



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

**PLANNING COORDINATION ADVISORY COMMITTEE**  
**Wednesday, March 27, 2024, 6:30pm**

**This meeting will be held virtually**, and live streamed via [YouTube<sup>1</sup>](#)

**AGENDA**

- I. Call to Order/Welcome** Chair Colbert

**Action**

- II. Summary Notes of February 28, 2024 Meeting** Chair Colbert  
*Recommended action: Approve meeting notes.*

**Discussion/Information**

- III. FY2024-2029 Six Year Program Update** Sree Nampoothiri,  
Senior Manager
- IV. NVTA Update** Monica Backmon, CEO

**Adjournment**

**Next Meeting**  
*April 24, 2024, 6:30 pm*

---

<sup>1</sup> If technical difficulties arise, the meeting may be audio or video recorded. Any recordings will be made available on the [Planning Coordination Advisory Committee meetings'](#) webpage.



# Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

## PLANNING COORDINATION ADVISORY COMMITTEE

Wednesday, February 28, 2024, 6:30 pm  
Northern Virginia Transportation Authority

### MEETING SUMMARY

#### I. Call to Order/Welcome

- Mayor Colbert (Town of Vienna), Chair of the Committee, welcomed committee members and called the meeting to order at 6:40 p.m.
- Attendees: This was an in-person meeting.
  - **PCAC Members:** Mayor Colbert (Chair, Town of Vienna); Board Member Cunningham (Arlington County); Supervisor Franklin (Prince William County); Council Member Underhill (City of Falls Church); Vice Mayor Hedrick (Town of Herndon); Mayor Milan (Town of Purcellville).
  - **NVTA Staff:** Monica Backmon (Chief Executive Officer); Keith Jasper (Principal, Planning and Programming); Sree Nampoothiri (Senior Manager, Planning and Programming); Harun Rashid (Planning Analytics Manager).
  - **Other:** Sara Allred (Fairfax County); Jaleh Moslehi (Town of Herndon)  
Consultant Staff: Dalia Leven (Cambridge Systematics).
- Before the agenda items, Ms. Backmon welcomed new committee members, and briefly described following as an introduction to NVTA as an organization:
  - a. Funding/enabling legislation and start of dedicated revenue streams for NVTA
  - b. Composition of Authority policy-making body
  - c. Statutory and standing committees and their role in NVTA's two core functions – long-range transportation plan, TransAction; and associated Six Year Program (SYP).
  - d. For an up-to-date status on planning and programming activities, Ms. Backmon showcased the 2023 Annual Report

#### II. Action Items:

- A. **Summary Notes of November 16, 2022, Meeting:** The November 16, 2022, meeting summary was approved, with abstentions from members who did not attend the November 16 meeting.
- B. **Approve the CY2024 Meeting Calendar:** Motion to approve the proposed meeting schedule was passed unanimously.

### **III. Discussion Items:**

#### **A. FY2024-2029 Six Year Program Update:**

- Dr. Nampoothiri presented an overview of the Six Year Program process at NVTA, with updates from its ongoing FY2024-2029 program. He elaborated on the performance-based planning and programming activities that are based on a holistic approach with both quantitative and qualitative metrics to make project funding recommendations.
- Below are highlights from this presentation:
  - a. The analytical framework for NVTA's investment decision-making is based on a performance measure schema (10 measures) which is based on a set of goals/objectives that were adopted during its long-range plan TransAction adoption in December 2022.
  - b. All applications for funding are checked against an initial set of eligibility requirements and then evaluated with quantitative and qualitative measures. Three major metrics form the basis of quantitative analyses – Congestion Reduction Relative to Cost (CRRC), combined ratings derived from the set of 10 TransAction performance measures (TransAction Rating) and Long Term Benefit. Qualitative analysis is based on past performance history of NVTA projects, other funding leverage and/or gaps, alignment with NVTA's 3 Core Values of Safety/Equity/Sustainability, geographic and modal balance, and public comments.
- A placeholder spreadsheet table was shared with committee members to show the organization of this set of quantitative and qualitative measures with a summary of the current set of candidate projects and their map locations. In response to a question on this process, Mr. Nampoothiri explained that the weighting scheme for the set of 10 performance measures was adopted during the TransAction update process in 2022.

#### **B. NVTA Transportation Perception Survey:**

- Starting in 2015, NVTA had been conducting a longitudinal survey to capture NoVA residents' perception and attitude towards overall quality of life as it relates to transportation infrastructure and investment. Mr. Jasper presented the purpose and timeline of the current version by stating that although it asks certain questions on travel behaviors, it is not a travel survey. Also, in the current survey, there were new questions added to seek inputs on NVTA's ongoing Bus Rapid Transit (BRT) initiative.
- Following items were highlighted from the survey – a set of key findings, contributing factors to quality of life, NVTA's performance on planning and project implementation.

#### **C. Preliminary Deployment Plan – Bus Rapid Transit (PDP-BRT):**

- As a pre-cursor to the BRT planning process, the above survey solicited inputs on following topics – familiarity with ongoing bus initiatives in the region; familiarity with BRT initiatives; if/when implemented, preferred use and perceived benefits of a BRT system. Mr. Jasper shared findings from the survey on these topics and then shared the purpose, phased approach and a timeline of the PDP-BRT. He explained that this preliminary deployment plan is to bridge the gap between TransAction Plan and the Six

Year Program by creating a knowledge base/resource platform for local jurisdictions to seek for BRT implementation funding from NVTA.

- Mr. Jasper then presented NVTA's current BRT investments, a map showing their service alignments, and the full set of BRT proposals in TransAction. The PDP-BRT initiative will ensure that all these proposed BRT services are planned/coordinated to form a cohesive system of high-capacity transit in Northern Virginia. Currently, the planning process is in its first phase of public engagement aiming to collect citizen inputs via focus groups, followed by an online survey.
- *Referring to the TransAction BRT project map, will there be any BRT service considered for the western Loudoun County area (Mayor Milan)?* - Mr. Jasper explained that for a BRT service to be effective there needs to exist a certain threshold of population and employment density with anchor land use activities on both ends of a BRT line. As it exists now, other forms of transit services may better serve the transportation needs of west/south-west Loudoun County residents. Also, of the note is that land use planning/zoning is the responsibility of local jurisdictions. Ms. Backmon further explained that BRT systems will work better in current Metrorail service corridors, where an extension is facing a long implementation timeline.
- *How were the participants of the focus groups selected (Council member Underhill)?* - Mr. Jasper explained that it was conducted by a marketing research firm, with the objective of collecting data from a demographic cross-sectional group of potential transit users. The process involves a facilitated conversation framed with pre-shared questionnaire on a virtual meeting platform.
- As a part of NVTA update, Ms. Backmon stated that NVTA is moving to a new office location in the later part of March, and this is the last PCAC meeting at its current location. Due to this relocation, the next PCAC meeting will be held virtually and a meeting link will be shared by staff closer to the March 27 meeting.

#### **IV. Adjourn**

- The meeting was adjourned at 7:50 pm.

# FY2024-2029 Six Year Program

---

Sree Nampoothiri, Senior Manager, NVTA



Planning Coordination Advisory Committee

March 27, 2024

# Project Selection Process



## Multiple Components:

### 1. Eligibility

- TransAction ID; project descriptions will be verified
- Project location
- Governing Body resolution(s)

### 2. Quantitative Analyses

- Congestion Reduction Relative to Cost (CRRC) – initial ranking uses this measure
- TransAction Project Ratings, formerly HB 599 (2012)
- Long Term Benefit (LTB)

### 3. Qualitative Considerations

- Past performance
- Previous NVTA allocation
- Funding gaps
- External funding (committed sources only)
- Alignment with Core Values
- Geographic/modal balance

### 4. Public Comment

# Summary of Applications



## Northern Virginia Transportation Authority Summary of FY2024-2029 Six Year Program Candidate Projects

3/28/2024

#	Project ID#	Jurisdiction / Agency	Project	Fund request	Previous NVTA funds	Other committed funds	Total project cost	Funding gap excluding NVTA request	Phases for which funds are requested	Phases for which there is still a funding gap	Primary and supporting modal components	Local Priority
1	ARL-023	Arlington County	<a href="#">CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector)</a>	\$ 21,100,000	\$ 18,000,000	\$ 18,100,000	\$ 57,200,000	\$ -	CN			1
2	ARL-022	Arlington County	<a href="#">Shirlington Bus Station Expansion</a>	\$ 11,600,000		\$ 200,000	\$ 11,800,000	\$ -	PE, ROW, CN			2
3	FFX-134	Fairfax County	<a href="#">Frontier Drive Extension and Intersection Improvements</a>	\$ 164,992,286	\$ 27,000,000	\$ 49,638,314	\$ 241,630,600	\$ -	PE, ROW, CN			1
4	FFX-136	Fairfax County	<a href="#">Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)</a>	\$ 90,000,000		\$ 5,286,334	\$ 95,286,334	\$ -	PE, ROW, CN			2
5	FFX-135	Fairfax County	<a href="#">Route 7 Multimodal Improvements (I-495 to I-66)</a>	\$ 210,000,000		\$ 34,407,921	\$ 244,407,921	\$ -	PE, ROW, CN			3
6	FFX-138	Fairfax County	<a href="#">Seven Corners Ring Road Improvements</a>	\$ 122,229,417	\$ 4,200,000	\$ 6,261,000	\$ 132,690,417	\$ -	PE, ROW, CN			4
7	LDN-034	Loudoun County	<a href="#">Route 15 at Braddock Road Roundabout</a>	\$ 10,000,000		\$ 15,655,000	\$ 25,655,000	\$ -	ROW, CN			1
8	LDN-033	Loudoun County	<a href="#">Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard</a>	\$ 15,000,000		\$ 17,861,000	\$ 32,861,000	\$ -	ROW, CN			2
9	LDN-029	Loudoun County	<a href="#">Old Ox Road Widening - Shaw Road to Oakroye Road</a>	\$ 30,000,000		\$ 19,350,000	\$ 49,350,000	\$ -	CN			3
10	PWC-040	Prince William County	<a href="#">Route 234 and Sudley Manor Drive Interchange</a>	\$ 115,000,000		\$ -	\$ 115,000,000	\$ -	PE, ROW, CN			1
11	PWC-041	Prince William County	<a href="#">Route 234 Bicycle and Pedestrian Facility Over I-95</a>	\$ 12,000,000		\$ -	\$ 12,000,000	\$ -	PE, ROW, CN			2
12	PWC-043	Prince William County	<a href="#">The Landing at Prince William Transit Center</a>	\$ 25,000,000		\$ -	\$ 25,000,000	\$ -	PE, ROW, CN			3
13	PWC-044	Prince William County	<a href="#">Triangle Mobility Hub and First/Last Mile Connection Improvements</a>	\$ 10,000,000		\$ -	\$ 10,000,000	\$ -	PE, ROW, CN			4
14	PWC-042	Prince William County	<a href="#">Route 234 Operational Improvements</a>	\$ 10,000,000		\$ -	\$ 10,000,000	\$ -	PE, CN, Asset			5
15	ALX-029	City of Alexandria	<a href="#">Safety Improvements at High-Crash Intersections</a>	\$ 3,000,000		\$ 1,000,000	\$ 20,500,000	\$ 16,500,000	PE	ROW, CN		1
16	ALX-033	City of Alexandria	<a href="#">Alexandria Metroway Enhancements</a>	\$ 7,000,000		\$ 7,924,792	\$ 14,924,792	\$ -	ROW, CN			2
17	ALX-032	City of Alexandria	<a href="#">South Van Dorn Street Bridge Enhancements</a>	\$ 10,000,000	\$ 5,000,000	\$ 70,000	\$ 15,070,000	\$ -	CN			3
18	ALX-037	City of Alexandria	<a href="#">Smart &amp; Connected Vehicle Infrastructure</a>	\$ 5,000,000	\$ -	\$ 50,000	\$ 5,050,000	\$ -	PE, CN			4
19	CFX-019	City of Fairfax	<a href="#">Blenheim Boulevard Multimodal Improvements (formerly, Old Lee Highway Multimodal Improvements)</a>	\$ 5,400,000	\$ 13,000,000	\$ 12,000,000	\$ 30,400,000	\$ -	CN			1
20	CFX-018	City of Fairfax	<a href="#">Northfax Network Improvements - Northfax East-West Road</a>	\$ 18,332,754		\$ -	\$ 18,332,754	\$ -	PE, ROW, CN			2
21	CFC-011	City of Falls Church	<a href="#">City of Falls Church Signal Prioritization Project</a>	\$ 1,400,000		\$ -	\$ 1,400,000	\$ -	PE, CN			1
22	MAN-003	City of Manassas	<a href="#">Roundabout at Route 28 and Sudley Rd</a>	\$ 4,020,000		\$ 1,475,000	\$ 5,495,000	\$ -	CN			1
23	CMP-001	City of Manassas Park	<a href="#">Route 28-Centreville Road Corridor Improvements</a>	\$ 40,000,000		\$ -	\$ 40,000,000	\$ -	PE, ROW, CN			1
24	VRE-017	VRE	<a href="#">VRE Backlick Road Station Improvements</a>	\$ 6,145,103		\$ 2,500,000	\$ 8,645,103	\$ -	CN			1
<b>TOTAL</b>				<b>\$ 947,219,560</b>	<b>\$ 67,200,000</b>	<b>\$ 191,779,361</b>	<b>\$ 1,222,698,921</b>	<b>\$ 16,500,000</b>				

### Modal Components

- New or improved roadway capacity and/or alignment
- New or improved intersection/interchange
- Improvement/access to Metrorail/VRE commuter rail
- New or improved bus/BRT facility
- New or improved bicycle facility
- New or improved pedestrian facility
- Transportation Technology
- Parking

First symbol reflects the primary modal component, other symbols denote supporting modal components

### Phases

- PE Design/Engineering/Environmental
- ROW Right of Way/Utilities
- CN Construction
- Asset Acq Asset Acquisition

# Summary of Applications



## Northern Virginia Transportation Authority Summary of FY2024-2029 Six Year Program Candidate Projects

#	Jurisdiction	Number of applications	% of Total	Request	Previous NVTA 70% Funds	Other Funds	Total Cost	Gap	% of Total Request
1	Arlington County	2	8%	\$ 32,700,000	\$ 18,000,000	\$ 18,300,000	\$ 69,000,000	\$ -	3%
2	Fairfax County	4	17%	\$ 587,221,703	\$ 31,200,000	\$ 95,593,569	\$ 714,015,272	\$ -	62%
3	Loudoun County	3	13%	\$ 55,000,000	\$ -	\$ 52,866,000	\$ 107,866,000	\$ -	6%
4	Prince William County	5	21%	\$ 172,000,000	\$ -	\$ -	\$ 172,000,000	\$ -	18%
5	City of Alexandria	4	17%	\$ 25,000,000	\$ 5,000,000	\$ 9,044,792	\$ 55,544,792	\$ 16,500,000	3%
6	City of Fairfax	2	8%	\$ 23,732,754	\$ 13,000,000	\$ 12,000,000	\$ 48,732,754	\$ -	3%
7	City of Falls Church	1	4%	\$ 1,400,000	\$ -	\$ -	\$ 1,400,000	\$ -	0%
8	City of Manassas	1	4%	\$ 4,020,000	\$ -	\$ 1,475,000	\$ 5,495,000	\$ -	0%
9	City of Manassas Park	1	4%	\$ 40,000,000	\$ -	\$ -	\$ 40,000,000	\$ -	4%
10	VRE	1	4%	\$ 6,145,103	\$ -	\$ 2,500,000	\$ 8,645,103	\$ -	1%
	<b>TOTAL</b>	<b>24</b>	<b>100%</b>	<b>\$ 947,219,560</b>	<b>\$ 67,200,000</b>	<b>\$ 191,779,361</b>	<b>\$ 1,222,698,921</b>	<b>\$ 16,500,000</b>	<b>100%</b>

#	Mode	Number of applications	% of Total	Request	% of Total Request	Other Funds	Total project cost
1	Roadway	6	25%	\$ 560,554,457	59%	\$ 127,518,235	\$ 719,272,692
2	Interchange/Intersection	5	21%	\$ 259,020,000	27%	\$ 22,416,334	\$ 281,436,334
3	Commuter Rail	1	4%	\$ 6,145,103	1%	\$ 2,500,000	\$ 8,645,103
4	Bus	5	21%	\$ 63,600,000	7%	\$ 8,194,792	\$ 76,794,792
5	Bike-ped	4	17%	\$ 41,500,000	4%	\$ 31,100,000	\$ 120,100,000
6	Technology	3	13%	\$ 16,400,000	2%	\$ 50,000	\$ 16,450,000
	<b>Total</b>	<b>24</b>	<b>100%</b>	<b>\$ 947,219,560</b>	<b>100%</b>	<b>\$ 191,779,361</b>	<b>\$ 1,222,698,921</b>

<b>Number of continuation projects</b>	<b>5</b>	<b>\$ 323,721,703</b>	<b>\$ 476,991,017</b>
--	----------	-----------------------	-----------------------

# Summary of Applications



# CRRC Rating



3/28/2024

Northern Virginia Transportation Authority

FY2024-29 Six Year Program Candidate Projects: Congestion Reduction Relative to Cost (CRRC)

Application ID	Jurisdiction	Project Title	Total Project Cost	NVTA Request	CRRC Rating	CRRC Rank
CFC-011	City of Falls Church	City of Falls Church Signal Prioritization Project	\$ 1,400,000	\$ 1,400,000	653.6	1
ALX-037	City of Alexandria	Smart & Connected Vehicle Infrastructure	\$ 5,050,000	\$ 5,000,000	277.6	2
PWC-042	Prince William County	Route 234 Operational Improvements	\$ 10,000,000	\$ 10,000,000	240.4	3
FFX-138	Fairfax County	Seven Corners Ring Road Improvements	\$ 132,690,417	\$ 122,229,417	114.2	4
MAN-003	City of Manassas	Roundabout at Route 28 and Sudley Rd	\$ 5,495,000	\$ 4,020,000	113.8	5
VRE-017	VRE	VRE Backlick Road Station Improvements	\$ 8,645,103	\$ 6,145,103	102.6	6
ALX-032	City of Alexandria	South Van Dorn Street Bridge Enhancements	\$ 15,070,000	\$ 10,000,000	33.0	7
ALX-033	City of Alexandria	Alexandria Metroway Enhancements	\$ 14,924,792	\$ 7,000,000	25.6	8
CMP-001	City of Manassas Park	Route 28-Centreville Road Corridor Improvements	\$ 40,000,000	\$ 40,000,000	24.8	9
CFX-019	City of Fairfax	Blenheim Boulevard Multimodal Improvements (formerly, Old Lee Highway Multimodal Improvements)	\$ 30,400,000	\$ 5,400,000	24.6	10
ALX-029	City of Alexandria	Safety Improvements at High-Crash Intersections	\$ 20,500,000	\$ 3,000,000	24.1	11
PWC-040	Prince William County	Route 234 and Sudley Manor Drive Interchange	\$ 115,000,000	\$ 115,000,000	23.3	12
PWC-043	Prince William County	The Landing at Prince William Transit Center	\$ 25,000,000	\$ 25,000,000	17.9	13
LDN-034	Loudoun County	Route 15 at Braddock Road Roundabout	\$ 25,655,000	\$ 10,000,000	16.3	14
PWC-044	Prince William County	Triangle Mobility Hub and First/Last Mile Connection Improvements	\$ 10,000,000	\$ 10,000,000	15.8	15
ARL-022	Arlington County	Shirlington Bus Station Expansion	\$ 11,800,000	\$ 11,600,000	14.5	16
PWC-041	Prince William County	Route 234 Bicycle and Pedestrian Facility Over I-95	\$ 12,000,000	\$ 12,000,000	13.6	17
CFX-018	City of Fairfax	Northfax Network Improvements - Northfax East-West Road	\$ 18,332,754	\$ 18,332,754	13.5	18
LDN-029	Loudoun County	Old Ox Road Widening - Shaw Road to Oakgrove Road	\$ 49,350,000	\$ 30,000,000	11.2	19
FFX-136	Fairfax County	Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)	\$ 95,286,334	\$ 90,000,000	8.3	20
FFX-134	Fairfax County	Frontier Drive Extension and Intersection Improvements	\$ 241,630,600	\$ 164,992,286	6.3	21
LDN-033	Loudoun County	Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard	\$ 32,861,000	\$ 15,000,000	5.2	22
FFX-135	Fairfax County	Route 7 Multimodal Improvements (I-495 to I-66)	\$ 244,407,921	\$ 210,000,000	2.2	23
ARL-023	Arlington County	CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector)	\$ 57,200,000	\$ 21,100,000	1.0	24

# TransAction Rating



## Northern Virginia Transportation Authority FY2024-29 Six Year Program Candidate Projects: TransAction Rating

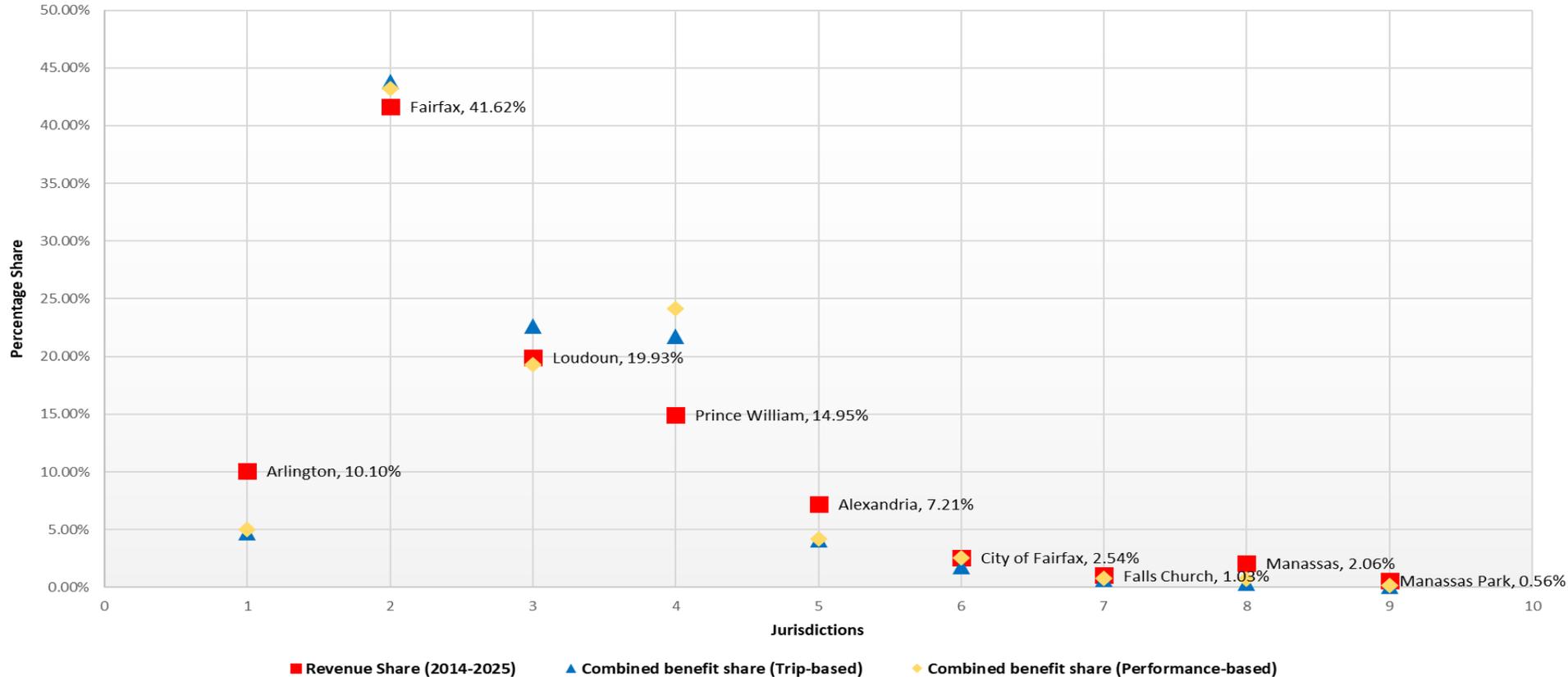
3/28/2024

Application ID	Jurisdiction	Project Title	Auto PHD Reduction (A1)	Transit PHD Reduction (A2)	Congestion Duration Reduction (B1)	Growth in PMT in Dedicated ROW (B2)	Growth in Total Access (C1)	Growth in Total EEA Access (C2)	Ped /Bike/ Transit Environment (D1)	Safety (E1)	Emissions Reduction (F1)	Surge Person Hours of Travel (G1)	TransAction Rating	TransAction Rating Rank
Weights			10%	10%	10%	10%	10%	10%	15%	10%	10%	5%	100%	
FFX-138	Fairfax County	Seven Corners Ring Road Improvements	100.00	100.00	36.82	0.00	100.00	79.63	54.18	47.62	100.00	41.58	66.61	1
ALX-032	City of Alexandria	South Van Dorn Street Bridge Enhancements	0.42	38.64	0.00	100.00	40.55	23.63	89.41	19.05	3.57	52.27	38.61	2
PWC-040	Prince William County	Route 234 and Sudley Manor Drive Interchange	19.63	0.00	23.85	0.00	89.97	100.00	15.64	38.10	48.86	60.51	37.41	3
CFX-018	City of Fairfax	Northfax Network Improvements - Northfax East-West Road	2.41	0.00	0.00	0.00	62.69	56.70	29.80	47.62	85.98	50.54	32.54	4
ALX-033	City of Alexandria	Alexandria Metroway Enhancements	0.12	25.22	0.00	46.36	39.14	13.18	100.00	23.81	4.53	42.53	32.36	5
FFX-135	Fairfax County	Route 7 Multimodal Improvements (I-495 to I-66)	0.95	34.11	0.00	32.03	83.73	19.61	41.82	57.14	2.68	44.68	31.53	6
FFX-134	Fairfax County	Frontier Drive Extension and Intersection Improvements	3.70	85.83	19.25	0.00	22.56	15.99	42.39	57.14	8.22	66.70	30.96	7
PWC-042	Prince William County	Route 234 Operational Improvements	13.02	4.78	100.00	0.00	59.72	37.39	0.00	4.76	41.97	60.51	29.19	8
CFC-011	City of Falls Church	City of Falls Church Signal Prioritization Project	0.11	83.11	0.00	33.89	46.08	22.69	18.57	4.76	8.33	60.39	25.70	9
ARL-023	Arlington County	CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector)	0.25	0.00	0.00	41.16	31.77	7.28	83.46	19.05	0.00	50.46	24.99	10
ALX-029	City of Alexandria	Safety Improvements at High-Crash Intersections	3.64	0.00	15.06	0.00	13.81	6.73	42.46	100.00	9.76	59.58	24.25	11
VRE-017	VRE	VRE Backlick Road Station Improvements	0.38	50.28	0.00	51.41	63.93	21.61	0.00	9.52	13.99	56.09	23.92	12
MAN-003	City of Manassas	Roundabout at Route 28 and Sudley Rd	4.32	0.00	0.00	0.00	35.36	30.73	16.51	80.95	9.52	95.51	23.34	13
LDN-033	Loudoun County	Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard	1.14	0.00	0.00	0.00	58.60	63.97	3.47	47.62	2.92	100.00	22.94	14
ALX-037	City of Alexandria	Smart & Connected Vehicle Infrastructure	2.49	85.56	21.34	0.00	43.05	14.49	0.00	23.81	4.18	44.10	21.70	15
LDN-029	Loudoun County	Old Ox Road Widening - Shaw Road to Oakgrove Road	3.29	0.00	2.51	0.00	57.62	53.05	19.86	14.29	14.69	59.24	20.49	16
PWC-043	Prince William County	The Landing at Prince William Transit Center	0.45	31.92	0.00	20.11	35.15	9.99	26.69	4.76	29.64	61.21	20.27	17
ARL-022	Arlington County	Shirlington Bus Station Expansion	0.14	10.81	0.00	37.34	43.87	17.77	25.30	4.76	1.19	63.12	18.54	18
FFX-136	Fairfax County	Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)	5.65	0.00	23.43	0.00	1.38	0.00	14.88	71.43	14.94	50.76	16.45	19
LDN-034	Loudoun County	Route 15 at Braddock Road Roundabout	3.03	0.00	0.00	0.00	48.72	25.53	1.07	28.57	11.64	78.95	15.86	20
CMP-001	City of Manassas Park	Route 28-Centreville Road Corridor Improvements	7.56	0.00	48.54	0.00	0.30	0.00	9.08	33.33	31.49	42.08	15.59	21
PWC-044	Prince William County	Triangle Mobility Hub and First/Last Mile Connection Improvements	0.19	4.75	5.44	0.00	39.95	7.84	21.05	23.81	0.60	52.80	14.05	22
CFX-019	City of Fairfax	Blenheim Boulevard Multimodal Improvements (formerly, Old Lee Highway Multimodal Improvements)	3.91	0.00	21.76	0.00	2.47	0.00	28.32	33.33	5.89	47.83	13.38	23
PWC-041	Prince William County	Route 234 Bicycle and Pedestrian Facility Over I-95	1.14	0.00	0.00	0.00	0.00	0.00	7.18	14.29	0.00	34.82	4.36	24

# Long Term Benefit



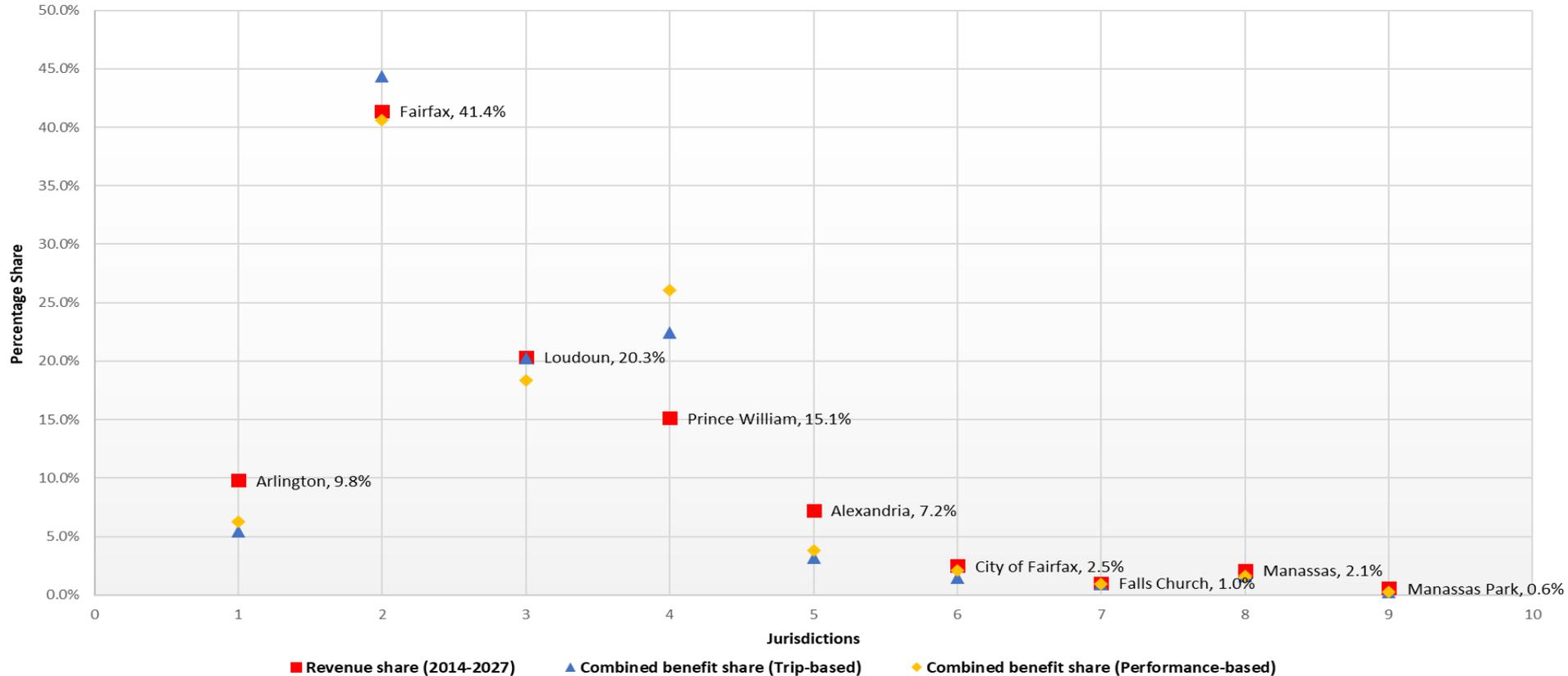
FY2022-2027 SYP (previous cycle)



# Long Term Benefit



FY2024-2029 SYP (current cycle)



# Evaluation Summary



## Northern Virginia Transportation Authority FY2024-29 Six Year Program Candidate Projects: Summary of Quantitative and Qualitative Evaluations

3/7/2024

Application ID	Jurisdiction / Agency	Project	Primary and supporting modal components	Funding request	Previously Approved Regional Funds	Other committed funds	Total project cost	Phases for which funds are requested	Funding Gap	Phases for which there is BIF or funding gap	Local priority	External funds	Past performance (% of expected funds disbursed by 12/31/2023)	Policy 29 non-compliance # of projects 12-month retrospective	Policy 29 non-compliance # of projects 36-month retrospective	SFA within 12 months	First fiscal year of expected drawdown	Year of opening	Alignment with Core Values			Other	Transactive project cost (incl. BIF, SFA)	Transactive project rating (incl. BIF, SFA)	CRMC (Excludes in annual reports hours of delay / Total project cost in \$100K)	CRMC rank	
																			Equity	Safety	Sustainability						
CF-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 B Connected Vehicle Infrastructure	🚗 📶	\$ 5,000,000		\$ -	\$ 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	🚗 🚶 🚲	\$122,229,417	\$ 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 Soutley 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	Old Lee Highway Multimodal Improvements	🚗 🚶 🚲	\$ 5,400,000	\$ 13,000,000	\$ 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	\$16,500,000	ROW, CN													24.25	11	24.07	11	
PWC-040	Prince William County	Route 234 and Soutley Major Drive Interchange	🚗 🚶	\$115,000,000		\$ -	\$ 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 and Millie Connection Improvements	🚗 🚶 🚲	\$ 10,000,000		\$ -	\$ 10,000,000	PE, ROW, CN															14.05	22	15.82	15	
ARL-022	Arlington County	Washington 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-66	🚗 🚶 🚲	\$ 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 On Road Widening - Shaw Road to Oakesboro 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	🚗 🚶	\$164,992,286	\$ 27,000,000	\$ 49,638,314	\$ 241,630,600	PE, ROW, CN															Note B	30.96	7	6.26	21
LDN-033	Loudoun County	Poplar Road Widening - Loudoun Center Place to Crystal Roadway	🚗 🚶	\$ 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-66)	🚗 🚶 🚲	\$210,000,000		\$ 34,407,921	\$ 244,407,921	PE, ROW, CN															Note A	31.53	6	2.24	23
ARL-023	Arlington County	CRDCA Multimodal Connection (Formerly known as KENNEDY Intermodal Connection)	🚗 🚶 🚲	\$ 21,100,000	\$ 18,000,000	\$ 18,100,000	\$ 57,200,000	CN															Note B	24.99	10	0.96	24
<b>TOTAL</b>				<b>\$947,219,560</b>	<b>\$ 67,200,000</b>	<b>\$ 191,779,861</b>	<b>\$1,222,698,921</b>		<b>\$16,500,000</b>																		

### Modal Components

- ▲ New or improved roadway capacity and/or alignment
- New or improved intersection/interchange
- ▨ Improvement/access to Metro/NVA commuter rail
- New or improved bus/Rapid Transit facility
- New or improved bicycle/pedestrian facility
- Ⓜ New or improved bicycle facility
- Ⓜ New or improved pedestrian facility
- Ⓜ Transportation technology
- Ⓜ Parking

First symbol reflects the primary modal component; other symbols denote supporting modal components

### Notes:

- A Project proposed to add dedicated ROW for future Bus Rapid Transit services
- B All or some phases of the project were considered fully funded with the previous NVA allocation

### Acronyms

- PE Design/Engineering/Environmental
- ROW Right of Way/Utilities
- CN Construction
- SPA Asset Acquisition
- SPA Standard Project Agreement for NVA regional funding
- CRMC Congestion reduction relative to cost

See definition below\*  
See definition below#  
% drawn down of expected drawdown  
% drawn down of expected drawdown

None	Top 3	Very High	>100%	>100%	0	0	0	0	FY28	FY28	FY29	FY29
Very Low	Next 3	High	>80-100%	>80-100%	1	1	1	1	FY28	FY29	FY30	FY30
Low	All others	Medium	>60-80%	>60-80%	2	2	2	2	FY30	FY31	FY32	FY32
Medium		Low	>40-60%	>40-60%	3	3	3	3	FY31	FY32	FY33	FY33
High	Very Low	>20-40%	>20-40%	4	4	4	4	4	FY32	FY33	FY34	FY34
None	None	None	0-20%	0 or more	5 or more	5 or more	5 or more	5 or more	FY33	FY34	FY35	FY35
			N/A	N/A								

- \* Funding Gap: Higher of % or \$
- High: Gap > 80% or >100M
- Medium: Gap > 40-60% or >10-50M
- Low: Gap > 20-40% or >1-10M
- None: Gap > 0-20% or upto 1M
- No gap

- # External Funds: Higher of % or \$
- High: Non-NVA > 80% or >100M
- Medium: Non-NVA > 40-60% or >10-100M
- Low: Non-NVA > 20-40% or >1-10M
- None: Non-NVA > 0-20% or upto 100,000
- No external funds

Anticipated next three STP updates  
Adopt FY2024  
FY2028  
FY2030

# Evaluation Summary



Application ID	Jurisdiction / Agency	Project	Primary and supporting modal components	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
							Continuation Projects	Jurisdiction / Agency						Equity	Safety	Sustainability						
CFC-011	City of Falls Church	<a href="#">City of Falls Church Signal Prioritization Project</a>																25.70	9	653.57	1	
ALX-037	City of Alexandria	<a href="#">Smart &amp; Connected Vehicle Infrastructure</a>																21.70	15	277.60	2	
PWC-042	Prince William County	<a href="#">Route 234 Operational Improvements</a>																29.19	8	240.43	3	
FFX-138	Fairfax County	<a href="#">Seven Corners Ring Road Improvements</a>																66.61	1	114.19	4	
MAN-003	City of Manassas	<a href="#">Roundabout at Route 28 and Sudley Rd</a>																23.34	13	113.76	5	
VRE-017	VRE	<a href="#">VRE Backlick Road Station Improvements</a>																23.92	12	102.62	6	
ALX-032	City of Alexandria	<a href="#">South Van Dorn Street Bridge Enhancements</a>															Note A	38.61	2	33.00	7	
ALX-033	City of Alexandria	<a href="#">Alexandria Metroway Enhancements</a>																32.36	5	25.61	8	
CMP-001	City of Manassas Park	<a href="#">Route 28-Centreville Road Corridor Improvements</a>																15.59	21	24.75	9	
CFX-019	City of Fairfax	<a href="#">Blenheim Boulevard Multimodal Improvements (formerly, Old Lee Highway Multimodal Improvements)</a>															Note B	13.38	23	24.56	10	
ALX-029	City of Alexandria	<a href="#">Safety Improvements at High-Crash Intersections</a>		ROW, CN														24.25	11	24.07	11	
PWC-040	Prince William County	<a href="#">Route 234 and Sudley Manor Drive Interchange</a>																37.41	3	23.29	12	
PWC-043	Prince William County	<a href="#">The Landing at Prince William Transit Center</a>																20.27	17	17.86	13	
LDN-034	Loudoun County	<a href="#">Route 15 at Braddock Road Roundabout</a>																15.86	20	16.34	14	
PWC-044	Prince William County	<a href="#">Triangle Mobility Hub and First/Last Mile Connection Improvements</a>																14.05	22	15.82	15	
ARL-022	Arlington County	<a href="#">Shirlington Bus Station Expansion</a>																18.54	18	14.52	16	
PWC-041	Prince William County	<a href="#">Route 234 Bicycle and Pedestrian Facility Over I-95</a>																4.36	24	13.59	17	
CFX-018	City of Fairfax	<a href="#">Northfax Network Improvements: Northfax East-West Road</a>																32.54	4	13.46	18	
LDN-029	Loudoun County	<a href="#">Old Ox Road Widening - Shaw Road to Oakgrove Road</a>																20.49	16	11.22	19	
FFX-136	Fairfax County	<a href="#">Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)</a>																16.45	19	8.35	20	
FFX-134	Fairfax County	<a href="#">Frontier Drive Extension and Intersection Improvements</a>																Note B	30.96	7	6.26	21
LDN-033	Loudoun County	<a href="#">Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard</a>																22.94	14	5.19	22	
FFX-135	Fairfax County	<a href="#">Route 7 Multimodal Improvements (I-495 to I-66)</a>																Note A	31.53	6	2.24	23
ARL-023	Arlington County	<a href="#">CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector)</a>																Note B	24.99	10	0.96	24

Note A Project proposed to add dedicated ROW for future Bus Rapid Transit services

Note B All or some phases of the project were considered fully funded with the previous NVTa allocation

# Project Description Forms



## Northern Virginia Transportation Authority FY2024-2029 Six Year Program

### CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector)

Date Submitted:  
07/26/2023

APPLICATION #: ARL-023

Crystal City to Ronald Reagan Washington National Airport Multimodal Connection

#### Project Description

The goal of the project is to create an intermodal connection designed to meet the needs of a broad range of pedestrians, bicyclists, and micro-mobility users of all ages and abilities between the core of Crystal City, the Mount Vernon Trail, and Ronald Reagan Washington National Airport (DCA). The Preferred Alternative would consist of a bridge extending from the future VRE Crystal City Station south entrance stair tower towards the northwest corner of the DCA Terminal 2 parking garage. The alignment and limits of disturbance of the Preferred Alternative is shown in Figure 4, attached. Access to Crystal Drive in Crystal City would be provided through the planned VRE stair tower, connecting bridge, and vertical circulation elements located at 2011 Crystal Drive. Access to the airport terminal would be determined at a later stage of design. The south stair tower connection would provide VRE and Amtrak passengers with direct access to CC2DCA. A link with the Mount Vernon Trail would be provided on the north side of the CC2DCA bridge. The Preferred Alternative is a girder style bridge that would connect to the east side of the south entrance of the future VRE Crystal City Station located at 2011 Crystal Drive.

The Preferred Alternative would span the rail corridor perpendicularly before crossing the George Washington Memorial Parkway at a slight angle. A specific alignment across DCA property was not defined as part of the Preferred Alternative. Instead, across DCA property, the Preferred Alternative defined a broad limit of disturbance (LOD) area covering the range of potential alignments that could avoid impacts to existing and planned infrastructure on DCA property. Arlington County, the Virginia Department of Transportation (VDOT), and the Metropolitan Washington Airports Authority (MWAA) will continue coordinating through the preliminary engineering phase of the study to determine a final alignment and eastern terminus for CC2DCA that avoids or minimizes, as much as possible, impacts to DCA parking and future roadway improvement projects. The Preferred Alternative was endorsed by the Arlington County Board on May 13, 2023.

#### Project Location



Leaflet | Tiles © Esri — Source: Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, MRCAN, Esri, Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2012

Primary Mode(s)	Secondary Mode(s)
<b>Application Number</b>	ARL-023
<b>Primary TransAction ID Number</b>	89
<b>Submitting Jurisdiction/Agency</b>	Arlington County
<b>Location</b>	2011 Crystal Drive, Arlington VA 22202 to Ronald Reagan Washington National Airport, Arlington, VA 22202
<b>Requested NVTA Funds</b>	\$21,100,000.00
<b>NVTA Funds Approved</b>	N/A
<b>Previous NVTA Funds Received</b>	\$18,000,000.00
<b>Total Cost to Complete Project</b>	\$57,200,000.00

#### Project Milestones

	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier	X				
FY23	X	X			
FY24		X	X		
FY25		X	X		
FY26		X	X		
FY27		X			
FY28				X	
FY29				X	
Beyond				X	

Year of expected project completion: FY2030

#### Project Funding

Source	Study	Design / Engineering / Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
<b>Total Cost</b>	\$3,300,000	\$7,200,000	\$200,000	\$46,500,000	\$0	\$57,200,000
<b>NVTA Funds Applied</b>	\$0	\$0	\$0	\$21,100,000	\$0	\$21,100,000
<b>Previous NVTA 70%</b>		\$0	\$0	\$18,000,000		\$18,000,000
<b>CMAQ</b>		\$7,200,000		\$2,300,000		\$9,500,000
<b>Local</b>	\$3,300,000	\$0	\$200,000	\$5,100,000		\$8,600,000
<b>Total Other</b>	\$3,300,000	\$7,200,000	\$200,000	\$25,400,000	\$0	\$36,100,000
<b>Gap</b>	\$0	\$0	\$0	\$0	\$0	\$0

#### Project Analysis Highlights

<b>Congestion Reduction Relative to Cost (CRRC) Rating</b>	0.96
<b>Congestion Reduction Relative to Cost (CRRC) Rank</b>	24
<b>TransAction Project Rating</b>	24.99
<b>TransAction Project Rank</b>	10
<b>Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2023)</b>	N/A
<b>Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2023)</b>	50.22%
<b>Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA</b>	31.04%
<b>Local Priority</b>	1
<b>Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)</b>	0
<b>Number of NVTA-Funded Project(s) Nearby</b>	6
<b>Regional Funds allocated to NVTA-Funded Project(s) Nearby</b>	\$85,150,000

# FY2024-2029 SYP Schedule



- May 1, 2023: Call for regional Transportation Projects issued
- July 28, 2023: Application deadline
- October 27, 2023: Governing body resolution deadline
- Summer/Fall 2023: Eligibility review; one-on-one applicant meetings; coding
- Fall/Winter 2023: Evaluations and review with applicants
- March 2024: Review evaluations with TAC, PCAC, PPC
- March 2024: NVTA approval of Public Hearing date
- March 2024: NVTA releases candidate project list and evaluations for public comment
- March 28 to May 19, 2024: Anticipated public comment period
- May 9, 2024: NVTA hosts Public Hearing
- June 13, 2024: NVTA briefed on public comments
- June 2024: NVTA staff releases project recommendations for review and endorsement by TAC, PCAC, and PPC
- July 11, 2024: Anticipated NVTA adoption of FY2024-2029 SYP



# Reference Slides

# Congestion Reduction Relative to Cost (CRRC)



**VA Code requires NVTAs to give priority to projects that achieve the greatest congestion reduction relative to cost (CRRC).**

- Derive person hours of delay (PHD) reduced from individual project model runs for years 2030 and 2045 by comparing no-build and build networks.
- PHD reduction values for 2030 and 2045 are extrapolated from the year of expected project completion to 2045, and summed for each year.
- The cumulative PHD reduction is divided by total project cost.

# TransAction Rating



- All eligible candidate projects will be coded into the TransAction ‘No Build’ network for 2045, and ratings calculated for individual projects using a single model run for 2045.
- Values for the 10 measures are calculated and are normalized with scores 0 (lowest) to 100 (highest).
- A weighted score is calculated for each project.

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

# Long Term Benefit



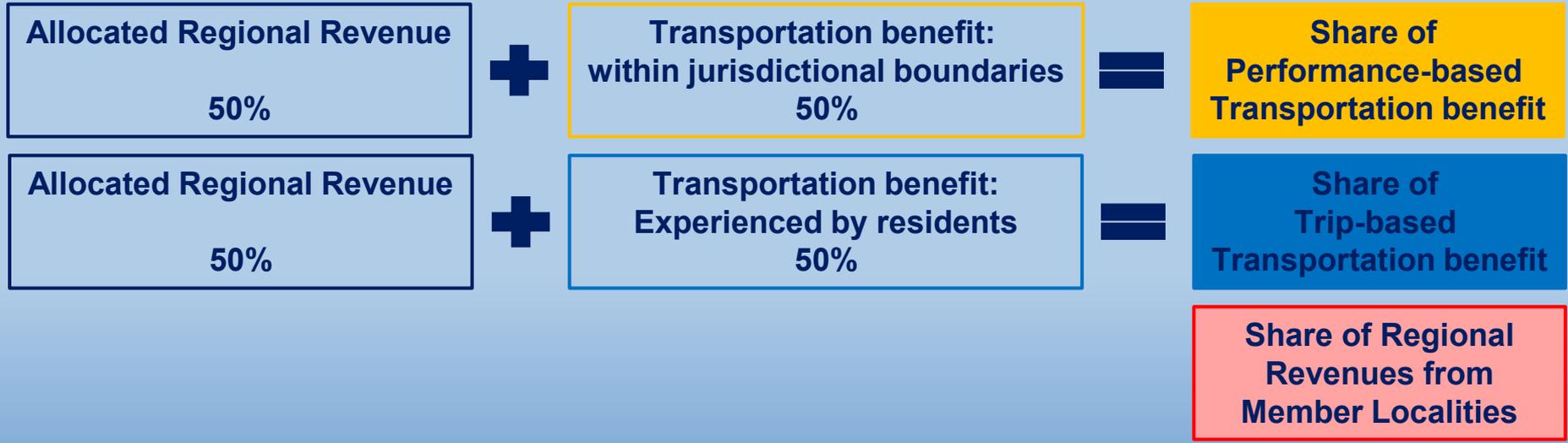
- VA Code requires that, over the long term, the allocation of benefit to member jurisdictions must be approximately equal to the share of the revenues attributed to each of the nine member jurisdictions. The Authority approved a set of LTB Principles in December 2014.
- Town projects will be combined with County projects for the purposes of LTB calculation.
- There is no guarantee that LTB imbalances (surpluses/deficits) will be fully eliminated in any single SYP update cycle.

# Long Term Benefit



- Historic share of revenues (since FY2014) is known, and can be reliably projected through FY2027.
- ‘Benefit’ is subdivided into two equally weighted components (includes projects thru FY2022-2027 SYP):
  - Allocated regional revenues are assigned to the respective jurisdictions based on physical location of each funded project (making some allowances for projects that cross jurisdictional boundaries or are considered ‘system’ level projects).
  - Geographic distribution of each funded project’s transportation impact, using reduction in person-hours of delay as the performance measure. Congestion reduction will be calculated by comparing the ‘total person-hours of delay’ measure for 2045, with and without the funded projects in the TransAction ‘No Build’ network for 2045. This is analyzed in two ways to provide a range:
    - Performance-based: sum the person hours of delay experienced in all network links within each jurisdiction and assign it to the jurisdiction.
    - Trip-based: sum the person hours of delay experienced by each traveler in the network and assign it to the jurisdiction of trip origin.
- Plot the shares of revenue, performance-based benefits, and trip-based benefits for the jurisdictions on a chart.

# Long Term Benefit



# Thank You!



*Scan the QR code to connect with us*

