | | | | | 13.75 | 16 | 13.55 | 14 |
| PWC-030 | Prince William Co | Route 1 at Route 123 Interchange | 🚶🚲 | \$ 61,200,000 | \$ 68,000,000 | PE, CN | | | | | | | | | | | | 10.91 | 19 | 7.37 | 15 |
| LDN-028 | Loudoun Co | Loudoun County Parkway Interchange at US 50 | 🚶🚲 | \$ 35,250,000 | \$ 181,152,680 | PE, ROW, CN | | | | | | | | | | | | 12.80 | 17 | 6.87 | 16 |
| FFX-128 | Fairfax Co | Richmond Highway (Route 1) BRT | 🚶🚲 | \$ 80,000,000 | \$ 730,000,000 | PE, ROW, CN | \$ 250,000,000 | PE, ROW, CN | | | | | | | | | | 44.50 | 2 | 5.97 | 17 |
| FFX-125 | Fairfax Co | Seven Corners Ring Road Improvements: Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road | 🚶🚲 | \$ 94,800,000 | \$ 94,800,000 | PE, ROW, CN | | | | | | | | | | | | 8.83 | 22 | 5.13 | 18 |
| FFX-121 | Fairfax Co | Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive | 🚶🚲 | \$ 73,793,037 | \$ 235,000,000 | PE, ROW, CN | \$ 15,000,000 | | | | N/A | N/A | | | | | | 19.65 | 10 | 4.65 | 19 |
| PWC-037 | Prince William Co | Neabsco Road Improvements - Neabsco Road Widening: Route 1 to Daniel Ludwig Drive | 🚶🚲 | \$ 26,500,000 | \$ 26,500,000 | PE, ROW, CN | | | | | | | | | | | | 3.12 | 26 | 3.85 | 20 |
| FFX-119 | Fairfax Co | Frontier Drive Extension and Intersection Improvements | 🚶🚲 | \$ 145,200,000 | \$ 180,200,000 | PE, ROW, CN | \$ 27,000,000 | | | | | | | | | | | 8.46 | 23 | 3.79 | 21 |
| ALX-018 | City of Alexandria | West End Transitway Phase 1b: South Van Dorn Street and Bridge Design | 🚶🚲 | \$ 5,000,000 | \$ 40,999,440 | PE | | ROW, CN | | | | | | | | | | 30.73 | 6 | 2.77 | 22 |
| LEE-010 | Town of Leesburg | Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road | 🚶🚲 | \$ 13,283,839 | \$ 185,074,950 | ROW | \$ 7,400,000 | CN | | | | | | | | | | 17.97 | 11 | 1.83 | 23 |
| ARL-021 | Arlington Co | Ballston-MU Metrorail Station West Entrance | 🚶🚲 | \$ 80,000,000 | \$ 150,000,000 | CN | \$ 12,000,000 | CN | | | | | | | | | Note B | 26.08 | 8 | 1.28 | 24 |
| ALX-020 | City of Alexandria | Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge | 🚶🚲 | \$ 5,000,000 | \$ 5,500,000 | CN | | PE | | | | | | | | | | 6.35 | 25 | 0.20 | 25 |
| CFC-008 | City of Falls Church | North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place | 🚶🚲 | \$ 22,500,000 | \$ 22,500,000 | PE, ROW, CN | | | | | | | | | | | | 14.49 | 15 | 0.15 | 26 |
| TOTAL | | | | \$ 1,229,166,553 | \$ 3,054,420,091 | | \$ 559,787,962 | | | | | | | | | | | | | | |



Public Comments



Note: Approximately 85 commenters stated a general opposition to roadway projects without naming any specific projects.



Overview of NVTA Staff Recommendations



- **Recommending 20 of 26 candidate projects**
 - **17 of 20 projects** recommended for **full amount** of requested funding
 - **3 of 20 projects** recommended for **partial amount** of requested funding (Preliminary Engineering phase only)
 - **7 recommended projects** are continuation projects (or closely related to a previously funded project)
- Not recommending 6 of 26 candidate projects
 - Two continuation projects
- Recommending \$1,408,156 be unprogrammed





Overview of NVTA Staff Recommendations



- **Multimodal/Corridor Focus**

- Continued emphasis on roadway/BRT in the Route 1 corridor
- Continued emphasis on Fairfax County Parkway corridor

- **Transportation Technology**

- Intelligent Transportation Systems deployment in the Route 7 corridor (first NVTA-funded technology project outside of Arlington/Alexandria)
- Continued commitment to decarbonization of transit fleets

- **Geographically and Modally Balanced**

- Projects recommended for 8/9 applicants
- Includes projects for all primary modes requested (roadway, transit, intersection, bike/pedestrian, transportation technology)
- All transit, bike/pedestrian, and transportation technology projects recommended for full funding



Overview of NVTA Staff Recommendations



| Primary Mode | Requested (\$) | Recommended (\$) | Rec/Req Share (%) | SYP Rec Share (%) |
|---------------------------|----------------------|--------------------|-------------------|-------------------|
| Roadway | 842,351,714 | 377,051,714 | 44.8 | 60.2 |
| Transit | 175,000,000 | 175,000,000 | 100.0 | 28.0 |
| Intersection | 181,814,839 | 42,831,000 | 23.6 | 6.8 |
| Bike and Pedestrian | 27,500,000 | 27,500,000 | 100.0 | 4.4 |
| Transportation Technology | 2,500,000 | 2,500,000 | 100.0 | 0.4 |
| N/A* | | 1,408,156 | N/A | 0.2 |
| Total | 1,229,166,553 | 626,290,870 | 51.0 | 100.0 |

Note:

* Unprogrammed



Overview of NVRTA Staff Recommendations



| Jurisdiction/ Agency | Applications (#) | Requested amount (\$) | Share of Total Request | Recommended projects (#) | Recommended amount (\$) | Share of Total Recommendation |
|-----------------------|------------------|-----------------------|------------------------|--------------------------|-------------------------|-------------------------------|
| Arlington County | 1 | 80,000,000 | 6.5% | 1 | 80,000,000 | 12.8% |
| Fairfax County | 7 | 572,000,075 | 46.5% | 6 | 336,200,075 | 53.7% |
| Loudoun County | 4 | 73,750,000 | 6.0% | 4 | 73,750,000 | 11.8% |
| Prince William County | 8 | 444,200,000 | 36.2% | 4 | 89,000,000 | 14.2% |
| City of Alexandria | 2 | 10,000,000 | 0.8% | 2 | 10,000,000 | 1.6% |
| City of Falls Church | 1 | 22,500,000 | 1.8% | 1 | 22,500,000 | 3.6% |
| City of Manassas | 1 | 8,851,639 | 0.7% | 1 | 8,851,639 | 1.4% |
| Town of Herndon | 1 | 4,581,000 | 0.4% | 1 | 4,581,000 | 0.7% |
| Town of Leesburg | 1 | 13,283,839 | 1.1% | 0 | - | 0.0% |
| | | | | | 624,882,714 | |
| N/A* | | | | | 1,408,156 | 0.2% |
| Total | 26 | 1,229,166,553 | 100% | 20 | 626,290,870 | 100% |

Note:

* Unprogrammed



NVTA Staff Recommendations



Three largest recommended funding allocations to continuation projects (adding to previously funded projects) or projects closely related to a previously funded project – **43% of total**:

- **\$108,000,000** – Fairfax County Parkway Widening (Fairfax County)
 - CRRC* rank #3
- **\$80,000,000** – Richmond Highway (Route 1) BRT (Fairfax County)
 - CRRC rank #17
- **\$80,000,000** – Ballston-MU Metrorail Station West Entrance (Arlington County)
 - CRRC rank #24

*CRRC = Congestion Reduction Relative to Cost



NVTA Staff Recommendations



Four other continuation projects, or projects closely related to a previously funded project, are recommended – **28% of total**:

- **\$73,793,037** – Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive (Fairfax County) – CRRC rank #19
- **\$60,207,038** – Richmond Highway Widening From Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane (Fairfax County) – CRRC rank #11
- **\$35,250,000** – Loudoun County Parkway Interchange at US 50 (Loudoun County) – CRRC rank #16
- **\$5,000,000** – West End Transitway Phase 1b: South Van Dorn Street and Bridge Design (City of Alexandria) – CRRC rank #22



NVTA Staff Recommendations



Ten projects that are recommended for the first time – **27% of total:**

- **\$53,000,000** – University Boulevard Extension: Devlin Road to Wellington Road (Prince William County) – CRRC rank #5
- **\$25,000,000** – Old Bridge Road Widening: Colby Drive to Minnieville Road (Prince William County) – CRRC rank #8
- **\$22,500,000** – North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place (City of Falls Church) – CRRC rank #26
- **\$20,000,000** – Route 7 Improvements: Route 9 to Dulles Greenway (Loudoun County) – CRRC rank #2
- **\$16,000,000** – Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive (Loudoun County) – CRRC rank #13
- **\$10,000,000** – 8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service (Fairfax County) – CRRC rank #9
- **\$8,851,639** – Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue (City of Manassas) – CRRC rank #7
- **\$5,000,000** – Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge (City of Alexandria) – CRRC rank #25
- **\$4,581,000** – Herndon Parkway Improvements at Worldgate Drive Extension (Town of Herndon) – CRRC rank #12
- **\$2,500,000** – Route 7 Corridor ITS Implementation Program (Loudoun County) – CRRC rank #1



NVTA Staff Recommendations



Partial funding allocation recommendations (for Preliminary Engineering phase only) to three additional new NVTA projects – **2% of total:**

- **\$8,000,000** (requested \$80,000,000) – Van Buren Road North Extension: Route 234 to Cardinal Drive (Prince William County) – CRRC rank #6
 - Public comment
- **\$4,200,000** (requested \$94,800,000) – Seven Corners Ring Road Improvements: Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road (Fairfax County) – CRRC rank #18
- **\$3,000,000** (requested \$61,200,000) – Route 1 at Route 123 Interchange (Prince William County) – CRRC rank #15



NVTA Staff Recommendations



Six projects are not being recommended for funding:

- **\$96,000,000** – Old Centreville Road Widening: Fairfax County Line to Route 28 (Prince William County) – CRRC rank #4
 - Coordination between Prince William County and Fairfax County not sufficiently advanced
 - Overlapping functionality with an adjacent NVTA-funded project
- **\$35,000,000** – Devlin Road (South) Widening: Linton Hall Road to University Boulevard (Prince William County) – CRRC rank #10
 - Approved for funding via the County Bond Referendum
- **\$67,500,000** – Construct Interchange at Prince William Parkway and Minnieville Road (Prince William County) – CRRC rank #14
 - Approved for funding via the County Bond Referendum



NVTA Staff Recommendations (Continued)



Six projects are not being recommended for funding:

- **\$26,500,000** – Neabsco Road Improvements - Neabsco Road Widening: Route 1 to Daniel Ludwig Drive (Prince William County) – CRRC rank #20
 - Long-Term Benefit
- **\$145,200,000** – Frontier Drive Extension and Intersection Improvements (Fairfax County) – CRRC rank #21
 - Continuation project (\$27,000,000)
 - Scale of request (largest in candidate pool); previous funding/project performance
- **\$13,283,839** – Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road (Town of Leesburg) – CRRC rank #23
 - Continuation project (\$7,400,000)
 - Funding request is for ROW – not able to commit without a clear pathway to secure construction funding of \$185M



NVTA Staff Recommendations



- The Long-Term Benefit (LTB) requirement explicitly affects 2 recommendations:
 - Ballston-MU West Metrorail Station Entrance (Arlington County) recommended for full funding – CRRC rank #24/26*
 - Neabsco Road Improvements (Prince William County) not recommended – CRRC rank #20/26
- The extent to which any residual LTB imbalances remain, or new imbalances are created, will be assessed after adoption of the FY2022-2027 SYP.

*Note: In addition to Long-Term Benefit, other factors included in the recommendation of funding for this project include: overwhelming public support, strong TransAction project ranking (#8/26), and modal/geographic balance.



Extent of Previous Plus Recommended Funding Programs (Roadway)



| 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) | 4 | 0/4 | 16.54 | 144.31 | 11.46 | Route 28 (N of Route 50) |
| Principal Arterial | 12 | 1/11 | 75.31 | 695.80 | 10.82 | Routes 1, 7, 15, 28, Fairfax County Parkway |
| Minor Arterial | 10 | 3/7 | 34.83 | 1585.54 | 2.20 | Loudoun County Parkway, Rolling Road, Elden St., Ryan Rd. |
| Major Collector | 5 | 4/1 | 19.11 | 1219.69 | 1.57 | Frontier Drive, Soapstone Drive, Dulles West Blvd., Univ. Blvd. |
| Minor Collector | 9 | 7.5/1.5 | 25.86 | 627.38 | 4.12 | Rock Hill Road, Summit School Road, Van Buren Road |
| Local | 0 | 0 | 0.00 | 4718.60 | 0.00 | |
| Total | 40 | 15.5/24.5 | 171.65 | 9433.62 | 1.82 | |
| Total (excluding Interstate and Local) | 40 | 15.5/24.5 | 171.65 | 4272.72 | 4.02 | |



Extent of Previous Plus Recommended Funding Programs (BRT)



| Project | Jurisdiction | Centerline Miles | Dedicated Lane Miles |
|--------------------------------|--|------------------|----------------------|
| Duke Street Transitway | Alexandria | 4.12 | TBD |
| West End Transitway | Alexandria | 8.22 | TBD |
| Metroway Northern Extension | Arlington County | 1.27 | 2.54 |
| Route 1/Richmond Highway BRT | Fairfax County | 7.40 | 14.80 |
| Route 7 (Tysons to Alexandria) | Fairfax County, Falls Church, Arlington County, Alexandria | 11.75 | TBD |
| | | 32.76 | |

Note: Although additional funds are recommended for West End Transitway and Route 1/Richmond Highway BRT, no new centerline miles or dedicated lane miles are added.



Next Steps



- NVTA Staff recommendations will be shared with committees for endorsement:
 - **June 14, 2022** Technical Advisory Committee (6:30 p.m.)
 - **June 22, 2022** Planning Coordination Advisory Committee (6:30 p.m.)
 - **June 23, 2022** Planning and Programming Committee (7:30 p.m.)
- **No later than June 29, 2022** Final Recommendations posted on NVTA website
 - Note: PPC recommendations to the NVTA prior to June 29, 2022 to meet posting deadline
- **July 14, 2022** Authority adopts FY2022-2027 SYP
- **May 2023** (Anticipated) Call for Regional Transportation Projects for FY2024-2029 SYP



Thank you!



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