



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING COORDINATION AND ADVISORY COMMITTEE
Wednesday, June 17, 2020, 6:00pm

VIRTUAL MEETING ONLY

Meeting link will be sent to the members prior to the meeting
All others will be able to view proceedings live on [NVTA's Facebook Page](#)

AGENDA

- I. Call to Order/Welcome** Chair

Action

- II. Resolution finding need to conduct meeting electronically**
Recommended action: Adopt resolution
- III. Summary Notes of May 27, 2020 Meeting**
Recommended action: Approve meeting notes
- IV. FY2020-25 Six Year Program Recommendations** Mr. Jasper, Principal,
Transportation Planning & Programming
*Recommended action: Recommend the Authority adopt
the FY2020-2025 Six Year Program*

Discussion/Information

- V. NVTA Update** Ms. Backmon, Executive Director

Adjournment

- VI. Adjourn**

Next Meeting: TBD
Location: TBD

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
PLANNING COORDINATION ADVISORY COMMITTEE
RESOLUTION FINDING NEED TO CONDUCT
JUNE 17, 2020 MEETING ELECTRONICALLY**

June 17, 2020

WHEREAS, on March 12, 2020, the Governor of Virginia declared a state of emergency in Virginia in response to the spread of novel coronavirus, or COVID-19, a communicable disease of public health threat as so declared by the State Health Commissioner on February 7, 2020 (“COVID-19”); and

WHEREAS, in subsequent Executive Orders, particularly Executive Order Nos. 53 and 55, as amended, the Governor of Virginia, among other measures designed to ensure safe physical distancing between individuals, prohibited public and private in person gatherings of 10 or more individuals and ordered all individuals in Virginia to remain at their place of residence, with limited exceptions, to mitigate the impacts of COVID-19 and prevent its spread; and

WHEREAS, the Northern Virginia Transportation Authority (Authority) – Planning Coordination Advisory Committee (Committee) finds that it has a responsibility to demonstrate to the public, through the Authority’s conduct, the importance of maintaining proper physical distance from others and to avoid gathering in public where the risks of infection are highest, and to take measures that promote physical distancing in order to protect the public health and mitigate the impacts and spread of COVID-19, including, among others, conducting meetings electronically whenever possible; and

WHEREAS, on April 22, 2020, the Virginia General Assembly adopted, and the Governor signed, budget bill amendments to HB 29 that expressly authorize “any public body, including any state, local, [or] regional body” to “meet by electronic communication means without a quorum of the public body . . . physically assembled at one location when the Governor has declared a state of emergency . . . , provided that (i) the nature of the declared emergency makes it impracticable or unsafe for the public body . . . to assemble in a single location; (ii) the purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body . . . and the discharge of its lawful purposes, duties, and responsibilities” among other provisions; and

WHEREAS, member jurisdictions of the Northern Virginia Transportation Authority have adopted continuity of government ordinances pursuant to Va. Code Ann. § 15.2-1413 which ordinances, among other provisions, contemplate regional bodies of which the locality is a member meeting electronically to transact business to assure the continuity of government; and

NOW, THEREFORE, BE IT RESOLVED, that the Northern Virginia Transportation Authority Planning Coordination Advisory Committee hereby finds that meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Committee to assemble in a single location on June 17, 2020, to discuss and transact the business of the Authority listed on the June 17, 2020 Committee Meeting Agenda; and

BE IT FURTHER RESOLVED, that the Committee hereby finds that meeting by electronic means is authorized because the items on the June 17, 2020 Committee Meeting Agenda are statutorily required or necessary to continue operations of the Authority and the discharge of the Authority's lawful purposes, duties, and responsibilities; and

BE IT FURTHER RESOLVED, that the items on the June 17, 2020 Committee Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Northern Virginia Transportation Authority to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19.

Adopted the 17th day of June, 2020.



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE Wednesday, May 27, 2020, 6:30 pm **(Electronic meeting only)** Northern Virginia Transportation Authority

SUMMARY NOTES

I. Call to Order/Welcome Chair Colbert

- Chair Colbert read a series of instructions in regards to protocol in conducting the online meeting, before calling the meeting to order at 6:40 p.m.
- Attendees:
 - **PCAC Members:** Chair Linda Colbert (Town of Vienna); Supervisor Koran Saines (Loudoun County); Board Chair Libby Garvey (Arlington County); Supervisor Margaret Angela Franklin (Prince William County); Council Member Michelle Davis-Younger (City of Manassas); Council Member Preston Banks (City of Manassas Park); Council Member Phil Duncan (City of Falls Church); Council Member Selonia Miles (Town of Dumfries); Council Member Signe Friedrichs (Town of Herndon); Vice-Mayor Elizabeth Bennett-Parker (City of Alexandria); Supervisor Walter Alcorn (Fairfax County).
 - **NVTA Staff:** Monica Backmon (Executive Director); Keith Jasper (Principal, Transportation Planning and Programming); Sree Nampoothiri (Senior Transportation Planner); Harun Rashid (Transportation Planner).

Action

II. Resolution to Conduct May 27, 2020 Meeting Electronically

- Chair Colbert read a summary excerpt of the resolution on the need for this PCAC meeting to be held electronically, and its permissibility under the recent passage of the amendments to the HB 29 – the FOIA Bill.
The resolution was unanimously adopted.

III. Summary Notes of February 26, 2020 Meeting

- The February 26, 2020, meeting summary was approved, with abstentions from members who did not attend the February 26 meeting.

Discussion/Information

IV. **FY2020-2025 Six-Year Program Update**

Mr. Nampoothiri

- Mr. Nampoothiri gave a broad outline of public comments received during the public comment period and the Public Hearing. At this point there are about 1000 comments being analyzed by staff. Broadly speaking, 3-5 candidate projects received the bulk of the comments. The NOVA Park Authority's project to enhance the W&OD trail in Arlington County, and Prince William County's application to construct an extension of Van Buren Road received the greatest number of comments. Out of 41 candidate projects, there were 5 projects which received no comments.
- In response to a question from Supervisor Saines, Mr. Nampoothiri mentioned that the comment summary, and all comments received, will be documented and shared with Committee members. In response to a question from Council Member Friedrichs, Mr. Nampoothiri confirmed that the total number of comments, and comments received for projects, was generally comparable to previous funding cycles.
- Supervisor Franklin verified the roadway project in the Rte. 1 corridor in Prince William County.
- Chair Colbert requested that the candidate project list be sent to Committee members given the number of new committee members in regards to this NVTA programming cycle update.

V. **TransAction Update**

Mr. Jasper

- Mr. Jasper provided an overview of recent activities to update the current plan (TransAction), and a context of the role of long-range planning at NVTA. NVTA staff is in the process of drafting a Request for Proposals (RFP) to procure consulting services for this initiative. The following features of this update process were highlighted - as a part of this plan update, the selected consultant(s) will assist NVTA staff in implementing in-house travel model capabilities; the plan will be guided by a Transportation Technology Strategic Plan; and a recently approved task to quantify near and long-term transportation impacts of the ongoing pandemic situation.
- Arlington County Board Chair Garvey mentioned regional planning studies on regional travel demands and related congestion trends, and the role of tele-commuting to meet some of these demands. Mr. Jasper confirmed these trends citing statistics from TransAction, and stressed the need for a combination of various travel demand management approaches and transportation technology with traditional infrastructures to provide effective transportation solutions.
- Council Member Friedrichs also discussed recent transportation technology trends and potentials, especially the future impacts of connected and autonomous vehicles on local transportation network. Mr. Jasper confirmed that the Transportation Technology Committee has good representation from both public and private sectors, and the members cover a wide range of technological solutions in the transportation sector.

VI. NVTa Update

Ms. Backmon

- NVTa Executive Director Ms. Backmon, briefly described the 2020 legislative efforts to restore revenues diverted from the Authority to WMATA in 2018. Actual realization of some of these revenues will be affected by the current pandemic impact. She also highlighted an estimate of Pay-Go funds available for projects in the upcoming FY2020-2025 Six Year Program. She also mentioned two recent Authority member appointments from the Virginia General Assembly (House) – Delegate Vivian Watts and Delegate Danica Roem.

VII. Adjourn

- The meeting adjourned at 7:23 pm.

DRAFT

Northern Virginia Transportation Authority

FY2020-25 Six Year Program Candidate Projects: Preliminary Quantitative and Qualitative Evaluations

3/4/2020

Application ID#	Jurisdiction / Agency	Project	Primary and supporting modal components	Fund request	Cumulative REQUEST	Total project cost	Supporting resolutions from other jurisdiction/ agency board/ council	Phases for which funds are requested	Funding gap and phases for which there is still a funding gap	Local priority	External funds	Past performance (% of expected funds reimbursed by FY2020 Q2)		Past performance (% of allocated funds reimbursed by FY2020 Q2)		Reimbursement request to active SPA ratio (FY2020 Q2)		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 rating (Reduction in annual person hours of delay / Total project cost in \$1000's)	CRRC rank
												Continuation Projects	Jurisdiction/ Agency	Continuation Projects	Jurisdiction/ Agency	Continuation Projects	Jurisdiction/ Agency								
CFX-015	City of Fairfax	Jermantown Road/Route 29 Intersection Improvements	🚶 🚲	\$ 700,000	\$ 700,000	\$ 1,400,000	NVTC	PE, ROW, CN	PE, ROW, CN													54.31	29	395.72	1
CFX-014	City of Fairfax	Government Center Parkway Extension	🚶 🚲	\$ 3,540,000	\$ 4,240,000	\$ 7,500,181	FFX, NVTC	ROW, CN														53.25	32	166.47	2
PWC-024	Prince William Co	North Woodbridge Mobility Improvements	🚶 🚲	\$ 8,000,000	\$ 12,240,000	\$ 8,300,000	FFX	PE, ROW, CN														59.60	9	133.20	3
FFX-101	Fairfax Co	Fairfax County Parkway Widening: Lee Highway (Route 29) to Nomes Court*	🚶 🚲	\$ 37,400,000	\$ 49,640,000	\$ 108,160,624		PE, ROW, CN														82.96	2	133.01	4
DMF-003	Town of Dumfries	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)*	🚶 🚲	\$ 78,000,000	\$ 127,640,000	\$ 129,760,000	PWC	CN														63.64	6	59.05	5
PWC-017	Prince William Co	Prince William Parkway at Clover Hill Road Innovative Intersection*	🚶 🚲	\$ 11,000,000	\$ 138,640,000	\$ 12,900,000		CN														55.06	26	54.14	6
FFX-112	Fairfax Co	Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road*	🚶 🚲	\$ 27,700,000	\$ 166,340,000	\$ 78,965,765		PE, ROW, CN														57.23	20	49.95	7
CFX-010	City of Fairfax	Intersection Improvements at Eaton Place/Chain Bridge Road*	🚶 🚲	\$ 11,600,000	\$ 177,940,000	\$ 22,380,000	NVTC	CN														58.13	14	39.42	8
ALX-014	City of Alexandria	Alexandria Duke Street Transitway*	🚶 🚲	\$ 75,000,000	\$ 252,940,000	\$ 87,555,000	NVTC, WMATA	ROW, CN, Asset Acq													Note A	65.03	5	38.98	9
PWC-016	Prince William Co	Summit School Road Extension and Telegraph Road Widening*	🚶 🚲	\$ 24,000,000	\$ 276,940,000	\$ 35,000,000		CN														63.06	7	37.08	10
CFX-011	City of Fairfax	Old Lee Highway Multimodal Improvements*	🚶 🚲	\$ 8,000,000	\$ 284,940,000	\$ 25,000,000	NVTC	CN														58.22	13	32.96	11
PWC-015	Prince William Co	Construct Route 28 Corridor Roadway Improvements*	🚶 🚲	\$ 50,000,000	\$ 334,940,000	\$ 306,000,000	FFX, CMA, CMP	CN	ROW, CN													72.96	4	30.26	12
LDN-016	Loudoun Co	Construct Crosstrail Boulevard (Route 653): Sycolin Road to Dulles Greenway (Route 267)	🚶 🚲	\$ 36,700,000	\$ 371,640,000	\$ 42,940,000		CN														50.48	40	29.39	13
ARL-015	Arlington Co	Rosslyn Multimodal Network Improvements	🚶 🚲	\$ 11,874,000	\$ 383,514,000	\$ 11,874,000		PE, ROW, CN														58.51	12	28.78	14
LDN-019	Loudoun Co	Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard	🚶 🚲	\$ 18,000,000	\$ 401,514,000	\$ 35,500,000		PE, ROW, CN														53.05	35	25.41	15
VRE-011	VRE	VRE Crystal City Station Improvements*	🚶 🚲	\$ 15,800,000	\$ 417,314,000	\$ 49,940,000	ARL, NVTC, PRTC	CN														57.62	17	23.86	16
CFC-006	City of Falls Church	West Falls Church Access to Transit and Multimodal Connectivity	🚶 🚲	\$ 6,900,000	\$ 424,214,000	\$ 6,900,000	FFX, NOV	PE, ROW, CN														54.81	27	23.48	17
NOV-002	NOVA Parks	Arlington W&OD Trail Enhancements	🚶 🚲	\$ 5,646,000	\$ 429,860,000	\$ 5,646,000	ARL	PE, CN														53.16	34	23.35	18
CFC-005	City of Falls Church	Downtown Falls Church Multimodal Improvements	🚶 🚲	\$ 8,300,000	\$ 438,160,000	\$ 10,540,000		ROW, CN														56.18	24	20.78	19
FFX-098	Fairfax Co	Richmond Highway (Route 1) BRT*	🚶 🚲	\$ 71,000,000	\$ 509,160,000	\$ 730,000,000	PWC, NVTC, WMATA	PE, ROW, CN	ROW, CN												Note B	90.00	1	19.02	20
CFX-013	City of Fairfax	Roadway Network Northfax West*	🚶 🚲	\$ 2,400,000	\$ 511,560,000	\$ 9,600,000	NVTC	ROW, CN	ROW													57.73	16	17.50	21
VRE-013	VRE	VRE Woodbridge Station Improvements	🚶 🚲	\$ 2,210,000	\$ 513,770,000	\$ 29,710,000	PWC, NVTC, PRTC	PE	CN													58.67	11	14.63	22
PWC-025	Prince William Co	Van Buren Road North Extension: Route 234 to Cardinal Drive	🚶 🚲	\$ 8,000,000	\$ 521,770,000	\$ 80,000,000		PE	ROW, CN													54.06	30	14.19	23
RPT-002	DRPT	Franconia-Springfield Passenger Rail Bypass	🚶 🚲	\$ 100,000,000	\$ 621,770,000	\$ 334,223,132		CN														60.37	8	13.52	24
FFX-108	Fairfax Co	Richmond Highway Widening From Route 235 North to Route 235 South*	🚶 🚲	\$ 183,700,000	\$ 805,470,000	\$ 372,000,000	PWC, NVTC	ROW, CN													Note C	79.93	3	13.48	25
VIE-003	Town of Vienna	Vienna Regional Bikesharing	🚶 🚲	\$ 282,400	\$ 805,752,400	\$ 282,400	FFX	PE, CN, Asset Acq														51.28	39	11.24	26
PWC-018	Prince William Co	Devlin Road Widening: Linton Hall Road to Relocated Balls Ford Road	🚶 🚲	\$ 6,800,000	\$ 812,552,400	\$ 48,800,000		PE	ROW, CN													51.40	38	10.97	27
LDN-018	Loudoun Co	Braddock Road Widening from Paul VI H.S. to Bull Run Office Post Office Road	🚶 🚲	\$ 30,000,000	\$ 842,552,400	\$ 60,000,000		PE, ROW, CN														55.22	25	9.85	28
FFX-106	Fairfax Co	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	🚶 🚲	\$ 69,000,000	\$ 911,552,400	\$ 214,000,000		PE, ROW, CN														57.41	19	8.86	29
PWC-020	Prince William Co	Prince William Parkway at Old Bridge Road Intersection Improvements	🚶 🚲	\$ 30,000,000	\$ 941,552,400	\$ 30,000,000		PE, ROW, CN														52.08	37	8.43	30
LDN-017	Loudoun Co	Belmont Ridge Road Widening: Shreveport Drive to Evergreen Mills Road	🚶 🚲	\$ 11,899,000	\$ 953,451,400	\$ 24,310,000		CN														52.99	36	7.44	31
ARL-019	Arlington Co	Ballston-MU Metrorail Station West Entrance*	🚶 🚲	\$ 33,510,000	\$ 986,961,400	\$ 130,000,000	NVTC	CN	CN												Note D	57.22	21	7.33	32
FFX-103	Fairfax Co	Frontier Drive Extension and Intersection Improvements*	🚶 🚲	\$ 105,000,000	\$ 1,091,961,400	\$ 140,000,000	NVTC	ROW, CN														56.34	22	6.81	33
PWC-023	Prince William Co	University Boulevard Extension: Devlin Road to Wellington Road	🚶 🚲	\$ 26,500,000	\$ 1,118,461,400	\$ 43,000,000		CN														53.51	31	6.52	34
ARL-014	Arlington Co	CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport	🚶 🚲	\$ 18,000,000	\$ 1,136,461,400	\$ 36,177,000	NVTC	PE, CN														56.31	23	6.33	35
LEE-008	Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road*	🚶 🚲	\$ 116,564,678	\$ 1,253,026,078	\$ 127,800,000		ROW, CN														50.00	41	3.85	36
FFX-104	Fairfax Co	Braddock Road Corridor and Intersection Improvements: Guinea Road to Ravensworth Road	🚶 🚲	\$ 79,000,000	\$ 1,332,026,078	\$ 86,283,356		PE, ROW, CN														58.69	10	2.70	37
PWC-022	Prince William Co	Wellington Road Widening: University Boulevard to Devlin Road	🚶 🚲	\$ 6,000,000	\$ 1,338,026,078	\$ 51,500,000		PE	ROW, CN													53.24	33	2.01	38
ARL-017	Arlington Co	Arlington National Cemetery Wall Trail	🚶 🚲	\$ 2,000,000	\$ 1,340,026,078	\$ 18,000,000		PE	CN													57.44	18	1.58	39
PWC-019	Prince William Co	Route 234 and Sudley Manor Drive Interchange	🚶 🚲	\$ 10,000,000	\$ 1,350,026,078	\$ 150,000,000		PE	ROW, CN													57.94	15	1.07	40
FFX-114	Fairfax Co	Seven Corners Ring Road Improvements	🚶 🚲	\$ 94,800,000	\$ 1,444,826,078	\$ 94,800,000	CFC	PE, ROW, CN														54.51	28	0.36	41
41 applications 13 applicants TOTAL				\$ 1,444,826,078	\$ 1,444,826,078	\$ 3,796,747,458	Average performance of all applications																		

* Continuation project: This project has received NVTA funding in previous cycle(s)

Modal Components

- 🚶 New or improved pedestrian path/trail
- 🚲 New or improved bicycle lane/path
- 🚶🚲 New or improved bus/BRT facility
- 🚶🚲 Improvement/Access to Metrorail/VRE Commuter Rail
- 🚶 Access to Park-and-Ride facility
- 🚶 Transportation technology
- 🚶 New or improved intersection/interchange
- 🚶 New roadway capacity and/or alignment

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

Notes

- A Future phase 2 will include dedicated transit lanes along the entirety of the corridor
- B FFX-108 Richmond Highway Widening is a prerequisite for this project
- C Prerequisite for FFX-098 Richmond Highway BRT
- D Project cannot be implemented without WMATA's active involvement

Jurisdictions/ Agencies

- ARL Arlington Co
- FFX Fairfax Co
- LDN Loudoun Co
- PWC Prince William Co
- ALX City of Alexandria
- CFX City of Fairfax
- CFC City of Falls Church
- DMF Town of Dumfries
- LEE Town of Leesburg
- VIE Town of Vienna
- NOV NOVA Parks
- VRE Virginia Railway Express
- RPT VA Department of Rail and Public Transportation

- Very high
- High
- Medium
- Low
- Very low
- None

See definition below#	See definition below^	% drawn down of expected drawdown	% drawn down of expected drawdown	% drawn down of total allocation	% drawn down of total allocation	Ratio	Ratio
None	Top 3	Very high	> 100%	> 100%	> 100%	> 100%	> 4
Very low	Next 3	High	>80-100%	>80-100%	>80-100%	>80-100%	>3 to 4
Low	All others	Medium	>60-80%	>60-80%	>60-80%	>60-80%	>2 to 3
Medium		Low	>40-60%	>40-60%	>40-60%	>40-60%	>1 to 2
High		Very low	>20-40%	>20-40%	>20-40%	>20-40%	>0 to 1
Very high		None	0-20%	0-20%	0-20%	0	0
			N/A	N/A	N/A	N/A	N/A

Funding Gap (Higher of % or \$)
 Gap> 80% or >100M
 Gap= >60-80% or >50-100M
 Gap= >40-60% or >10-50M
 Gap= >20-40% or >1-10M
 Gap= >0-20% or upto 1M
 No gap

^ External Funds (Higher of % or \$)
 Non-NVTA> 80% or >100M
 Non-NVTA= >60-80% or >50-100M
 Non-NVTA= >40-60% or >10-50M
 Non-NVTA= >20-40% or >1-10M
 Non-NVTA= >0-20% or upto 1M
 No external funds

Anticipated next three SYP updates:
 Call Adoption
 6 / 2021 6 / 2022
 6 / 2023 6 / 2024
 6 / 2025 6 / 2026

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

FY2020-2025 Six Year Program: Summary of Public Comments

I. Background

The public comment period for the FY2020-2025 Six Year Program (SYP) opened on March 13, 2020 and closed on May 24, 2020. The Public Hearing was held on May 14, 2020, with the option to submit testimony in person or by phone. Phone testimony required pre-registration. The Public Hearing was livestreamed on Facebook and can be viewed on the NVTA website.¹

NVTA requested comments be submitted online to NVTA's dedicated email account for the SYP, comment form on the NVTA webpage, or by USPS mail. NVTA accepted written comments submitted via other channels if they were received prior to the May 24th deadline.

II. Responses Received

Public Hearing testimony was provided by 27 speakers, 26 on the phone and one in person. However, the majority of responses were submitted through one of the channels mentioned above.

Testimony and responses submitted prior to the May 24th deadline were combined into a single database. Duplicate responses from the same individual were combined. NVTA staff reviewed and categorized responses, and converted responses into project-specific comments, including whether they expressed support, opposition, or were not project-specific.

Collectively, these responses from 907 individuals and organizations represent 1042 comments in the database. (Some responses addressed multiple projects.)

III. Overview of Comments

Table 1 and Figure 1 provide a summary of the 1042 comments for individual candidate projects, including a categorization of each.

A total of 27 people provided testimony at the Public Hearing on May 14th:

- Twelve people supported DMF-003 (Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)) in the Town of Dumfries;
- Eight people opposed and one supported NOV-002 (Arlington W&OD Trail Enhancements), submitted by the Northern Virginia Regional Park Authority;

¹ <https://thenovaauthority.org/fy2024-2025-six-year-program-update/>

- Eighteen other projects received support from at least one testimony provider.

Table 2 shows the four projects that, overall, received the majority of the attention and the typical supporting and/or opposing comments received:

- 257 supported and 67 opposed NOV-002 (Arlington W&OD Trail Enhancements), submitted by the Northern Virginia Regional Park Authority;
- 132 supported and 125 opposed PWC-025 (Van Buren Road North Extension: Route 234 to Cardinal Drive), submitted by Prince William County;
- 240 supported and 3 opposed CFC-006 (West Falls Church Access to Transit and Multimodal Connectivity), submitted by the City of Falls Church;
- 68 supported and zero opposed CFC-005 (Downtown Falls Church Multimodal Improvements), submitted by the City of Falls Church;

These four projects accounted for more than 85 percent of the comments received.

In addition to project-related comments, one response was received that encouraged the Authority to invest in projects that support mixed-use, walkable, transit-oriented communities and reduce vehicle miles traveled, vehicle trips, air pollution and greenhouse gas emissions. Another 23 responses were received that (with typical examples):

- Were related to the Six Year Program but not to a specific candidate project:
 - Need traffic-calming measures between Route 29 and Route 50;
 - Impacts on property values in Secret Grove;
 - Improvements to Route 1 should have tie ins to storm sewer on all side streets;
 - Sound walls needed and green space should be preserved;
 - Support improvements in Woodbridge;
 - Prioritize Route 1 corridor;
 - NVTa plan is not multimodal and does not address roadway expansion inside the Beltway especially where transit and biking is not a viable option to many who don't live near a station or a trail;
 - Destroys lifestyle and will not address congestion;
 - Bridge to improve safety across Shreve Rd and Buckelew Drive intersection.
- Did not relate to the Six Year Program:
 - Widen trails in Ashburn (Loudoun);
 - Need public transit in Great Falls and more transit options in Vienna;
 - Rt 1 and Kings Highway creates a perpetual traffic jam. There is investment bias that favors western part of the county;
 - Affordable housing, telecommuting options.

Combined, these 24 responses are shown as 'Other comments not directly related to a project' in Table 1 and 'Other' in Figure 1.

In addition, two comments related to a specific project but did not express support or opposition:

- Impact of W&OD trail in Falls Church on an existing memorial bench (CFC-006);
- Blank (NOV-002)

These comments are shown as 'Other' for the respective projects in Table 1.

Table 1: Summary of comments by project

Project ID	Jurisdiction / Agency	Project	Total	Support	Oppose	Other
ARL-019	Arlington Co	Ballston-MU Metrorail Station West Entrance	18	18	0	0
ARL-014	Arlington Co	CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport	15	15	0	0
ARL-015	Arlington Co	Rosslyn Multimodal Network Improvements	7	7	0	0
ARL-017	Arlington Co	Arlington National Cemetery Wall Trail	2	2	0	0
FFX-108	Fairfax Co	Richmond Highway Widening From Route 235 North to Route 235 South	9	8	1	0
FFX-098	Fairfax Co	Richmond Highway (Route 1) BRT	6	5	1	0
FFX-112	Fairfax Co	Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road	3	3	0	0
FFX-106	Fairfax Co	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	2	2	0	0
FFX-101	Fairfax Co	Fairfax County Parkway Widening: Lee Highway (Route 29) to Nomes Court	1	1	0	0
FFX-104	Fairfax Co	Braddock Road Corridor and Intersection Improvements: Guinea Road to Ravensworth Road	1	1	0	0
FFX-103	Fairfax Co	Frontier Drive Extension and Intersection Improvements	1	1	0	0
FFX-114	Fairfax Co	Seven Corners Ring Road Improvements	2	2	0	0
LDN-016	Loudoun Co	Construct Crosstrail Boulevard (Route 653): Sycolin Road to Dulles Greenway (Route 267)	1	1	0	0
LDN-017	Loudoun Co	Belmont Ridge Road Widening: Shreveport Drive to Evergreen Mills Road (Route 621)	1	1	0	0
LDN-018	Loudoun Co	Braddock Road Widening from Paul VI H.S. to Bull Run Office Post Office Road	1	1	0	0
LDN-019	Loudoun Co	Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard	2	2	0	0
PWC-015	Prince William Co	Construct Route 28 Corridor Roadway Improvements	1	1	0	0
PWC-016	Prince William Co	Summit School Road Extension and Telegraph Road Widening	1	1	0	0
PWC-018	Prince William Co	Devlin Road Widening: Linton Hall Road to Relocated Balls Ford Road (Wellington Road)	0	0	0	0
PWC-023	Prince William Co	University Boulevard Extension: Devlin Road to Wellington Road	0	0	0	0
PWC-024	Prince William Co	North Woodbridge Mobility Improvements	1	1	0	0
PWC-019	Prince William Co	Route 234 and Sudley Manor Drive Interchange	1	1	0	0
PWC-017	Prince William Co	Prince William Parkway at Clover Hill Road Innovative Intersection	1	1	0	0
PWC-020	Prince William Co	Prince William Parkway at Old Bridge Road Intersection Improvements	0	0	0	0
PWC-022	Prince William Co	Wellington Road Widening: University Boulevard to Devlin Road	0	0	0	0
PWC-025	Prince William Co	Van Buren Road North Extension: Route 234 to Cardinal Drive	257	132	125	0
ALX-014	City of Alexandria	Alexandria Duke Street Transitway	4	4	0	0
CFX-010	City of Fairfax	Intersection Improvements at Eaton Place/Chain Bridge Road	1	1	0	0
CFX-011	City of Fairfax	Old Lee Highway Multimodal Improvements	2	2	0	0
CFX-014	City of Fairfax	Government Center Parkway Extension	1	1	0	0
CFX-013	City of Fairfax	Roadway Network Northfax West	1	1	0	0
CFX-015	City of Fairfax	Jermantown Road/Route 29 Intersection Improvements	0	0	0	0
CFC-006	City of Falls Church	West Falls Church Access to Transit and Multimodal Connectivity	244	240	3	1
CFC-005	City of Falls Church	Downtown Falls Church Multimodal Improvements	68	68	0	0
DMF-003	Town of Dumfries	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	23	23	0	0
LEE-008	Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	3	3	0	0
VIE-003	Town of Vienna	Vienna Regional Bikeshearing	1	1	0	0
VRE-011	VRE	VRE Crystal City Station Improvements	9	9	0	0
VRE-013	VRE	VRE Woodbridge Station Improvements	1	1	0	0
NOV-002	NOVA Parks	Arlington W&OD Trail Enhancements	325	257	67	1
RPT-001	DRPT	Franconia-Springfield Passenger Rail Bypass	1	1	0	0
		Other comments not directly related to a project	24	-	-	-
TOTAL COMMENTS			1042	819	197	2

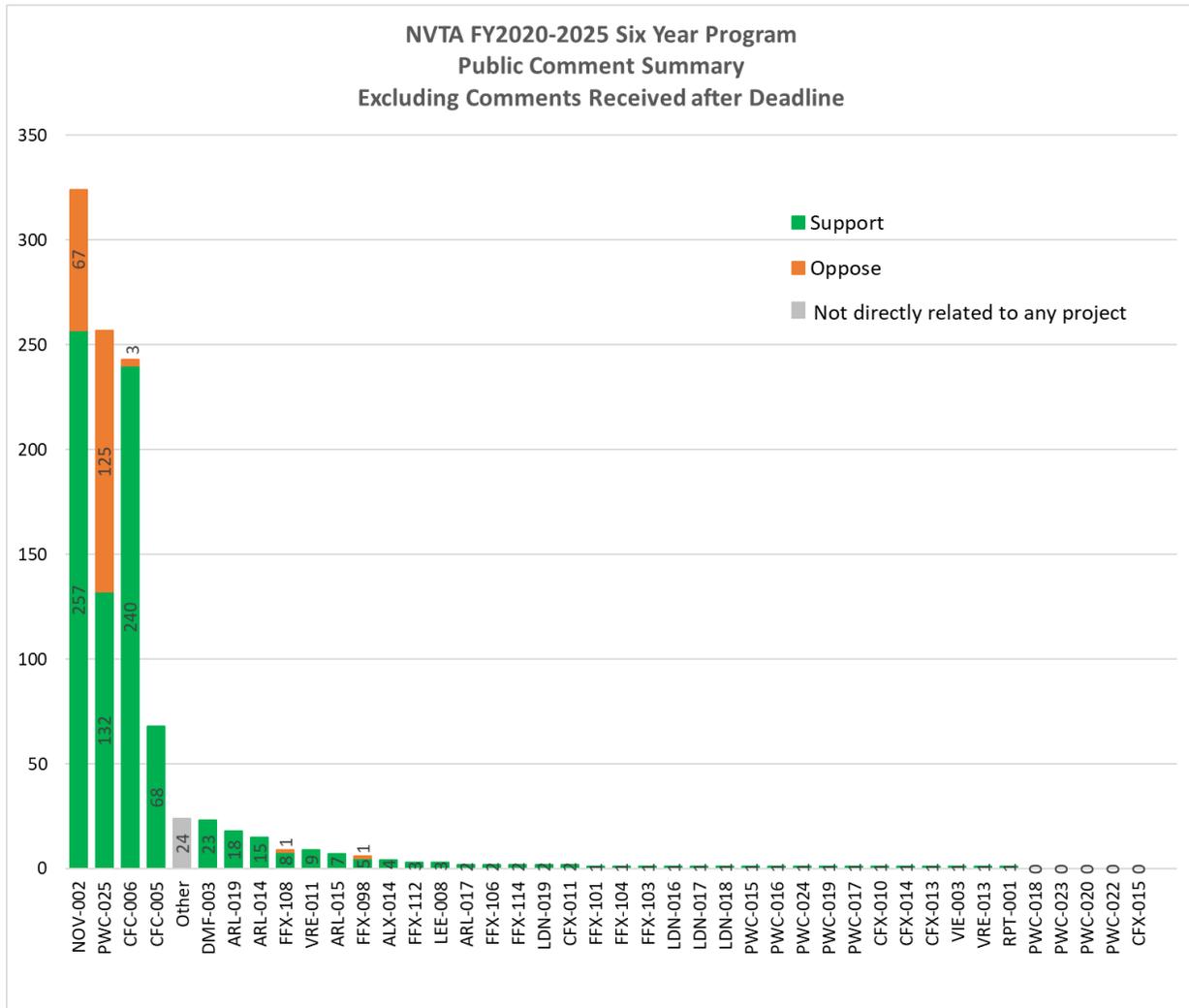
Table 2. Projects that received most of the comments

Reference ID	Project	Number of Comments
NOV-002	Arlington W&OD Trail Enhancements	325
<p><u>Typical Supporting Comment</u></p> <p>The proposal to create separate and distinct lanes for cyclists and walkers/runners on the Arlington County portion of the popular W&OD Trail is a win-win for ALL users.</p> <p>Crowding on the W&OD Trail is a testament to its popularity, and overall a good problem to have. Attempt to peddle or perambulate on the trail, and you will experience the crowding for yourself.</p> <p>Separate lanes will enable all persons jogging, walking, or cycling on this lovely trail to do so without fear of running into one another and possibly hurting on another, as is now the case. Separate lanes will enable better management of the different types of traffic on this beautiful but crowded trail. Whether you ride a bike or enjoy the trail on your feet, no users of the trail will lose access to it under this proposed upgrade. Indeed, the guarantee of safer usage made possible by adoption of this proposal could increase use for recreational, fitness and transit purposes and in the process contribute to reduced carbon emissions in our community.</p> <p>I am confident that concerns about the environmental impact of the project, such as an increase in storm water runoff, will be addressed in a responsible manner to ensure this project does not adversely impact our community’s natural resources, infrastructure, commercial and residential sectors.</p> <p>For these reasons, I wholeheartedly support dual trail expansion in Arlington County.</p>		
<p><u>Typical Opposing Comment</u></p> <p>Environmental Destruction – No environmental assessment has been performed by NOVAParks, yet this project will destroy 2 acres of greenspace, including portions of unique meadow/pollinator habitat, portions of the longest wildlife corridor fully within Arlington County, and mature trees and shrubs.</p> <p>More Impermeable Surface -The project will add almost two acres of impermeable paved surface, including within Chesapeake Bay Resource Protection Areas and flood plain along Four Mile Run, potentially increasing flooding risks and severity in Arlington’s BonAir and Bluemont parks, both of which suffered significant damage in the July, 2019 flood event.</p> <p>NOVAParks has failed to conduct an “alternatives assessment” of less expensive and environmentally destructive solutions, including potential management of Arlington County’s parallel paved Four Mile Run trail in conjunction with the existing W&OD trail during peak usage periods to separate pedestrian and bicycle traffic.</p> <p>NOVAParks has failed to conduct any safety assessment to determine whether a wider bicycles-only path in the dual path configuration will result in increased bicycle speeds, group/side-by-side travel, etc. only two feet from pedestrians, thereby potentially increasing conflicts, and frequency and severity of accidents. Nor has NOVAParks assessed the potential safety hazards of the widened</p>		

Reference ID	Project	Number of Comments
<p>single-path configuration which affords pedestrians only a three foot wide walkway on either side of the widened bicycle path and immediately next to higher speed bicyclists.</p>		
PWC-025	Van Buren Road North Extension: Route 234 to Cardinal Drive	257
<p><u>Typical Supporting Comment</u> I live in Montclair. Drivers are constantly cutting through our community as a "shortcut". Furthermore, they are far exceeding the speed limits set within the community. The area around our Montclair has increased dramatically in the last two decades with very little infrastructure to allow for safe traffic flow. I think a serious accident in Montclair in the near future is a given. There have already been several close calls. Please build the Van Buren extension to help alleviate the crowded streets here and (hopefully) cut down on the speeders.</p>		
<p><u>Typical Opposing Comment</u> 1) This proposed road will impact our Four Seasons residential community in an extremely negative manner. The high volume of traffic expected to use it will create excessive amounts of noise and auto/truck pollution, adding to the current volume of noise and pollution that is generated by I95 traffic and trucks at the I95 truck weigh station (which is located less than one mile from our community). 2) Further development at the very edge of our community would also allow potential access to our gated, "over 55" community from other businesses or housing communities that would be situated along the road. 3) There is a substantial amount of wildlife that transits the wooded area adjacent to our community. Removing the trees to build a road would impact the wildlife habitat and create more air pollution. Our suggestion: Consider entry and exit ramps to I-95 at Cardinal, since most of the traffic that transits Benita Fitzgerald is heading to neighborhoods that are adjacent to Cardinal. This would avoid having additional traffic directed toward the perimeter of our Four Seasons community.</p>		
CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	244
<p><u>Typical Comment</u> As a resident in the Shreve Road community, I write to share my strong support for the West Falls Church Access to Transit and Multimodal Connectivity application.</p> <p>Transportation improvements along this portion of Shreve Road are greatly needed. Our community uses the pathway daily for access to metro and retail, however the design of the road and lack of protection puts our families in danger. Earlier this year, the Virginia Department of Transportation reduced the speed limit on this portion of Shreve road in response to the number of vehicle accidents. However, without the investments from this grant application, there will not be adequate protection to advance the use of multimodal transportation.</p> <p>Expanding commercial development will increase the number of vehicles on Shreve Road. Without adequate capacity for pedestrians and bicycles, residents will be forced to add to the number of vehicle trips to reach nearby destinations, including to the metro.</p>		

Reference ID	Project	Number of Comments
CFC-005	Downtown Falls Church Multimodal Improvements	68
<p data-bbox="196 338 402 373"><u>Typical Comment</u></p> <p data-bbox="196 373 1416 762">The Downtown Falls Church Multimodal Improvements project would increase accessibility and safety for pedestrians, bicyclists, and others by removing obstructions from and widening sidewalks, installing two new mid-block crossings, and improving visibility at six intersections and mid-block crossings along Park Avenue in central Falls Church. Many of our students travel through this section of our city each day on their way to our elementary, middle, and high schools on foot, by bike, by school bus, and by car. Our students and families also use Park Avenue to access the Falls Church City Community Center, Cherry Hill Park, the Mary Riley Styles library, our farmer’s market, and many of our city’s small businesses. The proposed improvements would enable safer routes to our schools; enhance connections to the City’s civic and recreational centers; support economic development; and reduce congestion by implementing infrastructure for multiple modes of transportation.</p>		

Figure 1. Distribution of on-time public comments by candidate project

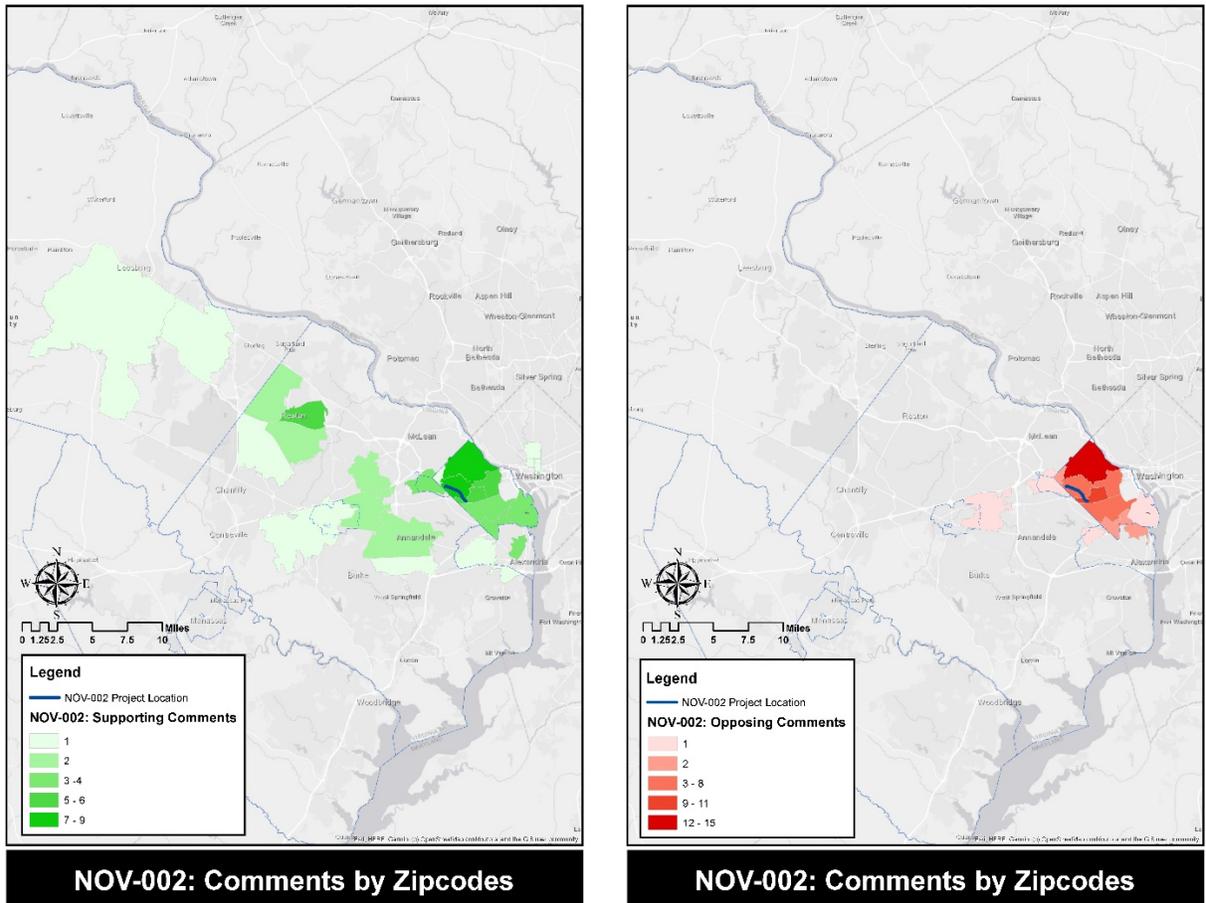


IV. Spatial Distribution of Comments for Selected Projects

Responses submitted to NVTA via the online comment form, and optionally for some other responses, included a zip code for the respondent. This has enabled an analysis of the spatial distribution for the support and opposition for selected candidate projects that have generated significant volume of responses. Please note that not everyone provided their zip codes, potentially skewing this analysis. The accuracy of zip code information has not been, and in most cases cannot be, verified.

Figure 2 shows comments in support of, and opposed to, NOV-002 (Arlington W&OD Trail Enhancements), submitted by the Northern Virginia Regional Park Authority. Figure 3 shows comments in support of, and opposed to, PWC-025 (Van Buren Road North Extension: Route 234 to Cardinal Drive), submitted by Prince William County.

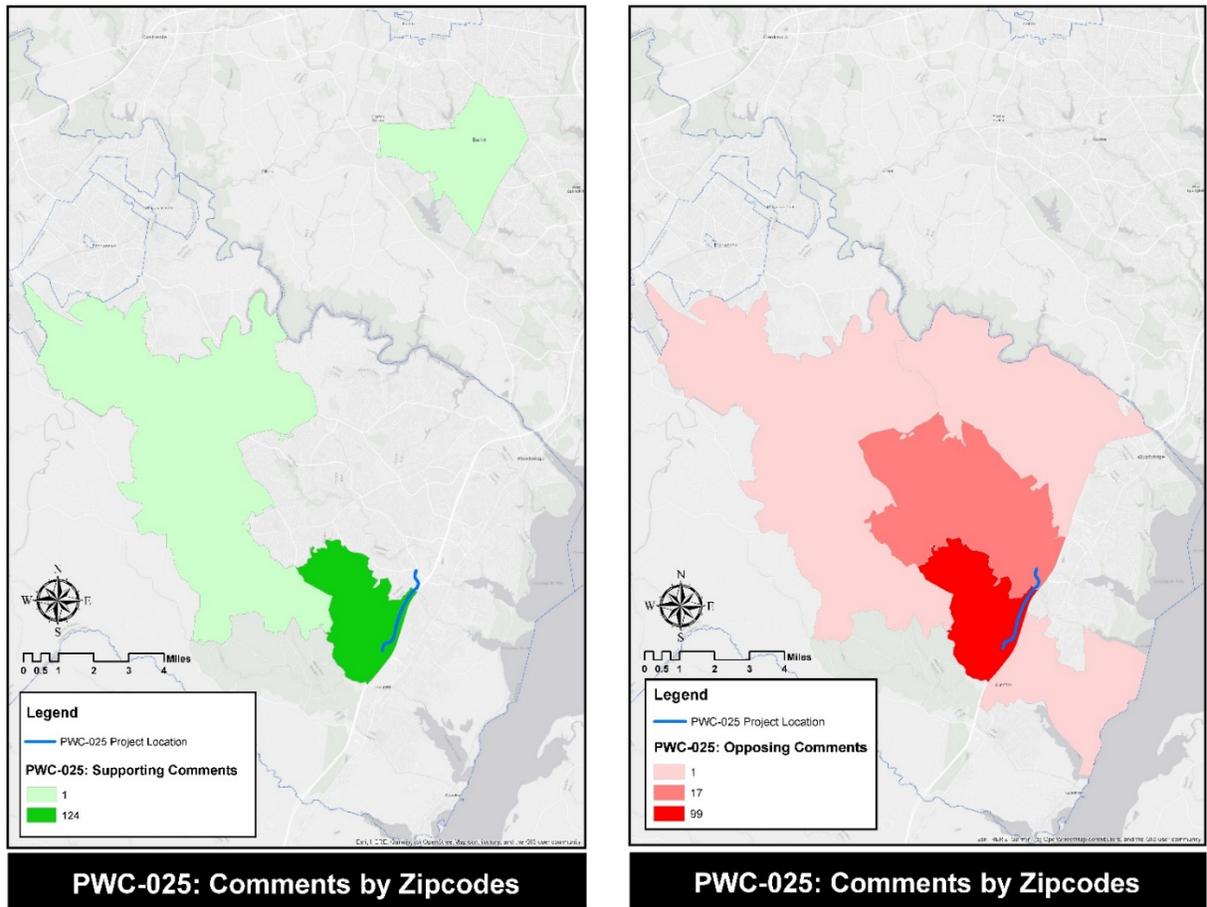
Figure 2. Comments in support of, and opposed to, NOV-002 (Arlington W&OD Trail Enhancements)



Note: 325 comments were received for this project, of which 131 have zip code information – 76 supporting and 55 opposing.

While most supporting and opposing comments were local to the project location and generated from within Arlington County, the project application generally had more support than opposition from beyond Arlington County, notably through central and northwestern Fairfax County.

Figure 3. Comments in support of, and opposed to, PWC-025 (Van Buren Road North Extension: Route 234 to Cardinal Drive)

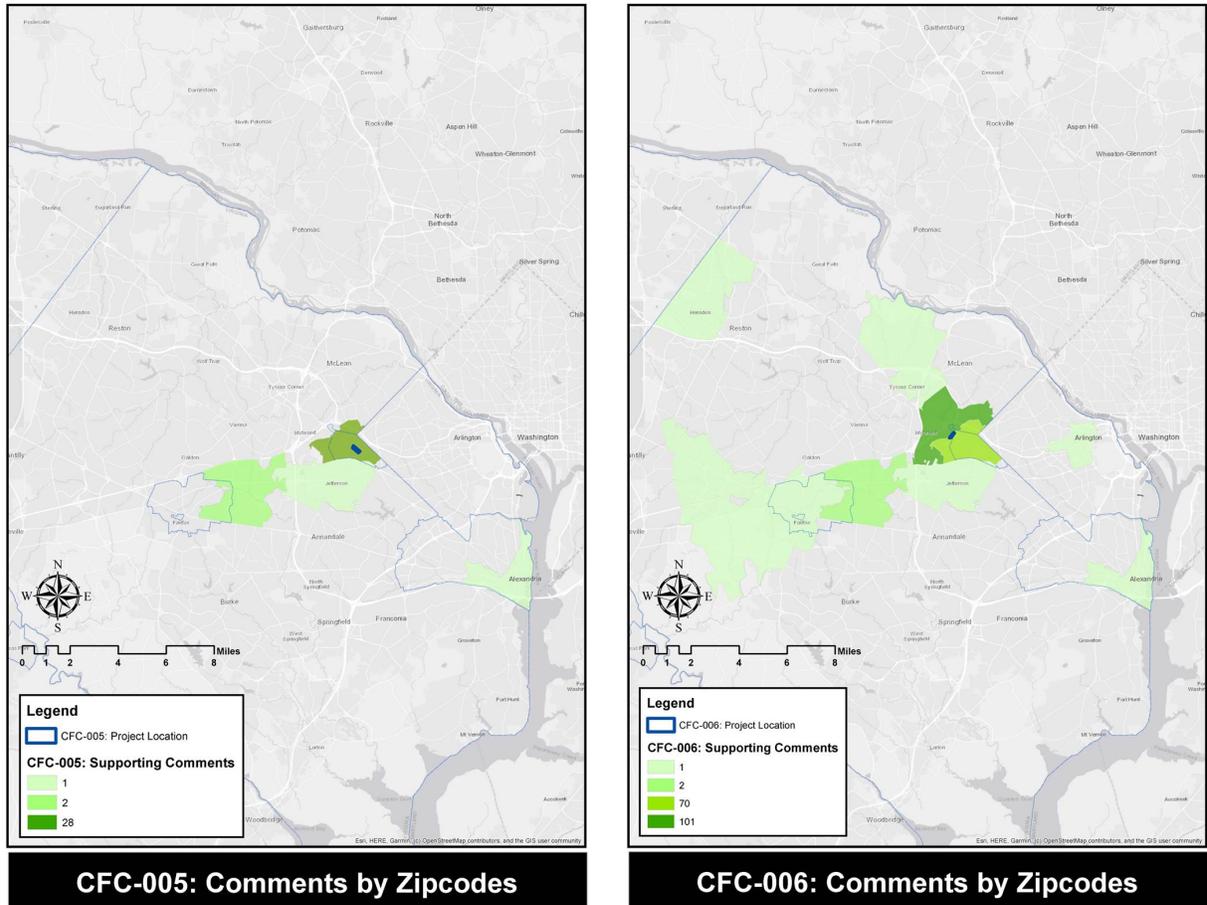


Note: 257 comments were received for this project, of which 246 have zip code information – 126 supporting and 120 opposing.

While most supporting and opposing comments were local to the project location and generated from the same zip code in Prince William County, the project application had more opposition than support from areas to the north.

Figure 4 shows comments in support of two projects submitted by the City of Falls Church – CFC-005 (Downtown Falls Church Multimodal Improvements) and CFC-006 (West Falls Church Access to Transit and Multimodal Connectivity). These two candidate projects generated the most comments after the NOV-002 and PWC-025 projects. Unlike NOV-002 and PWC-025, comments for the two Falls Church projects were overwhelmingly supportive, but with CFC-006 having nearly four times the support of CFC-005.

Figure 4. Comments in support of CFC-005 (Downtown Falls Church Multimodal Improvements) and CFC-006 (West Falls Church Access to Transit and Multimodal Connectivity)



Note: 68 comments were received for CFC-005, of which 36 have zip code information – all supporting. 244 comments were received for CFC-006, of which 186 have zip code information – 184 supporting and 2 opposed (not shown).

Not only did CFC-006 generate more comments than CFC-005 from zip codes in the City of Falls Church, CFC-006 appears to have greater support from areas outside the City in Fairfax County than in the City itself. This support is predominantly located adjacent to, and northwest of, the City of Falls Church.

V. Additional Responses Received

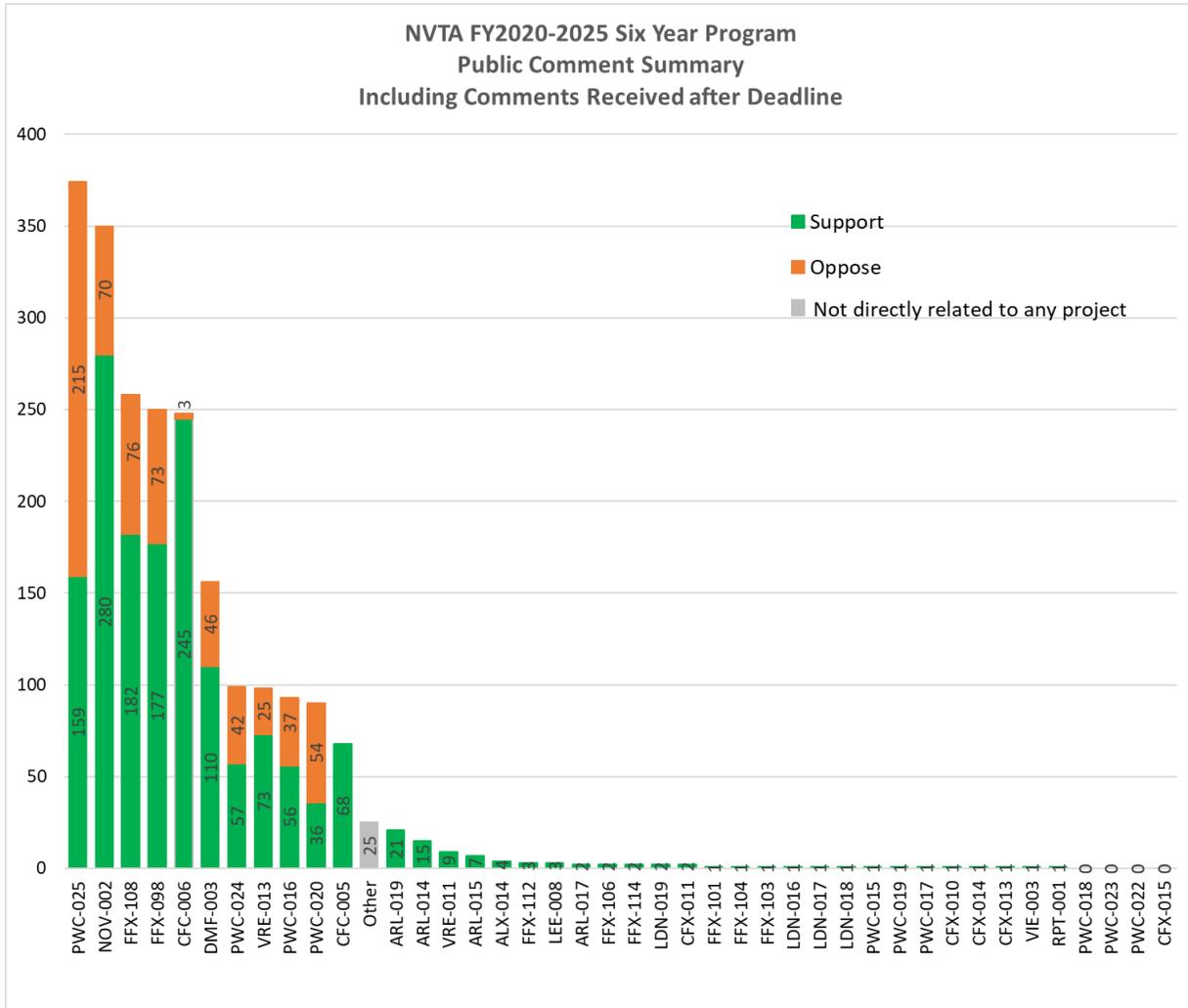
55 responses were received after the May 24th deadline. Most of these were in support of, or opposed to, the Arlington W&OD Trail Enhancements project. One response had a petition with 223 signatures that support installing physical protection for pedestrians along local resident roads with schools- specifically Westmoreland, Idylwood and Shreve Rd.

One response was a letter from Senator Surovell that included an analysis of survey responses from an estimated 362 constituents, related to the eight candidate projects in the Route 1 Corridor through Prince William and Fairfax Counties. NVTAs staff was not involved in the development and execution of the survey, and does not have access to the original survey responses. NVTAs staff cannot ensure the validity of the survey instrument, verify the categorization of responses, or identify possible duplicate responses. Consequently, NVTAs staff has not integrated the analysis from Senator Surovell's survey, nor any of the other late responses, into the overview outlined in section III above.

All 55 late responses are, however, included in the full listing of public comments on NVTAs website. NVTAs staff has encouraged jurisdiction and agency staff to review comments associated with their respective candidate projects.

Figure 5 shows a revised distribution of comments by candidate project that combines the 1042 on-time comments with the 55 late responses, including Senator Surovell's survey analysis taken at face value. Figure 5 is included for reference purposes only, without commentary.

Figure 5. Distribution of public comments (including 55 responses received after the deadline) by candidate project



Northern Virginia Transportation Authority

FY2020-25 Six Year Program: **NVTA Staff Recommendations**

6/9/2020

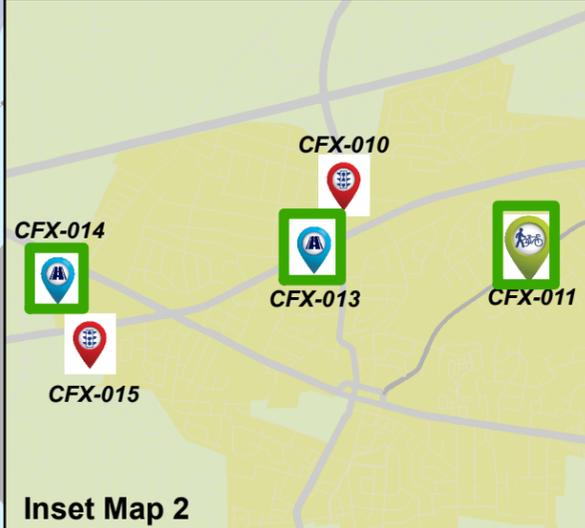
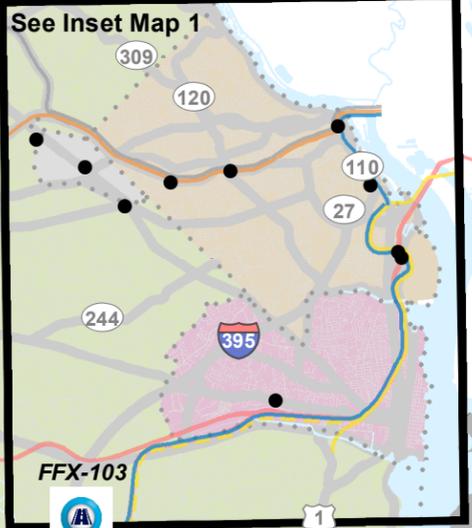
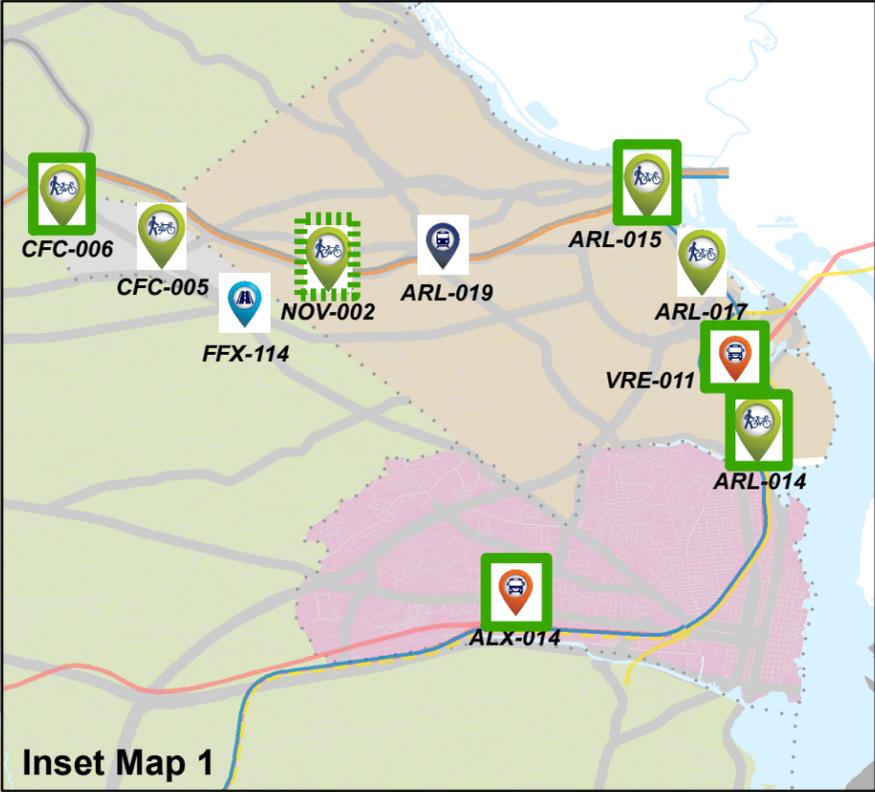
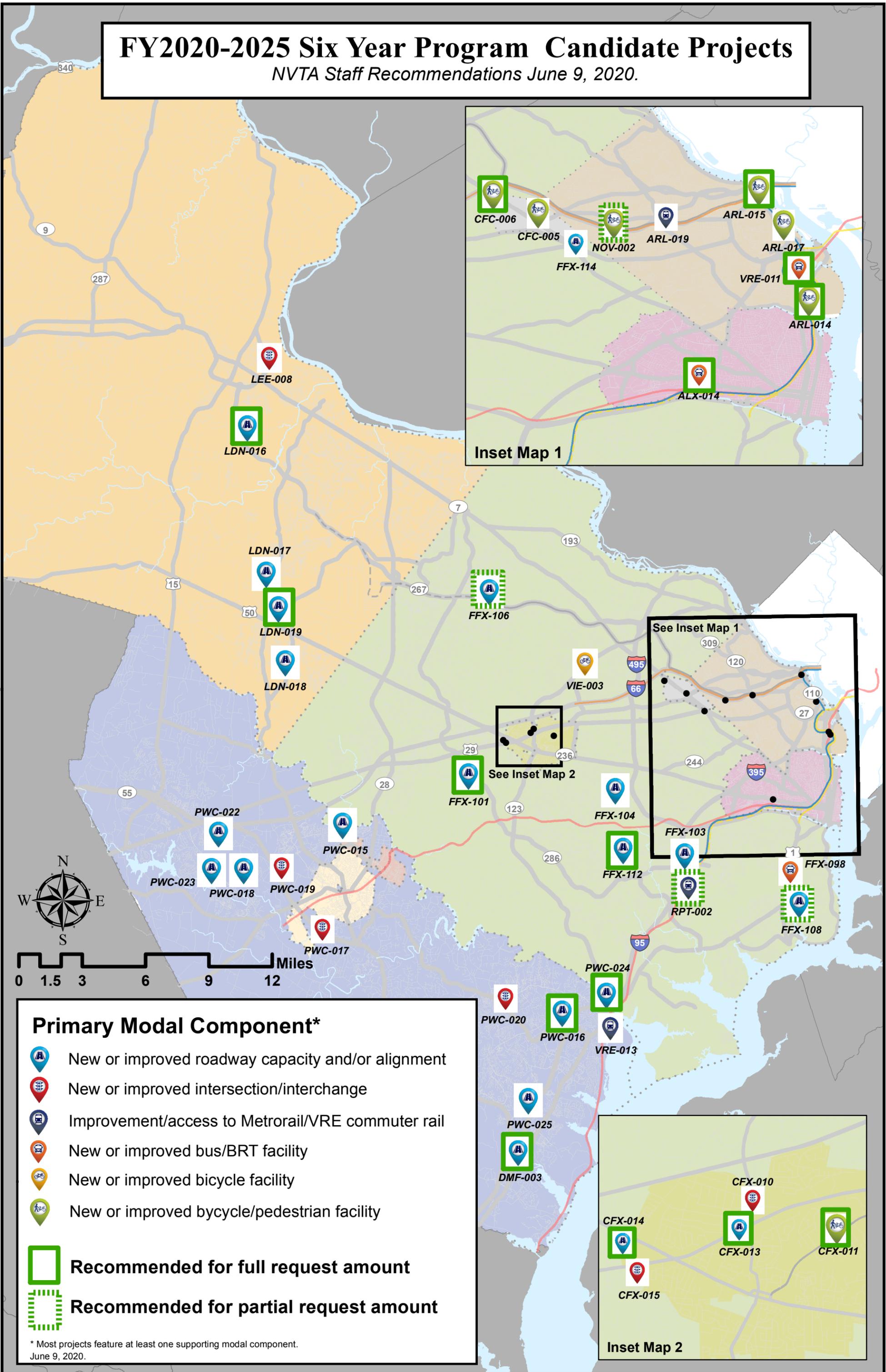
CRRR Rank	Jurisdiction / Agency	Application ID	Recommendation	Requested Amount	Cumulative Request	Recommended Amount	Cumulative Recommendation
1	City of Fairfax	CFX-015	Jermantown Road/Route 29 Intersection Improvements#	\$ 700,000	\$ 700,000	\$ -	
2	City of Fairfax	CFX-014	Government Center Parkway Extension#	\$ 3,540,000	\$ 4,240,000	\$ 3,540,000	\$ 3,540,000
3	Prince William Co	PWC-024	North Woodbridge Mobility Improvements	\$ 8,000,000	\$ 12,240,000	\$ 8,000,000	\$ 11,540,000
4	Fairfax County	FFX-101	Fairfax County Parkway Widening: Lee Highway (Route 29) to Nomes Court*	\$ 37,400,000	\$ 49,640,000	\$ 37,400,000	\$ 48,940,000
5	Town of Dumfries	DMF-003	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)*	\$ 78,000,000	\$ 127,640,000	\$ 78,000,000	\$ 126,940,000
6	Prince William Co	PWC-017	Prince William Parkway at Clover Hill Road Innovative Intersection*	\$ 11,000,000	\$ 138,640,000	\$ -	
7	Fairfax County	FFX-112	Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road*	\$ 27,700,000	\$ 166,340,000	\$ 27,700,000	\$ 154,640,000
8	City of Fairfax	CFX-010	Intersection Improvements at Eaton Place/Chain Bridge Road*	\$ 11,600,000	\$ 177,940,000	\$ -	
9	City of Alexandria	ALX-014	Alexandria Duke Street Transitway*	\$ 75,000,000	\$ 252,940,000	\$ 75,000,000	\$ 229,640,000
10	Prince William Co	PWC-016	Summit School Road Extension and Telegraph Road Widening*	\$ 24,000,000	\$ 276,940,000	\$ 24,000,000	\$ 253,640,000
11	City of Fairfax	CFX-011	Old Lee Highway Multimodal Improvements**	\$ 8,000,000	\$ 284,940,000	\$ 8,000,000	\$ 261,640,000
12	Prince William Co	PWC-015	Construct Route 28 Corridor Roadway Improvements*	\$ 50,000,000	\$ 334,940,000	\$ -	
13	Loudoun County	LDN-016	Construct Crosstrail Boulevard (Route 653): Sycolin Road to Dulles Greenway (Route 267)	\$ 36,700,000	\$ 371,640,000	\$ 36,700,000	\$ 298,340,000
14	Arlington County	ARL-015	Rosslyn Multimodal Network Improvements	\$ 11,874,000	\$ 383,514,000	\$ 11,874,000	\$ 310,214,000
15	Loudoun County	LDN-019	Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard	\$ 18,000,000	\$ 401,514,000	\$ 18,000,000	\$ 328,214,000
16	VRE	VRE-011	VRE Crystal City Station Improvements*	\$ 15,800,000	\$ 417,314,000	\$ 15,800,000	\$ 344,014,000
17	City of Falls Church	CFC-006	West Falls Church Access to Transit and Multimodal Connectivity	\$ 6,900,000	\$ 424,214,000	\$ 6,900,000	\$ 350,914,000
18	NOVA Parks	NOV-002	Arlington W&OD Trail Enhancements	\$ 5,646,000	\$ 429,860,000	\$ 650,000	\$ 351,564,000
19	City of Falls Church	CFC-005	Downtown Falls Church Multimodal Improvements	\$ 8,300,000	\$ 438,160,000	\$ -	
20	Fairfax County	FFX-098	Richmond Highway (Route 1) BRT*	\$ 71,000,000	\$ 509,160,000	\$ -	
21	City of Fairfax	CFX-013	Roadway Network Northfax West*#	\$ 2,400,000	\$ 511,560,000	\$ 2,200,000	\$ 353,764,000
22	VRE	VRE-013	VRE Woodbridge Station Improvements	\$ 2,210,000	\$ 513,770,000	\$ -	
23	Prince William Co	PWC-025	Van Buren Road North Extension: Route 234 to Cardinal Drive	\$ 8,000,000	\$ 521,770,000	\$ -	
24	DRPT	RPT-002	Franconia-Springfield Passenger Rail Bypass	\$ 100,000,000	\$ 621,770,000	\$ 15,000,000	\$ 368,764,000
25	Fairfax County	FFX-108	Richmond Highway Widening From Route 235 North to Route 235 South*	\$ 183,700,000	\$ 805,470,000	\$ 120,387,962	\$ 489,151,962
26	Town of Vienna	VIE-003	Vienna Regional Bikeshearing#	\$ 282,400	\$ 805,752,400	\$ -	
27	Prince William Co	PWC-018	Devlin Road Widening: Linton Hall Road to Relocated Balls Ford Road	\$ 6,800,000	\$ 812,552,400	\$ -	
28	Loudoun County	LDN-018	Braddock Road Widening from Paul VI H.S. to Bull Run Office Post Office Road	\$ 30,000,000	\$ 842,552,400	\$ -	
29	Fairfax County	FFX-106	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	\$ 69,000,000	\$ 911,552,400	\$ 15,000,000	\$ 504,151,962
30	Prince William Co	PWC-020	Prince William Parkway at Old Bridge Road Intersection Improvements	\$ 30,000,000	\$ 941,552,400	\$ -	
31	Loudoun County	LDN-017	Belmont Ridge Road Widening: Shreveport Drive to Evergreen Mills Road	\$ 11,899,000	\$ 953,451,400	\$ -	
32	Arlington County	ARL-019	Ballston-MU Metrorail Station West Entrance*	\$ 33,510,000	\$ 986,961,400	\$ -	
33	Fairfax County	FFX-103	Frontier Drive Extension and Intersection Improvements*	\$ 105,000,000	\$ 1,091,961,400	\$ -	
34	Prince William Co	PWC-023	University Boulevard Extension: Devlin Road to Wellington Road#	\$ 26,500,000	\$ 1,118,461,400	\$ -	
35	Arlington County	ARL-014	CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport	\$ 18,000,000	\$ 1,136,461,400	\$ 18,000,000	\$ 522,151,962
36	Town of Leesburg	LEE-008	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road*#	\$ 116,564,678	\$ 1,253,026,078	\$ -	
37	Fairfax County	FFX-104	Braddock Road Corridor and Intersection Improvements: Guinea Road to Ravensworth Road	\$ 79,000,000	\$ 1,332,026,078	\$ -	
38	Prince William Co	PWC-022	Wellington Road Widening: University Boulevard to Devlin Road	\$ 6,000,000	\$ 1,338,026,078	\$ -	
39	Arlington County	ARL-017	Arlington National Cemetery Wall Trail	\$ 2,000,000	\$ 1,340,026,078	\$ -	
40	Prince William Co	PWC-019	Route 234 and Sudley Manor Drive Interchange	\$ 10,000,000	\$ 1,350,026,078	\$ -	
41	Fairfax County	FFX-114	Seven Corners Ring Road Improvements	\$ 94,800,000	\$ 1,444,826,078	\$ -	

Notes:

	Recommended for funding
	Not recommended for funding
*	Continuation project
#	Expecting Revenue Sharing Program funds
XXX	Amount recommended is less than the request

FY2020-2025 Six Year Program Candidate Projects

NVTA Staff Recommendations June 9, 2020.



Primary Modal Component*

- 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 bicycle/pedestrian facility

Recommended for full request amount

Recommended for partial request amount

* Most projects feature at least one supporting modal component.
June 9, 2020.

FY2020-2025 Six Year Program

*NVTA Staff Recommendations
June 2020*



Presented by:
Keith Jasper, Principal, Northern Virginia Transportation Authority



Agenda



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	185,884,185	55
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
	3,574,906,076	1,974,145,417	55
FY2020-2025	1,444,826,078	522,151,962	36

Notes:

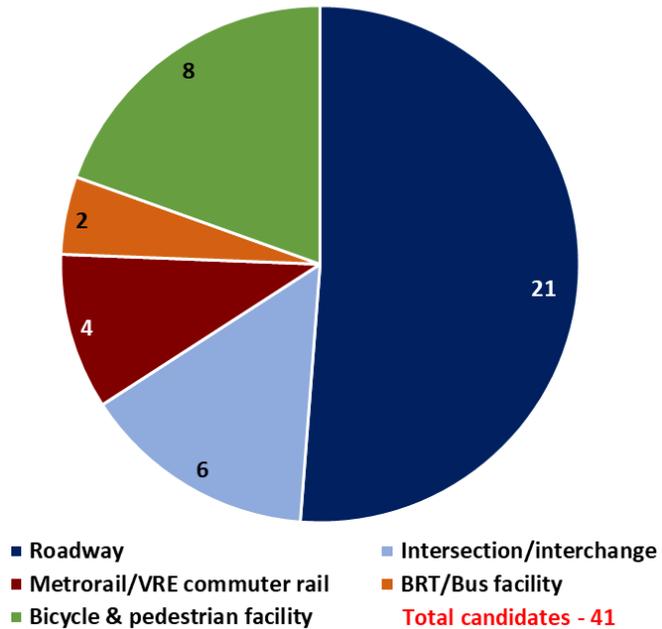
* Adjusted for approved projects that were subsequently withdrawn



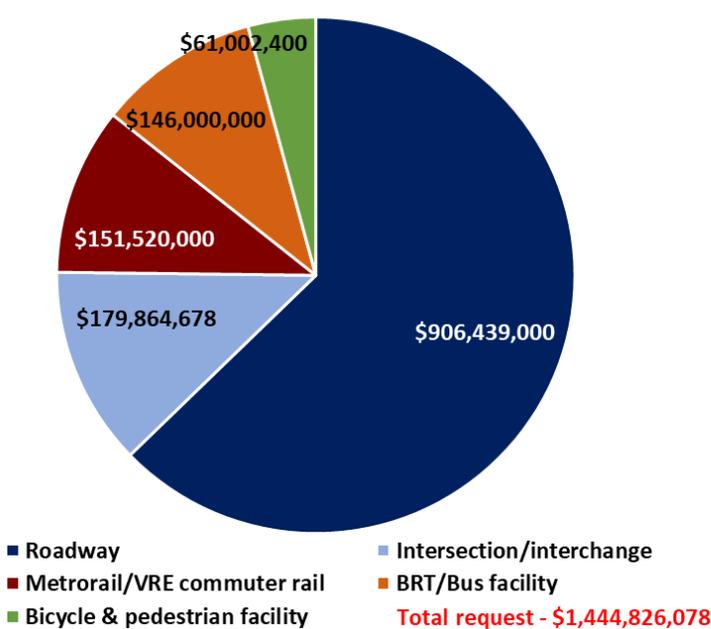
Context: Summary of Candidate Projects



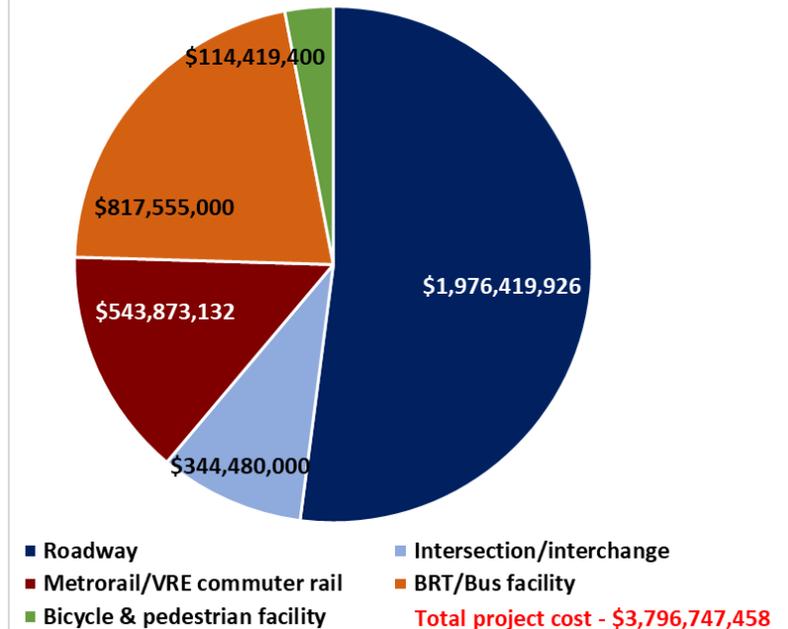
NVTA FY2020-2025 SYP Number of Applications



NVTA FY2020-2025 SYP Requested Amount (\$)



NVTA FY2020-2025 SYP Total Project Cost (\$)





Key Components of the Project Selection Process



In addition to funding availability, NVTA's project selection process comprises:

- Eligibility Review (TransAction, Governing Body resolution, candidate project located in NoVA)
- Quantitative Analysis
 - Congestion Reduction Relative to Cost (CRRC) ratios (consistent with HB2313 (2013))
 - TransAction project ratings (consistent with HB599 (2012))
 - **NEW:** Long Term Benefit (consistent with HB2313 (2013) and NVTA LTB Principles, approved in December 2014)
- Qualitative Analysis
 - Continuation project (Yes or No?)
 - Past performance (assessed at the jurisdiction/agency and project levels, where appropriate)
 - 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 (testimony, emails, and petitions received during the official public comment period)



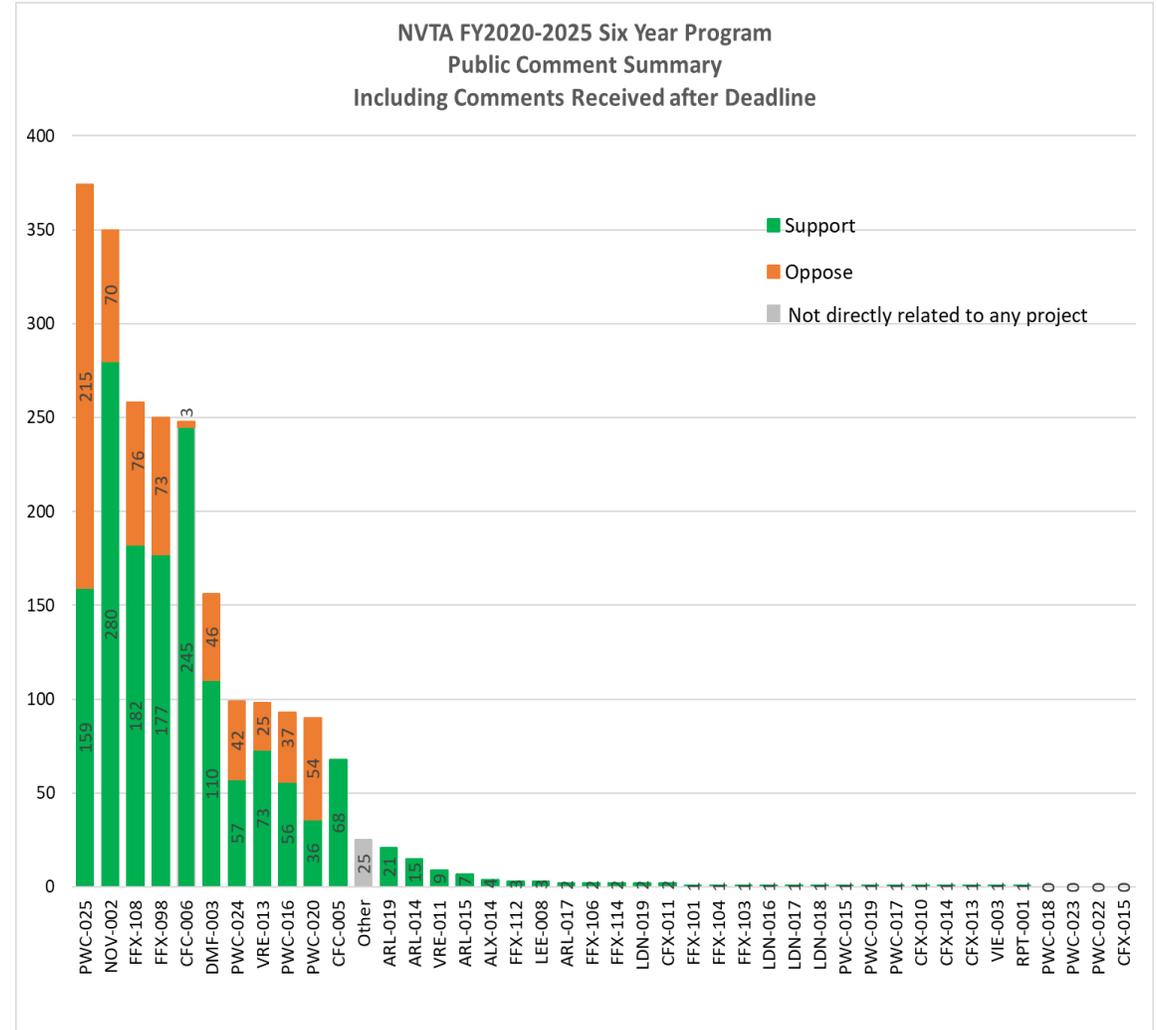
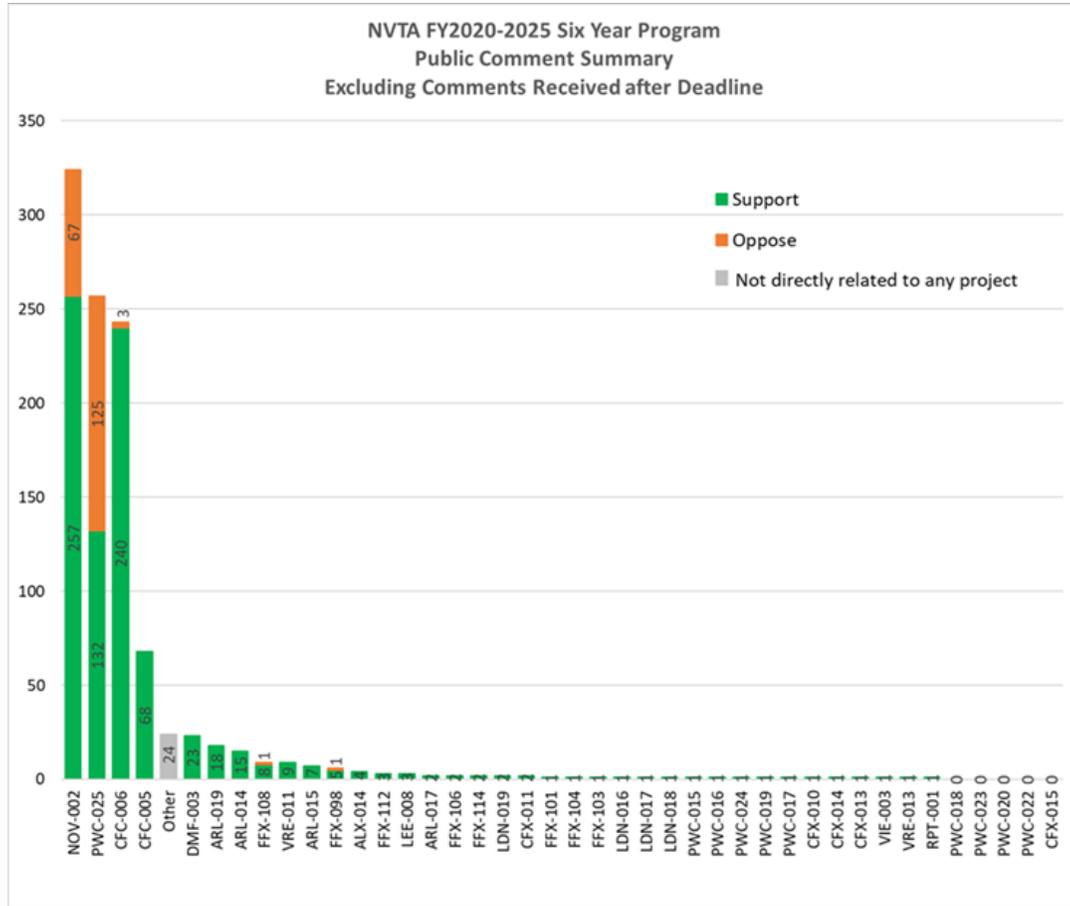
Quantitative and Qualitative Analyses



Application ID#	Jurisdiction / Agency	Project	Primary and supporting modal components	Fund request	Funding gap and phases for which there is still a funding gap	Local priority	External funds	Past performance (% of expected funds reimbursed by FY2020 Q2)	Past performance (% of allocated funds reimbursed by FY2020 Q2)	Reimbursement request to active SPA ratio (FY2020 Q2)	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 rating (Reduction in annual person hours of delay / Total project cost in \$1000's)	CRRC rank
								Continuation Projects	Jurisdiction/ Agency	Continuation Projects	Jurisdiction/ Agency	Continuation Projects	Jurisdiction/ Agency					
CFX-015	City of Fairfax	Jermantown Road/Route 29 Intersection Improvements	Bus, Metro	\$ 700,000	PE, ROW, CN										54.31	29	395.72	1
CFX-014	City of Fairfax	Government Center Parkway Extension	Bus, Metro	\$ 3,540,000											53.25	32	166.47	2
PWC-024	Prince William Co	North Woodbridge Mobility Improvements	Bus, Metro	\$ 8,000,000											59.60	9	133.20	3
FFX-101	Fairfax Co	Fairfax County Parkway Widening: Lee Highway (Route 29) to Nomes Court*	Bus, Metro	\$ 37,400,000											82.96	2	133.01	4
DMF-003	Town of Dumfries	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)*	Bus, Metro	\$ 78,000,000											63.64	6	59.05	5
PWC-017	Prince William Co	Prince William Parkway at Clover Hill Road Innovative Intersection*	Bus, Metro	\$ 11,000,000											55.06	26	54.14	6
FFX-112	Fairfax Co	Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road*	Bus, Metro	\$ 27,700,000											57.23	20	49.95	7
CFX-010	City of Fairfax	Intersection Improvements at Eaton Place/Chain Bridge Road*	Bus, Metro	\$ 11,600,000	CN										58.13	14	39.42	8
ALX-014	City of Alexandria	Alexandria Duke Street Transitway*	Bus, Metro	\$ 75,000,000										Note A	65.03	5	38.98	9
PWC-016	Prince William Co	Summit School Road Extension and Telegraph Road Widening*	Bus, Metro	\$ 24,000,000											63.06	7	37.08	10
CFX-011	City of Fairfax	Old Lee Highway Multimodal Improvements*	Bus, Metro	\$ 8,000,000	CN										58.22	13	32.96	11
PWC-015	Prince William Co	Construct Route 28 Corridor Roadway Improvements*	Bus, Metro	\$ 50,000,000	ROW, CN										72.96	4	30.26	12
LDN-016	Loudoun Co	Construct Crosstrail Boulevard (Route 653): Sycolin Road to Dulles Greenway (Route 267)	Bus, Metro	\$ 36,700,000											50.48	40	29.39	13
ARL-015	Arlington Co	Rosslyn Multimodal Network Improvements	Bus, Metro	\$ 11,874,000											58.51	12	28.78	14
LDN-019	Loudoun Co	Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard	Bus, Metro	\$ 18,000,000											53.05	35	25.41	15
VRE-011	VRE	VRE Crystal City Station Improvements*	Bus, Metro	\$ 15,800,000											57.62	17	23.86	16
CFC-006	City of Falls Church	West Falls Church Access to Transit and Multimodal Connectivity	Bus, Metro	\$ 6,900,000											54.81	27	23.48	17
NOV-002	NOVA Parks	Arlington W&OD Trail Enhancements	Bus, Metro	\$ 5,646,000											53.16	34	23.35	18
CFC-005	City of Falls Church	Downtown Falls Church Multimodal Improvements	Bus, Metro	\$ 8,300,000											56.18	24	20.78	19
FFX-098	Fairfax Co	Richmond Highway (Route 1) BRT*	Bus, Metro	\$ 71,000,000	ROW, CN									Note B	90.00	1	19.02	20
CFX-013	City of Fairfax	Roadway Network Northfax West*	Bus, Metro	\$ 2,400,000	ROW										57.73	16	17.50	21
VRE-013	VRE	VRE Woodbridge Station Improvements	Bus, Metro	\$ 2,210,000	CN										58.67	11	14.63	22
PWC-025	Prince William Co	Van Buren Road North Extension: Route 234 to Cardinal Drive	Bus, Metro	\$ 8,000,000	ROW, CN										54.06	30	14.19	23
RPT-002	DRPT	Franconia-Springfield Passenger Rail Bypass	Bus, Metro	\$ 100,000,000											60.37	8	13.52	24
FFX-108	Fairfax Co	Richmond Highway Widening From Route 235 North to Route 235 South*	Bus, Metro	\$ 183,700,000										Note C	79.93	3	13.48	25
VIE-003	Town of Vienna	Vienna Regional Bikesharing	Bus, Metro	\$ 282,400											51.28	39	11.24	26
PWC-018	Prince William Co	Devlin Road Widening: Linton Hall Road to Relocated Balls Ford Road	Bus, Metro	\$ 6,800,000	ROW, CN										51.40	38	10.97	27
LDN-018	Loudoun Co	Braddock Road Widening from Paul VI H.S. to Bull Run Office Post Office Road	Bus, Metro	\$ 30,000,000											55.22	25	9.85	28
FFX-106	Fairfax Co	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	Bus, Metro	\$ 69,000,000											57.41	19	8.86	29
PWC-020	Prince William Co	Prince William Parkway at Old Bridge Road Intersection Improvements	Bus, Metro	\$ 30,000,000											52.08	37	8.43	30
LDN-017	Loudoun Co	Belmont Ridge Road Widening: Shreveport Drive to Evergreen Mills Road	Bus, Metro	\$ 11,899,000											52.99	36	7.44	31
ARL-019	Arlington Co	Ballston-MU Metrorail Station West Entrance*	Bus, Metro	\$ 33,510,000	CN									Note D	57.22	21	7.33	32
FFX-103	Fairfax Co	Frontier Drive Extension and Intersection Improvements*	Bus, Metro	\$ 105,000,000											56.34	22	6.81	33
PWC-023	Prince William Co	University Boulevard Extension: Devlin Road to Wellington Road	Bus, Metro	\$ 26,500,000											53.51	31	6.52	34
ARL-014	Arlington Co	CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport	Bus, Metro	\$ 18,000,000											56.31	23	6.33	35
LEE-008	Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road*	Bus, Metro	\$ 116,564,678											50.00	41	3.85	36
FFX-104	Fairfax Co	Braddock Road Corridor and Intersection Improvements: Guinea Road to Ravensworth Road	Bus, Metro	\$ 79,000,000											58.69	10	2.70	37
PWC-022	Prince William Co	Wellington Road Widening: University Boulevard to Devlin Road	Bus, Metro	\$ 6,000,000	ROW, CN										53.24	33	2.01	38
ARL-017	Arlington Co	Arlington National Cemetery Wall Trail	Bus, Metro	\$ 2,000,000	CN										57.44	18	1.58	39
PWC-019	Prince William Co	Route 234 and Sudley Manor Drive Interchange	Bus, Metro	\$ 10,000,000	ROW, CN										57.94	15	1.07	40
FFX-114	Fairfax Co	Seven Corners Ring Road Improvements	Bus, Metro	\$ 94,800,000											54.51	28	0.36	41



Public Comments





Overview of NVTA Staff Recommendations



- Recommending 19/41 candidate projects
 - 14/19 recommended projects are ranked in the top 18 CRRC ratios
 - Nine projects are continuation projects, ten are first-time projects for NVTA
 - 15/19 projects recommended for full funding, enabling project completion
- Modally and geographically balanced overall, including \$45+M where the primary mode is bike/pedestrian
- Not recommending 22/41 candidate projects
 - Seven continuation projects
 - 15 first-time projects



Overview of NVTA Staff Recommendations



- Multimodal perspective
 - Continued emphasis on road/rail/transit in the Route 1/VRE Fredericksburg Line corridor
 - Continued emphasis on Fairfax County Parkway corridor
 - Continued emphasis on BRT solutions
 - Synergies in Crystal City and western Falls Church
 - Increased focus on grid network solutions
 - Increased focus on active transportation solutions



NVTA Staff Recommendations



Three largest funding recommended allocations to continuation projects (52 percent of total)

- **\$120,387,962** (requested \$183,700,000) – Route 1 Widening (Fairfax County) CRRC rank #25
- **\$78,000,000** – Route 1 Widening (Dumfries) CRRC rank #5
- **\$75,000,000** – Duke Street Transitway (Alexandria) CRRC rank #9



NVTA Staff Recommendations



Completion of six other continuation projects (22 percent of total)

- **\$37,400,000** – Fairfax County Parkway Widening: Lee Highway (Route 29) to Nomes Court (Fairfax County) CRRC rank #4
- **\$27,700,000** – Rolling Road Widening from Hunter Village Drive to Old Keene Mill Road (Fairfax County) CRRC rank #7
- **\$24,000,000** – Summit School Road Extension and Telegraph Road Widening (Prince William County) CRRC rank #10
- **\$15,800,000** – Crystal City Station Improvements (VRE) CRRC rank #16
- **\$8,000,000** – Old Lee Highway Multimodal Improvements (City of Fairfax) CRRC rank #11
- **\$2,200,000** – Roadway Network Northfax West (City of Fairfax) CRRC rank #21



NVTA Staff Recommendations



Completion of seven projects that are receiving NVTA regional revenues for the first time (20 percent of total)

- **\$36,700,000** – Crosstrail Boulevard: Sycolin Road to Dulles Greenway (Loudoun County) CRRC rank #13
- **\$18,000,000** – Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard (Loudoun County) CRRC rank #15
- **\$18,000,000** – CC2DCA Intermodal Connector: From Crystal City to Ronald Reagan Washington National Airport (Arlington County) CRRC rank #35
- **\$11,874,000** – Rosslyn Multimodal Network Improvements (Arlington County) CRRC rank #14
- **\$8,000,000** – North Woodbridge Mobility Improvements (Prince William County) CRRC rank #3
- **\$6,900,000** – West Falls Church Access to Transit and Multimodal Connectivity (City of Falls Church) CRRC rank #17
- **\$3,540,000** – Government Center Parkway Extension (City of Fairfax) CRRC rank #2



NVTA Staff Recommendations



Partial funding allocation recommendations to three additional new NVTA projects (six percent of total)

- **\$15,000,000** (requested \$100,000,000) – Franconia-Springfield Passenger Rail Bypass (DRPT) CRRC rank #24
 - Modal balance/external funding
- **\$15,000,000** (requested \$69,000,000) – Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive (Fairfax County) CRRC rank #29
 - Geographical balance/external funding
- **\$650,000** (requested \$5,646,000) – Arlington W&OD Trail Enhancements (NOVA Parks) CRRC rank #18
 - Public comment



Summary Table



Jurisdiction/ Agency	Applications (#)	Requested amount (\$)	Share of Total Request	Recommended projects (#)	Recommended amount (\$)	Share of Total Recommendation
Arlington County	4	65,384,000	5%	2	29,874,000	6%
Fairfax County	8	667,600,000	46%	4	200,487,962	38%
Loudoun County	4	96,599,000	7%	2	54,700,000	10%
Prince William County	10	180,300,000	12%	2	32,000,000	6%
City of Alexandria	1	75,000,000	5%	1	75,000,000	14%
City of Fairfax	5	26,240,000	2%	3	13,740,000	3%
City of Falls Church	2	15,200,000	1%	1	6,900,000	1%
Town of Dumfries	1	78,000,000	5%	1	78,000,000	15%
Town of Leesburg	1	116,564,678	8%	0	-	0%
Town of Vienna	1	282,400	0.02%	0	-	0%
NOVA Parks	1	5,646,000	0.39%	1	650,000	0.1%
VRE	2	18,010,000	1%	1	15,800,000	3%
DRPT	1	100,000,000	7%	1	15,000,000	3%
Total	41	1,444,826,078	100%	19	522,151,962	100%



Summary Table



Primary Mode	Applications (#)	Requested amount (\$)	Share of Total Request	Recommended projects (#)	Recommended amount (\$)	Share of Total Recommendation
Road/ Intersection	27	1,086,303,678	75%	11	370,927,962	71%
Transit	6	297,520,000	21%	3	105,800,000	20%
Bicycle/ Pedestrian	8	61,002,400	4%	5	45,424,000	9%
Total	41	1,444,826,078	100%	19	522,151,962	100%



Next Steps

- **March 13, 2020** Public comment period started
- **May 14, 2020** Authority hosted Public Hearing; approved available PayGo amount
- **May 24, 2020** Public comment period ended
- **June 9, 2020** NVTA staff releases SYP recommendations, incorporating public comment, and requests feedback from:
 - June 17
 - Planning Coordination Advisory Committee (PCAC)
 - Technical Advisory Committee (TAC)
 - June 19
 - Planning and Programming Committee (PPC); PPC consolidates SYP recommendations
- **June 24, 2020** Post final recommendations
- **July 9, 2020** Authority adopts FY2020-2025 SYP
- **July 2021** Anticipated CfRTP for FY2022-2027 SYP