



# Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

## TECHNICAL ADVISORY COMMITTEE Wednesday, June 17, 2020, 7:00pm (Electronic Meeting Only)

### AGENDA

- I. Call to Order/Welcome Chairman Boice

### Action

- II. Resolution finding need to conduct meeting electronically Chairman Boice  
*Recommended action: Adoption of resolution*
- III. Summary Notes of May 20, 2020 Meeting Chairman Boice  
*Recommended action: Approval of meeting notes*
- IV. FY2020-25 Six Year Program Recommendations Mr. Jasper, Principal  
*Recommended action: Recommend the Authority to adopt  
FY2020-2025 Six Year Program*

### Discussion/Information

- V. NVTA Update Ms. Backmon, Executive Director

### Adjournment

- VI. Adjourn

**Next Meeting:** July 15, 2020  
**Location:** NVTA Offices (Unless notified of changes)

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

**TECHNICAL ADVISORY COMMITTEE**

**RESOLUTION FINDING NEED TO CONDUCT MEETING BY ELECTRONIC  
COMMUNICATION MEANS DURING GOVERNOR'S DECLARED STATE OF  
EMERGENCY DURING COVID – 19 PANDEMIC**

**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) – Technical 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 Technical 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 17<sup>th</sup> day of June, 2020.



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

**TECHNICAL ADVISORY COMMITTEE**  
**WEDNESDAY, May 20, 2020, 7:00 pm**  
**ELECTRONIC MEETING**  
**with livestreaming on YouTube**

**MEETING SUMMARY**

**I. Call to Order/Welcome**

- Chairman Boice called the meeting to order at 7:00 pm.
- Attendees:
  - **Members:** Randy Boice, Pat Turner, Armand Ciccarelli, Amy Morris, Frank Spielberg, Karen Campblin.
  - **NVTA Staff:** Monica Backmon (Executive Director), Keith Jasper (Principal), Sree Nampoothiri (Senior Transportation Planner), Mackenzie Jarvis (Regional Transportation Planner), Erica Hawksworth (Communications & Public Affairs Manager), Ria Kulkarni (Regional Transportation Planner).

**II. Resolution finding the need to conduct meetings electronically**

- Chairman Boice noted that as a result of the COVID-19 and Governor Northam's declaration of a State of Emergency, the Authority's Technical Advisory Committee Meeting was being held electronically. He noted that the passage of the amendments to HB 29 (the FOIA Bill) allowed regional bodies such as the Authority, and their committees to conduct business meetings electronically. He added that the meeting by electronic means is authorized because the items on the Committee Meeting Agenda are statutorily required or necessary to continue operations of the Authority. The resolution was approved unanimously.

**III. Summary of February 19<sup>th</sup>, 2020 Meeting**

- The meeting summary was approved unanimously with abstentions from members not present at the February 19<sup>th</sup> meeting.

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

- Mr. Nampoothiri briefed the TAC on the qualitative and quantitative evaluations for the 41 candidate projects that are under the ongoing Six-Year Program FY2020-2025 update. He noted that HB2313 requires NVTA to give priority to projects that achieve



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the greatest Congestion Reduction Relative to Cost (CRRC). He emphasized that the CRRC ratio takes into account the entire life-cycle cost of a project.

- He also noted the other quantitative evaluation component, TransAction Rating that involves evaluating projects based on 15 weighted performance measures that are used to evaluate the long-range plan, TransAction.
- Also, qualitative aspects like project readiness, other available funds, local priority, and elements such as geographic and modal balance are evaluated for each candidate project in the program.
- The programming update process also involves the Public Hearing and testimony for which Mr. Nampoothiri stated there were 26 testimonies over the phone and one in-person testimony received at the Public Hearing held on May 14<sup>th</sup>, 2020. He added that NVTA is continuing to receive public comments that are being compiled and analyzed by staff. The analysis would then feed into Committee discussions for consideration and a final recommendation to the Authority for approval.
  - Chairman Boice asked the general trend of supporting/opposing comments to which Mr. Jasper responded that a final number is not determined yet as NVTA is continuing to receive public feedback. However, he noted that there was more support than opposition overall. He added that there were comments received for the Town of Dumfries, Falls Church, and NOVA Parks' projects with substantial comments received for Arlington and Alexandria.

### V. TransAction Update

- Mr. Jasper re-iterated that TransAction is updated on a five-year cycle. Because TransAction was last adopted in October 2017, the next update process has started with the Plan expected to be adopted by the end of calendar year 2022.
- He mentioned that a kick-off was held in January with a consultant open house and listening session. He informed Committee members that NVTA is currently working towards procurement activity. He noted that information shared during the meeting could have potential conflict of interest to firms that members represent and who seek to respond to NVTA's request for proposal (RFP) on TransAction.
  - Chairman Boice affirmed and added that the firm he represents (Johnson, Mirmiran & Thompson-JMT) was not pursuing the RFP. He ascertained that any other committee member that plans to pursue the RFP as a lead or sub-consultant must recuse themselves from any future discussions on TransAction update. Other members affirmed that they are not part of teams expected to pursue the RFP.



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- Mr. Jasper mentioned that the scope of work for the RFP is being developed while taking into consideration lessons learned from the previous TransAction cycle.
- He explained that as a result of disruptive technology that is changing the transportation system, NVTA is emphasizing on the need for technical and public engagement competencies in guiding the TransAction update process. He added that consultants would be on board by Fall 2020.
- Mr. Jasper stated that he anticipates the TransAction update to be three-phased:
  - Public engagement and model development activities;
  - Technical analysis; and,
  - Reporting and formal hearing process.
- Another component of consulting activity will be to help build travel model implementation capabilities at NVTA that will facilitate evaluation of projects and provide required training to NVTA staff.
- Mr. Jasper prepared the Committee to foresee that the next Six-Year Program update for FY2022-2027 will begin before wrapping up the TransAction Update. He explained that there would be a period where both planning and programming activities will execute in tandem. These planning and programming activities will involve two public hearings and public comment periods in the same calendar year (2022).
  - Mr. Spielberg commented that travel is likely to be affected in both the short and long-term due to pandemic related shutdown. He wanted to know how this issue is addressed in the TransAction RFP and scope of work.
    - Mr. Jasper responded by pointing out that, firstly, NVTA staff is seeking to leverage Big Data sources such as INRIX and Streetlight to monitor impacts on transportation to understand the effects in real-time both on highway and transit.
    - Secondly, NVTA has opened up an “intense dialogue” with the Northern Virginia business community to discern aspects such as continuation of telework in the coming months/years. Those aspects would involve knowing internal policies and practices as relating to the Human Resource department and employee productivity scales.
    - Lastly, the Authority has approved a new task to look into what was earlier called “scenario analysis” and formulate meaningful questions relating to pre- and post-pandemic scenarios that would consider HOV use, transit impacts, telework for an in-depth “sensitivity analysis.”



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- Mr. Jasper stated that vision and goals are “front end” of the TransAction update process and that, NVTA staff is collaborating with its member jurisdictions to enhance them. However, formulating the objectives and measures that make up vision and goals will require a fair amount of public engagement. They will eventually be taken to the Authority for approval after running it by the Committees.

### **VI. NVTA Update**

- Ms. Backmon stated that the Authority was successful in partial restoration of the \$102 million that was diverted to Metro as a result of HB 1539 (2018). But the Omnibus Bill restores \$50 million, albeit delays \$30 million due to revenue impacts as a consequence of COVID-19. The Authority, however, is aiming full restoration.
- Ms. Backmon also affirmed that TransAction is a fiscally unconstrained plan, and it also populates NVTA’s programming efforts where “needs always outweigh revenues.”

### **VII. Adjournment**





















































































- The meeting was adjourned at 8:00 pm.



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	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	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 applications13 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

	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	> 4	Prior to FY24	FY24-25	Less than	% share of revenue
	Very low	Next 3	High	>80-100%	>80-100%	>80-100%	>80-100%	>3 to 4	>3 to 4	FY24	FY26-27		
	Low	All others	Medium	>60-80%	>60-80%	>60-80%	>60-80%	>2 to 3	>2 to 3	FY25	FY28-29		
	Medium		Low	>40-60%	>40-60%	>40-60%	>40-60%	>1 to 2	>1 to 2			FY30-31	Approx. equal to % share of revenue
	High		Very low	>20-40%	>20-40%	>20-40%	>20-40%	>0 to 1	>0 to 1				
	Very high		None	0-20%	0-20%	0-20%	0-20%	0	0				Greater than % share of revenue
				N/A	N/A	N/A	N/A	N/A	N/A				N/A
	# Funding Gap		^ External Funds										
	(Higher of % or \$)		(Higher of % or \$)										
Very high	Gap> 80% or >100M		Non-NVTA> 80% or >100M										
High	Gap> >60-80% or >50-100M		Non-NVTA= >60-80% or >50-100M										
Medium	Gap> >40-60% or >10-50M		Non-NVTA= >40-60% or >10-50M										
Low	Gap> >20-40% or >1-10M		Non-NVTA= >20-40% or >1-10M										
Very low	Gap> >0-20% or upto 1M		Non-NVTA= >0-20% or upto 1M										
None	No gap		No external funds										



## **NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

### **FY2020-2025 Six Year Program: Draft Overview of Public Comments**

#### **I. Background**

The public comment period for the FY2020-2025 Six Year Program (SYP) opened on March 13<sup>th</sup>, 2020 and closed on May 24<sup>th</sup>, 2020. The Public Hearing was held on May 14, 2020. Testimony was provided by 27 speakers, 26 on the phone and one in person. The Public Hearing was livestreamed on Facebook and can be viewed on the NVTa website.<sup>1</sup>

#### **II. Comments Received**

Comments were combined into a single database, incorporating testimony submitted at the Public Hearing and comments submitted online to NVTa's dedicated email account for the SYP, comment form on NVTa webpage, and by USPS mail.

Collectively, these comments represent 1042 items in the database (see Table 1). Some comments were received after the May 24<sup>th</sup> deadline. These include a letter from Senator Surovell with nearly 1100 comments he collected from his constituents, related to candidate projects in the Route 1 corridor through Prince William and Fairfax Counties. However, these late submissions are not included in the analysis. NVTa staff has neither verified the summary with the full set of comments nor checked for any duplicate comments that NVTa's official channels might have already received.

All comments (including late comments) and email attachments will be posted on the NVTa website referenced above by 5PM, June 5, 2020.

#### **III. Overview of Comments**

A total of 27 people provided testimonies at the Public Hearing on May 14<sup>th</sup>. Twelve people supported DMF-003 (Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)) in the Town of Dumfries and eight people opposed and one supported NOV-002 (Arlington W&OD Trail Enhancements), submitted by the Northern Virginia Regional Park Authority. Eighteen other projects received support from at least one testimony provider.

Including the above-mentioned testimonies, a total of 1042 comments were received.

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

**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 Bikes sharing	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	-	-	-
<b>TOTAL COMMENTS</b>			<b>1042</b>	<b>819</b>	<b>197</b>	<b>2</b>

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

**Table 2. Projects that received most of the comments**

Reference ID	Project	Number of Comments
<b>NOV-002</b>	<b>Arlington W&amp;OD Trail Enhancements</b>	<b>325</b>
<u>Typical Supporting Comment</u>		
I am writing in support of the expansion of the W&OD trail. The W&OD is an important resource in our community. However, it is too crowded to safely use on the weekends and evenings with walkers and bike riders. The W&OD is a wonderful local resource but absolutely needs to be expanded to accommodate the large number of cyclists and pedestrians that desire to use the trail.		
<u>Typical Opposing Comment</u>		
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.		
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.		
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.		
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 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.		
<b>PWC-025</b>	<b>Van Buren Road North Extension: Route 234 to Cardinal Drive</b>	<b>257</b>
<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.		
<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.

<b>CFC-006</b>	<b>West Falls Church Access to Transit and Multimodal Connectivity</b>	<b>244</b>
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Typical Comment

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.

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.

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.

<b>CFC-005</b>	<b>Downtown Falls Church Multimodal Improvements</b>	<b>68</b>
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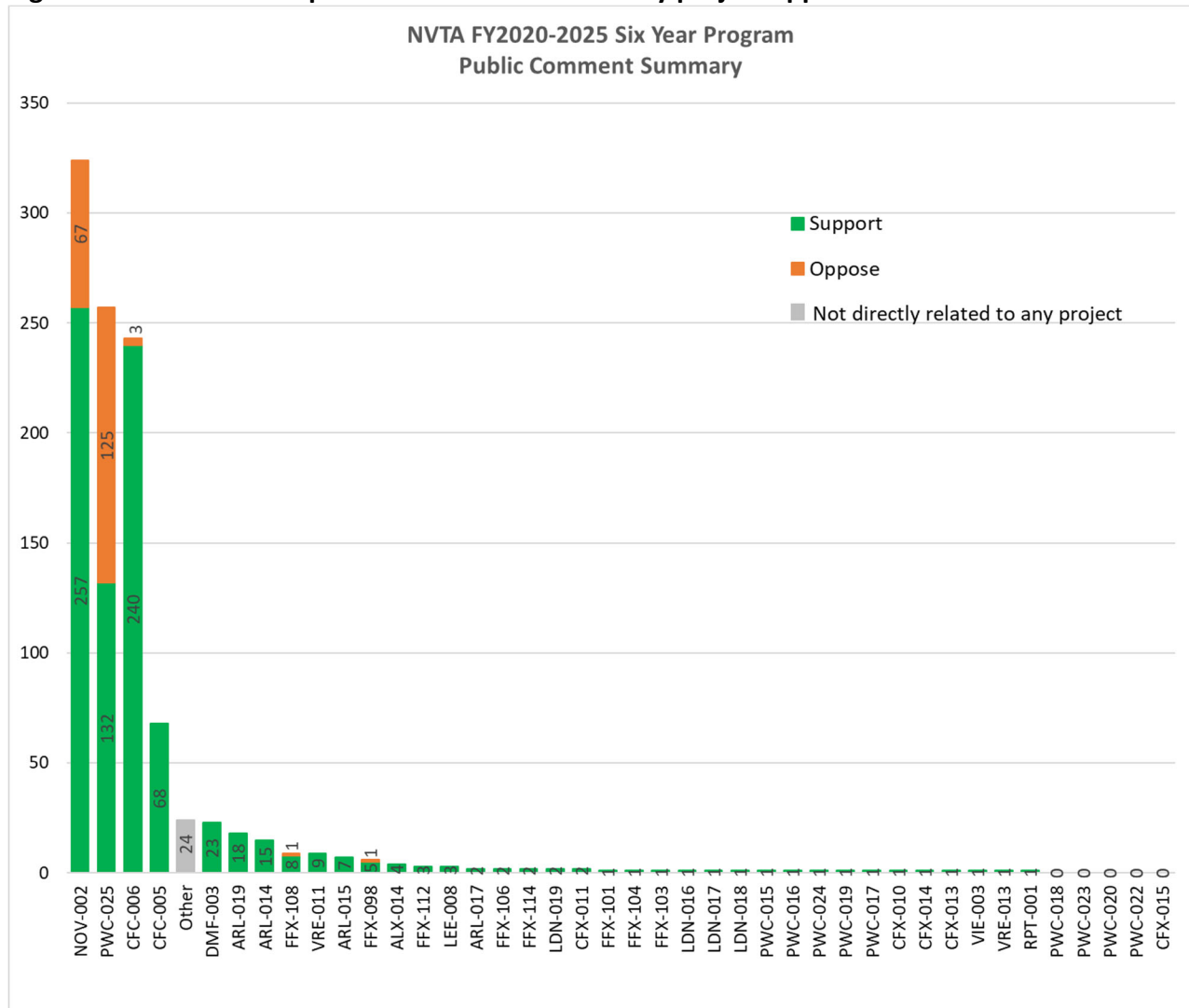
Typical Comment

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.

#### IV. General comments

In addition to project-related comments, one comment was received that encouraged the Authority to invest in projects which support mixed-use, walkable, transit-oriented communities and reduce vehicle miles traveled, vehicle trips, air pollution and greenhouse gas emissions. Another 23 comments were received that were either not directly related to the Six Year Program or not specifying any specific project in the comment. Combined, these 24 comments are shown as 'Other' in Figure 1.

**Figure 1. Distribution of public comments received by project application**



CRRC 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 Bikesharing#	\$ 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	\$ -	

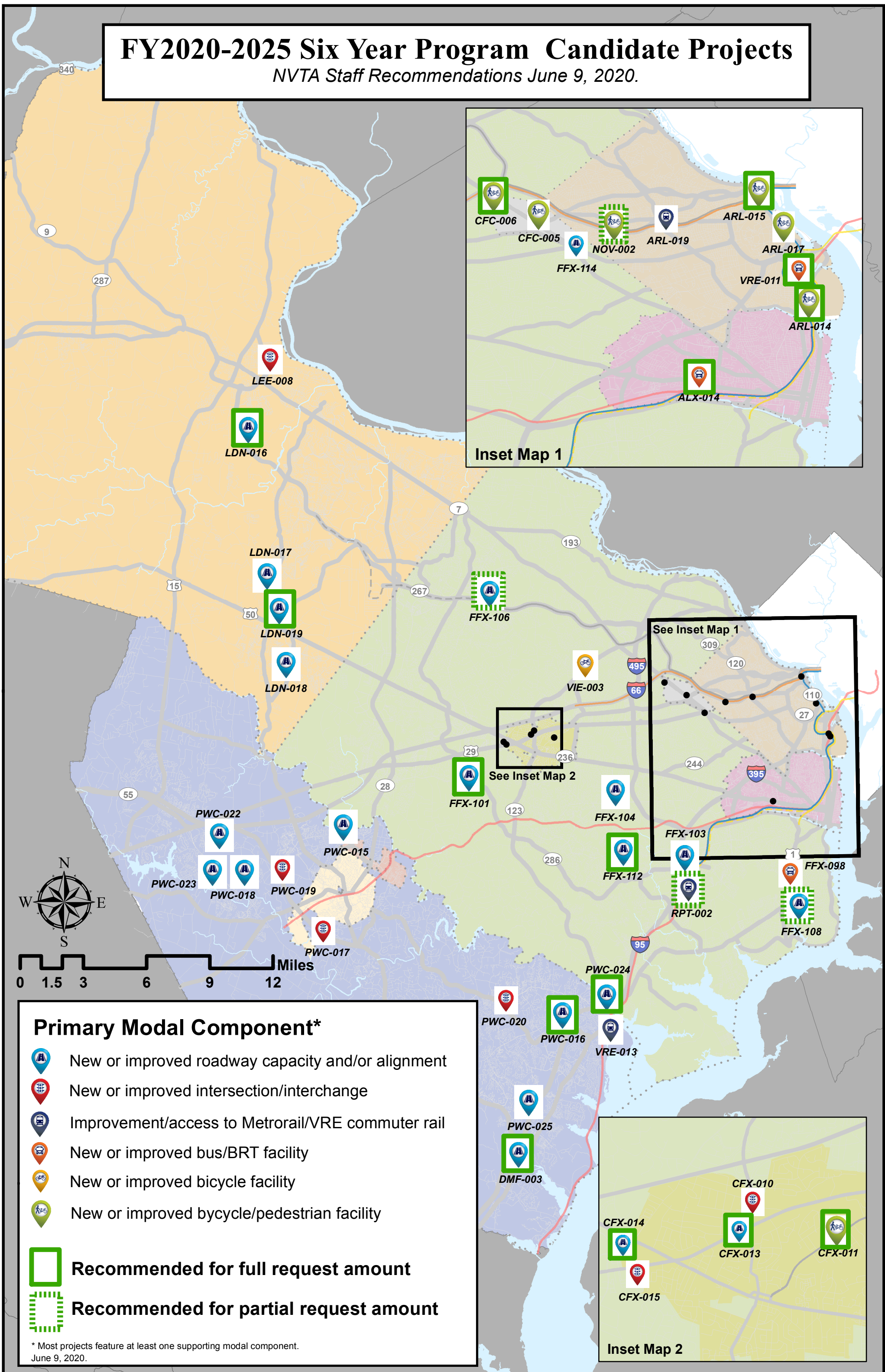
Notes:

	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.





# ***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
	<b>3,574,906,076</b>	<b>1,974,145,417</b>	<b>55</b>
FY2020-2025	1,444,826,078	522,151,962	36

Notes:

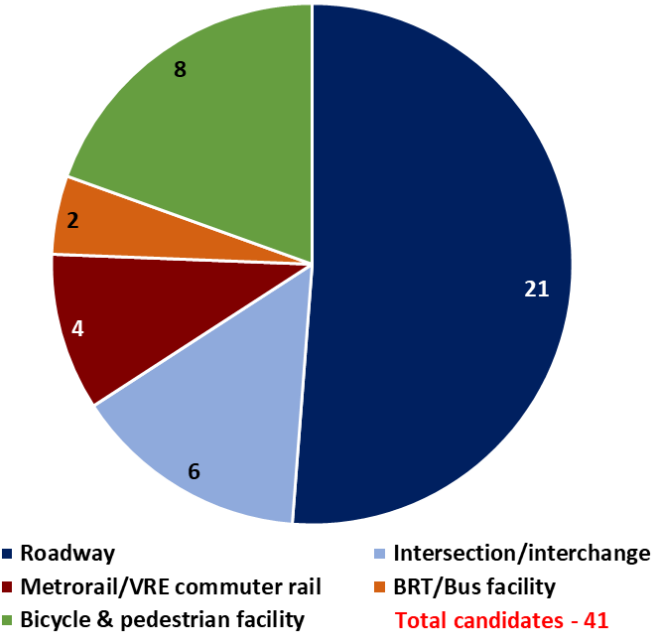
\* Adjusted for approved projects that were subsequently withdrawn



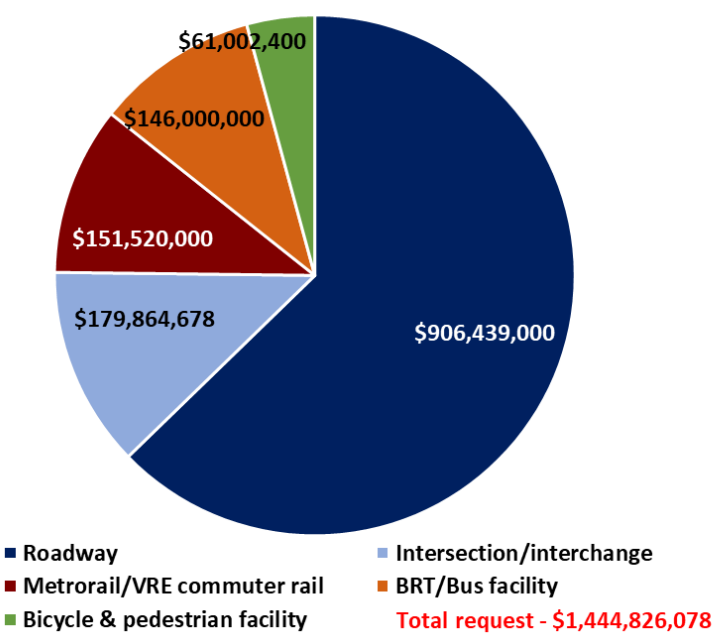
# Context: Summary of Candidate Projects



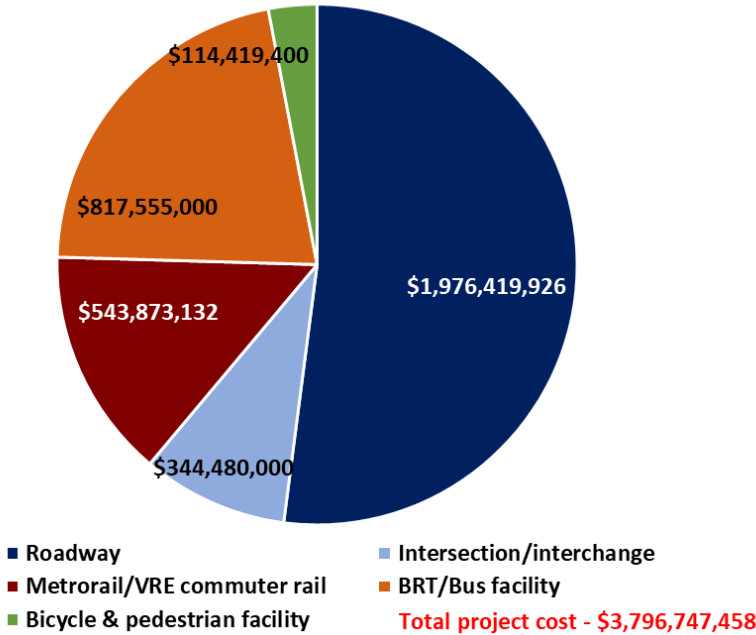
NVTA FY2020-2025 SYP Number of Applications



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)

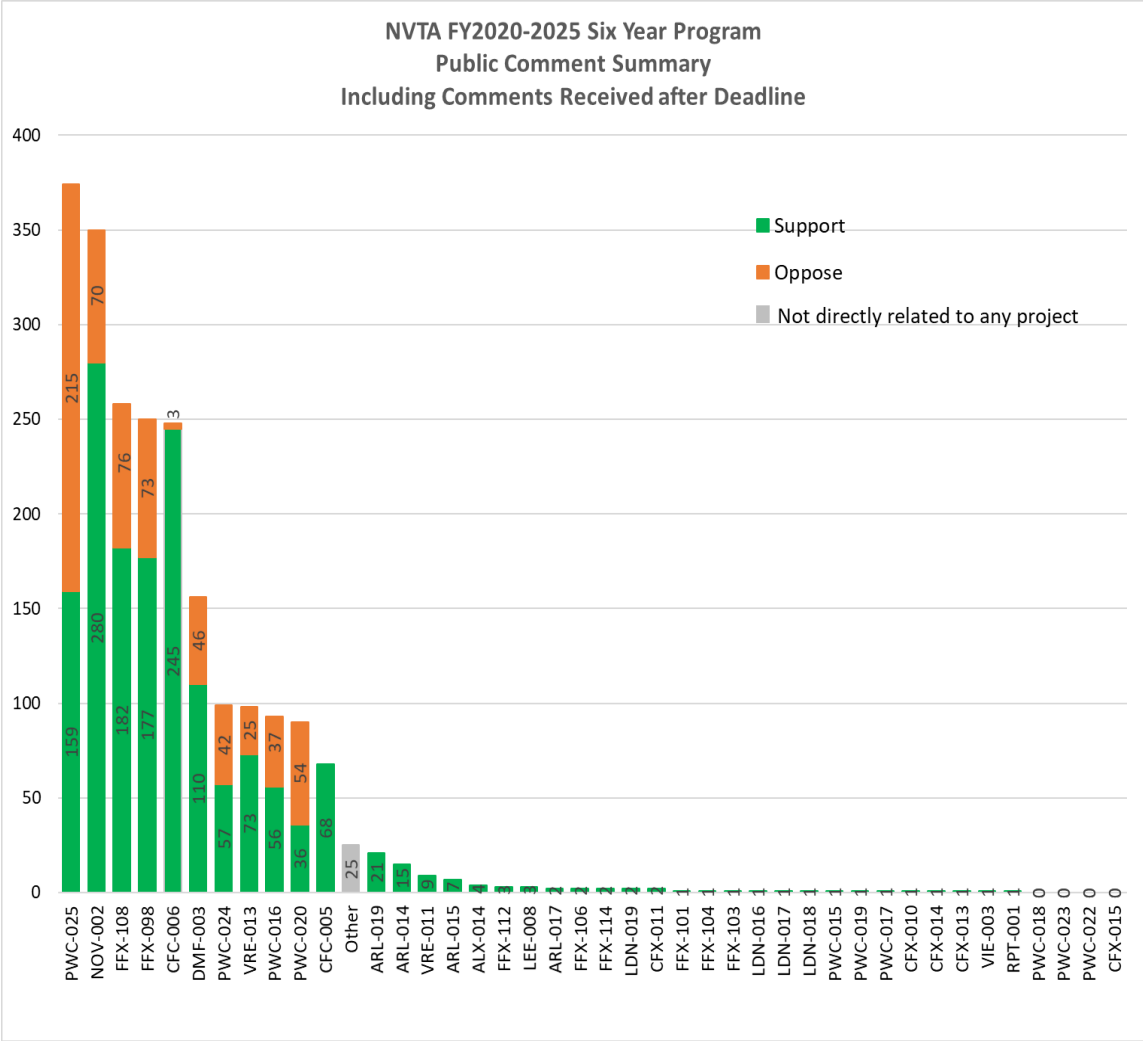
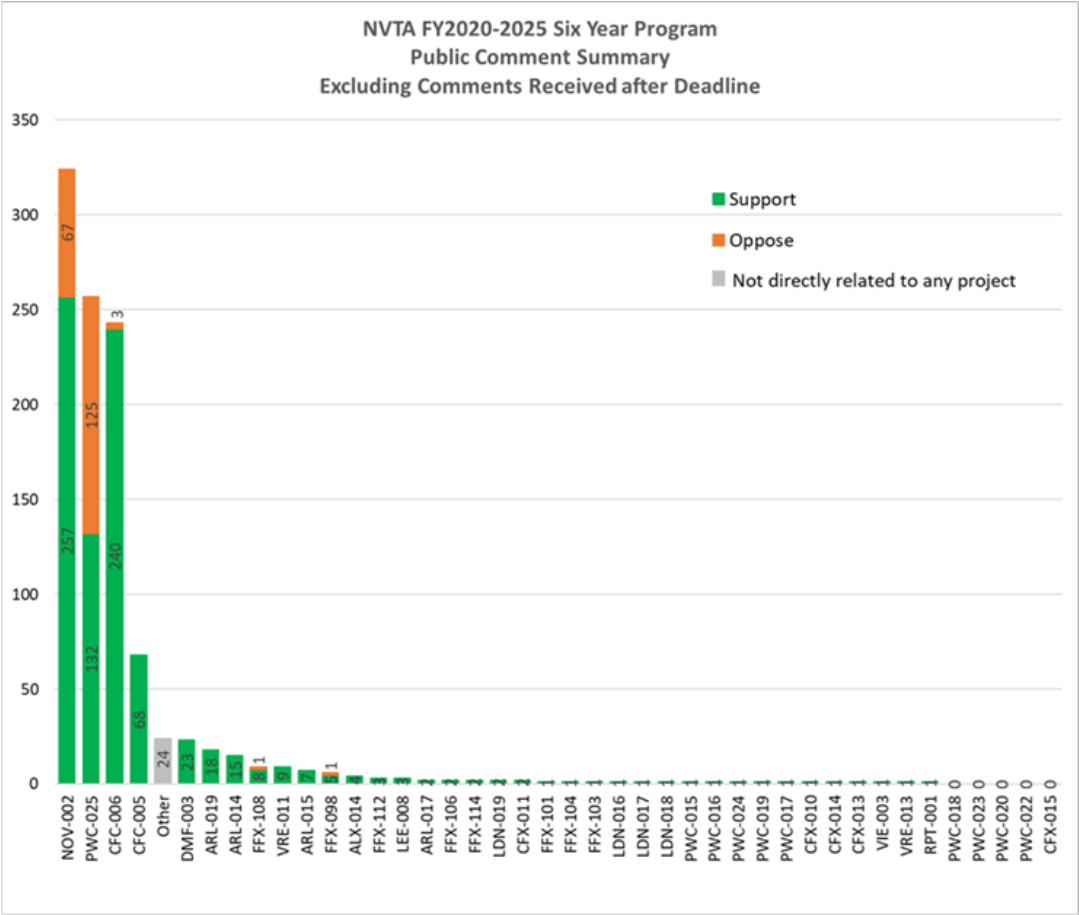


# Quantitative and Qualitative Analyses

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
CFX-015	City of Fairfax	Jermantown Road/Route 29 Intersection Improvements	🚶 🚗	\$ 700,000	PE, ROW, CN										54.31	29	395.72	1
CFX-014	City of Fairfax	Government Center Parkway Extension	🚶 🚗	\$ 3,540,000											53.25	32	166.47	2
PWC-024	Prince William Co	North Woodbridge Mobility Improvements	🚶 🚗	\$ 8,000,000											59.60	9	133.20	3
FFX-101	Fairfax Co	Fairfax County Parkway Widening: Lee Highway (Route 29) to Nomes Court*	🚶 🚗	\$ 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)*	🚶 🚗	\$ 78,000,000											63.64	6	59.05	5
PWC-017	Prince William Co	Prince William Parkway at Clover Hill Road Innovative Intersection*	🚶 🚶 🚶 🚶	\$ 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*	🚶 🚶 🚶 🚶	\$ 27,700,000											57.23	20	49.95	7
CFX-010	City of Fairfax	Intersection Improvements at Eaton Place/Chain Bridge Road*	🚶 🚶 🚶 🚶	\$ 11,600,000	CN										58.13	14	39.42	8
ALX-014	City of Alexandria	Alexandria Duke Street Transitway*	🚶 🚶 🚶 🚶	\$ 75,000,000										Note A	65.03	5	38.98	9
PWC-016	Prince William Co	Summit School Road Extension and Telegraph Road Widening*	🚶 🚶 🚶 🚶	\$ 24,000,000											63.06	7	37.08	10
CFX-011	City of Fairfax	Old Lee Highway Multimodal Improvements*	🚶 🚶 🚶 🚶	\$ 8,000,000	CN										58.22	13	32.96	11
PWC-015	Prince William Co	Construct Route 28 Corridor Roadway Improvements*	🚶 🚶 🚶 🚶	\$ 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)	🚶 🚶 🚶 🚶	\$ 36,700,000											50.48	40	29.39	13
ARL-015	Arlington Co	Rosslyn Multimodal Network Improvements	🚶 🚶 🚶 🚶	\$ 11,874,000											58.51	12	28.78	14
LDN-019	Loudoun Co	Evergreen Mills Road Widening from Northstar Boulevard to Stone Springs Boulevard	🚶 🚶 🚶 🚶	\$ 18,000,000											53.05	35	25.41	15
VRE-011	VRE	VRE Crystal City Station Improvements*	🚶 🚶 🚶 🚶	\$ 15,800,000											57.62	17	23.86	16
CFC-006	City of Falls Church	West Falls Church Access to Transit and Multimodal Connectivity	🚶 🚶 🚶 🚶	\$ 6,900,000											54.81	27	23.48	17
NOV-002	NOVA Parks	Arlington W&OD Trail Enhancements	🚶 🚶 🚶 🚶	\$ 5,646,000											53.16	34	23.35	18
CFC-005	City of Falls Church	Downtown Falls Church Multimodal Improvements	🚶 🚶 🚶 🚶	\$ 8,300,000											56.18	24	20.78	19
FFX-098	Fairfax Co	Richmond Highway (Route 1) BRT*	🚶 🚶 🚶 🚶	\$ 71,000,000	ROW, CN									Note B	90.00	1	19.02	20
CFX-013	City of Fairfax	Roadway Network Northfax West*	🚶 🚶 🚶 🚶	\$ 2,400,000	ROW										57.73	16	17.50	21
VRE-013	VRE	VRE Woodbridge Station Improvements	🚶 🚶 🚶 🚶	\$ 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	🚶 🚶 🚶 🚶	\$ 8,000,000	ROW, CN										54.06	30	14.19	23
RPT-002	DRPT	Franconia-Springfield Passenger Rail Bypass	🚶 🚶 🚶 🚶	\$ 100,000,000											60.37	8	13.52	24
FFX-108	Fairfax Co	Richmond Highway Widening From Route 235 North to Route 235 South*	🚶 🚶 🚶 🚶	\$ 183,700,000										Note C	79.93	3	13.48	25
VIE-003	Town of Vienna	Vienna Regional Bikesharing	🚶 🚶 🚶 🚶	\$ 282,400											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	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											55.22	25	9.85	28
FFX-106	Fairfax Co	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	🚶 🚶 🚶 🚶	\$ 69,000,000											57.41	19	8.86	29
PWC-020	Prince William Co	Prince William Parkway at Old Bridge Road Intersection Improvements	🚶 🚶 🚶 🚶	\$ 30,000,000											52.08	37	8.43	30
LDN-017	Loudoun Co	Belmont Ridge Road Widening: Shreveport Drive to Evergreen Mills Road	🚶 🚶 🚶 🚶	\$ 11,899,000											52.99	36	7.44	31
ARL-019	Arlington Co	Ballston-MU Metrorail Station West Entrance*	🚶 🚶 🚶 🚶	\$ 33,510,000	CN									Note D	57.22	21	7.33	32
FFX-103	Fairfax Co	Frontier Drive Extension and Intersection Improvements*	🚶 🚶 🚶 🚶	\$ 105,000,000											56.34	22	6.81	33
PWC-023	Prince William Co	University Boulevard Extension: Devlin Road to Wellington Road	🚶 🚶 🚶 🚶	\$ 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	🚶 🚶 🚶 🚶	\$ 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*	🚶 🚶 🚶 🚶	\$ 116,564,678											50.00	41	3.85	36
FFX-104	Fairfax Co	Braddock Road Corridor and Intersection Improvements: Guinea Road to Ravensworth Road	🚶 🚶 🚶 🚶	\$ 79,000,000											58.69	10	2.70	37
PWC-022	Prince William Co	Wellington Road Widening: University Boulevard to Devlin Road	🚶 🚶 🚶 🚶	\$ 6,000,000	ROW, CN										53.24	33	2.01	38
ARL-017	Arlington Co	Arlington National Cemetery Wall Trail	🚶 🚶 🚶 🚶	\$ 2,000,000	CN										57.44	18	1.58	39
PWC-019	Prince William Co	Route 234 and Sudley Manor Drive Interchange	🚶 🚶 🚶 🚶	\$ 10,000,000	ROW, CN										57.94	15	1.07	40
FFX-114	Fairfax Co	Seven Corners Ring Road Improvements	🚶 🚶 🚶 🚶	\$ 94,800,000											54.51	28	0.36	41



# Public Comments







# Overview of NVRTA 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 NVRTA
  - 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 NVRTA 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%
<b>Total</b>	<b>41</b>	<b>1,444,826,078</b>	<b>100%</b>	<b>19</b>	<b>522,151,962</b>	<b>100%</b>





# 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