



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

TECHNICAL ADVISORY COMMITTEE

Thursday, June 20, 2024, 7:00 p.m.

2600 Park Tower Drive, Suite 601

Vienna, Virginia 22180

Meeting will be held in the First Floor Conference Room

The meeting will be livestreamed on [NVTA's YouTube Channel](#)¹

AGENDA

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

Action

- II. Summary Notes of March 20, 2024, Meeting** Chair Boice
Recommended action: Approve meeting notes

- III. Summary Notes of May 15, 2024, Meeting** Chair Boice
Recommended action: Approve meeting notes

- IV. Review FY2024-2029 Six Year Program Staff Recommendations** Mr. Jasper,
Principal
*Recommended action: Recommend the Authority to adopt the
FY2024-2029 Six Year Program*

Discussion/Information

- V. Preliminary Deployment Plan for Regional BRT System** Mr. Jasper,
Principal

- VI. NVTA Update** Ms. Backmon, CEO

Adjournment

- VII. Adjourn**

Next Meeting: July 17, 2024, 7:00 p.m.

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



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

TECHNICAL ADVISORY COMMITTEE

Wednesday, May 15, 2024, 7:00 p.m.

Northern Virginia Transportation Authority

In-Person Meeting at NVTA Offices, 2600 Park Tower Drive, Vienna, Virginia

Live-streamed on [YouTube](#)

MEETING SUMMARY

I. Call to Order/Welcome

- The meeting was conducted in-person and virtually over Zoom. Chairman Boice called the meeting to order at 7:00 p.m.
- **Attendees:**
 - **TAC Members:** Randy Boice, Michelle Cavucci, Kerianne Masters, and Frank Spielberg attended in-person. Amy Morris, Karen Campblin, and Armand Ciccarelli participated virtually due to personal reasons.
 - **NVTA Staff:** Keith Jasper, Principal, Transportation Planning and Programming; Sree Nampoothiri, Senior Manager; and Ian Newman, Regional Transportation Planner.
 - **Others:** None.

II. Summary Notes of March 20, 2024, Meeting

- Approval of the summary notes of the March 20, 2024, meeting was not able to be made due to the lack of quorum. This action item was moved to the June 20, 2024, meeting.

III. FY2024-2029 Six Year Program Update

- Dr. Nampoothiri, Senior Manager, Transportation Planning and Programming at NVTA, presented on the following topics:
 1. NVTA's evaluation summary chart for all projects
 2. How NVTA Core Values are built into the TransAction Rating's performance measures
 3. Definitions and examples of the three NVTA Core Values (Equity, Safety, and Sustainability)
 4. The candidate projects evaluation methodology
 5. The results of project applications' alignment with Core Values

- Dr. Nampoothiri emphasized that this is a pilot evaluation, and the results will not be considered for this Six Year Program funding recommendation.
- Concerning the third topic listed above, Mr. Spielberg asked if NVTA considers future maintenance costs on the economic pillar of Sustainability. Dr. Nampoothiri responded that it is not considered as part of this evaluation procedure.
- Relating to the fourth topic, Mr. Spielberg questioned if there are any Core Value components in the candidate submissions that conflict with each other, when Dr. Nampoothiri discussed synergy among Core Values. For example, if a project scores quite well in Safety but not helping in the realm of Equity. Dr. Nampoothiri mentioned that in some cases there are some conflicting components.
- Regarding topic five, Mr. Spielberg shared his view that the applicants probably were able to identify some alignment with NVTA Core Values. This is in response to Dr. Nampoothiri showing that all project applications scored at least a “medium” across each of the three Core Values. Dr. Nampoothiri added that there was a range in how much detail and data was provided to NVTA across the project applications, and that projects that gave more detail and data to showcase how it addresses a Core Value generally performed better in the ranking.
- Relating to the fourth and fifth topics, Ms. Cavucci stated that this evaluation is quite challenging since projects vary across modes. She asked if there was any consideration to rank projects in each of the Core Values relative to each other. Dr. Nampoothiri told the Committee that that was attempted. Ms. Cavucci mentioned that stratifying relative to each other would ensure that there would always be a high, medium, and low category with projects, and argued that this should be attempted. Mr. Spielberg responded by asking Ms. Cavucci why she believes that one-third of the projects ought to be in the “low/poor” category across each of the Core Values. She re-stated that this would be a relative comparison. Mr. Spielberg urged staff to think about the implications down the line of doing this and stated his concern of the difficulty due to the subjectivity of the scoring. He then asked if NVTA staff found much consistency or variation across the rankings by different reviewers. Dr. Nampoothiri mentioned in some cases there were variations. Mr. Spielberg asked if the reviewers were staff members with different backgrounds, to which Dr. Nampoothiri confirmed affirmatively.
- Concerning the fourth and fifth topics, Chair Boice mentioned that this Core Values evaluation has never been attempted in previous funding programs and reminded the Committee that Congestion Reduction Related to Cost (CRRC) is the principal driver of project rankings. Mr. Spielberg asked what would happen if a project scored very highly on CRRC but very poorly on Core Values, and Chair

Boice responded that he doubts that that would ever happen. Ms. Cavucci stated that it is helpful to see Core Values quantified as part of the performance measures in TransAction ratings. Dr. Nampoothiri told the Committee that by law, NVTA must give priority to CRRC, but qualitative measures come into play after this.

- Regarding the fourth and fifth topics, Ms. Campblin asked if there was a way to show the numerical value for the Core Values ranking. Chair Boice and Dr. Nampoothiri both responded that that would be too detailed for a qualitative measure since the categories are more relevant and informative than the numbers being shown. Mr. Ciccarelli pointed out that the score for each Core Value is an average of three scores, and so this has the potential to be quite subjective based on the feelings of the scores as another reason to not utilize the number. Ms. Cavucci inquired if NVTA staff examined other best practices on evaluating Core Values. Dr. Nampoothiri mentioned the National Capital Region Transportation Planning Board (TPB) was examined as well as other metro areas similar to the footprint of NVTA's. Ms. Masters then questioned Dr. Nampoothiri if it was ever considered to get more than three people to act as reviewers. Mr. Jasper responded that that was not considered for this cycle, but at the end of each process, an evaluation is considered for how the methodology could be enhanced. Mr. Jasper also mentioned that the Core Values statement was an optional feature of this cycle, but it is expected to be mandatory for the next cycle. Ms. Cavucci pondered if a list of prompt questions could help project applicants, and Dr. Nampoothiri mentioned that this is being considered as part of the application itself for the next cycle.
- Mr. Spielberg asked if there were many who did not submit a Core Values statement and if there was a difference in the number or quality of submissions by jurisdiction. Dr. Nampoothiri mentioned that there were jurisdictions who did not submit a Core Values statement and that some statements were very well written.

IV. Preliminary Deployment Plan for Regional BRT System (PDP-BRT)

- Mr. Jasper, Principal, Transportation Planning and Programming at NVTA, discussed the following topics:
 1. A short reasoning for the PDP-BRT project
 2. The strategy of “Think Big, Start Small, Build Momentum”
 3. Entering of the phase containing an online survey and pop-up events around the region
 4. Two-part hybrid work session with NVTA members
 5. Phase III of the PDP-BRT
- Mr. Spielberg mentioned that he believes that there was a specific report that was recently released on what constitutes a BRT system, and how BRT is being sold

but is quite different than good bus service. Mr. Jasper mentioned that this report is being taken into consideration by the consultants.

V. NVTA Update

- Mr. Jasper shared the NVTA update. He stated that the NVTA will have its next Authority meeting on June 13 and reviewed what would be on the agenda. Mr. Jasper added that NVTA staff will participate in Bike2Work Day on Friday May 17 at the Rosslyn pit stop. Mr. Jasper also shared that the next TAC meeting on Thursday, June 20 will be the meeting where NVTA staff seeks the TAC endorsement on the Six Year Program staff recommendations.

VI. Adjourn

- The meeting adjourned at 7:56 p.m. The next meeting will be on June 20, 2024, at 7:00 p.m. and will be held in-person at NVTA Offices.

FY2024-2029 Six Year Program

NVTA Staff Recommendations

Presented by: Keith Jasper, Principal, NVTA

Technical Advisory Committee, June 20, 2024

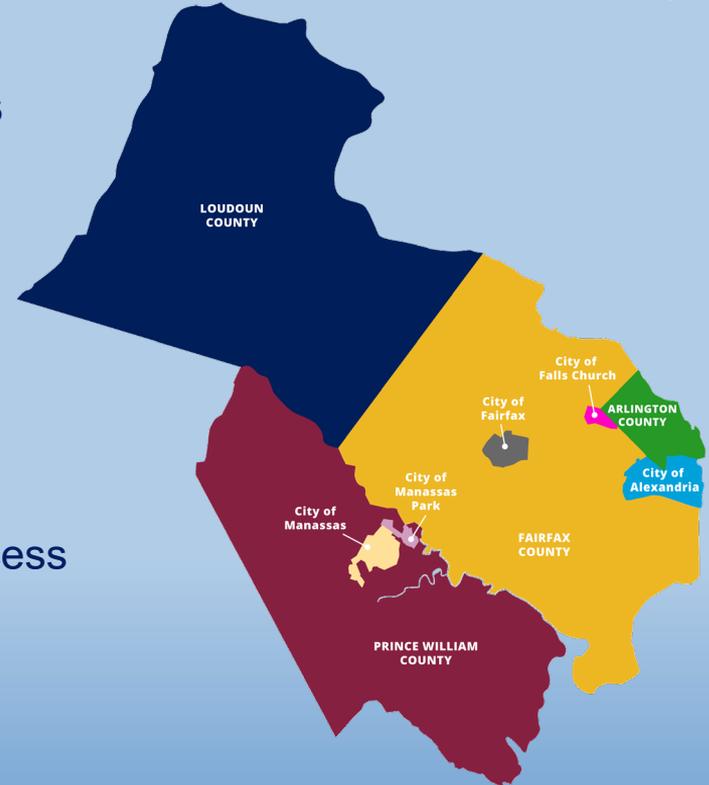


Topics



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

Reference Slides:
Context and Key Components of Project Selection Process



Overview of NVRTA Staff Recommendations



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

Overview of NVRTA Staff Recommendations



- **Multimodal/Corridor Focus**

- Continued emphasis on three previously funded BRT lines (six projects)
- Continued emphasis on VRE Manassas Line (one project)
- Continued emphasis on Route 28 and Route 234/Prince William County Parkway corridors (four projects)

- **Transportation Technology**

- Top three ranked projects
- First NVRTA-funded transportation technology projects in Prince William County and the City of Falls Church

- **Geographically and Modally Balanced**

- Projects recommended for all 10 applicants
- Includes projects for all primary modes requested (roadway, transit, interchange/intersection, bike/pedestrian, transportation technology)

Previous Funding Programs: Summary



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

Previous Funding Programs: New/Widened Roadways



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

Previous Funding Programs: Dedicated Transit ROW



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

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

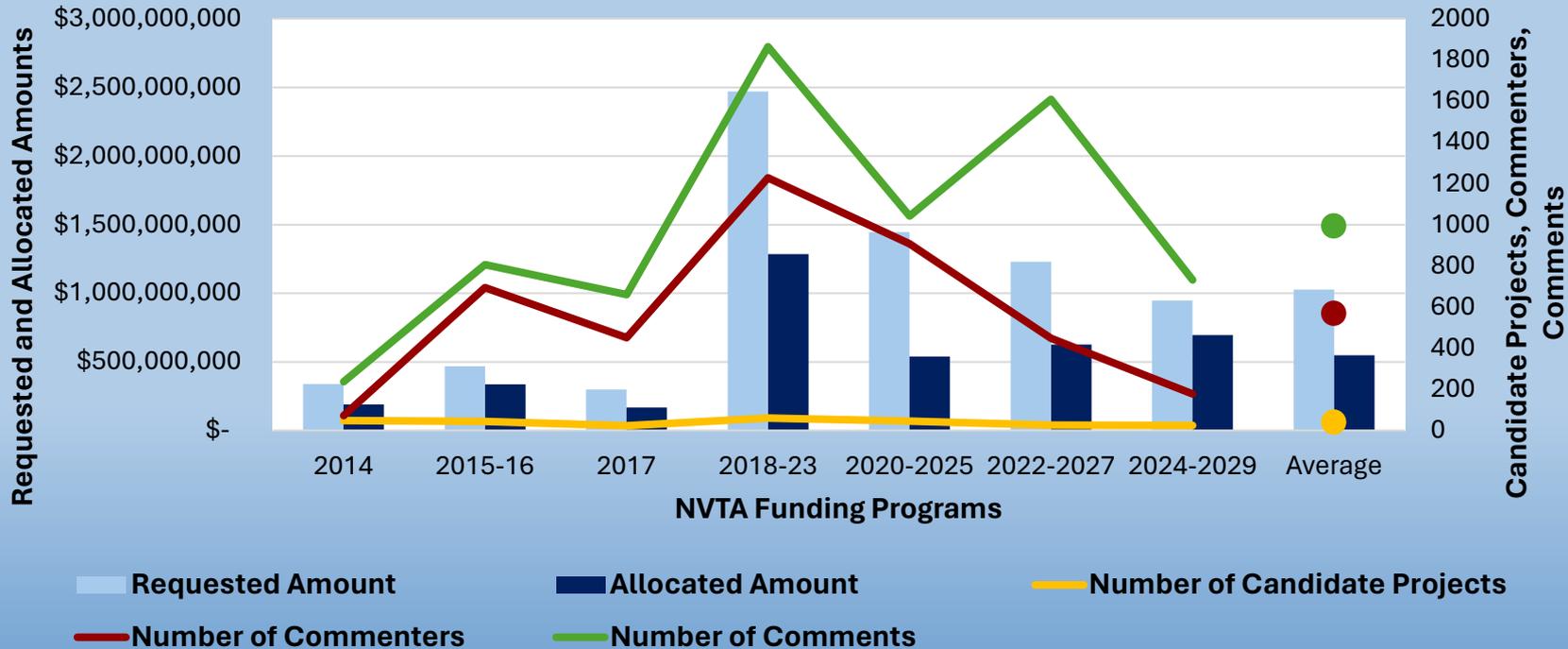
Previous Funding Programs: Active Transportation



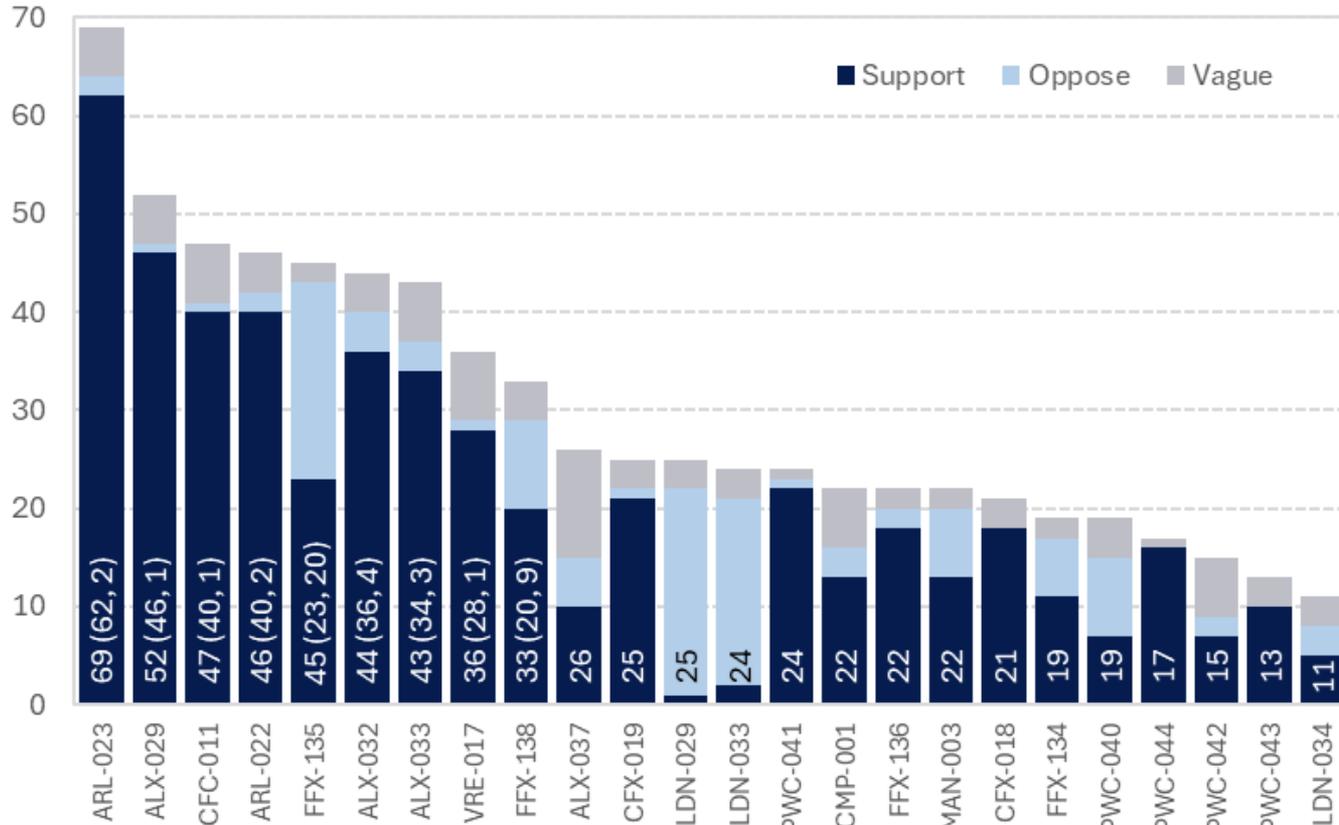
Project Type	NVTA-Funded Projects	Dedicated Lane Miles
Sidewalks	18	20.94
Bicycle Paths	14	43.81
Shared Use Path	32	54.49
TOTAL	42*	119.24

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

Public Comments: Trends



Public Comments: Summary



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

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

NVTA Staff Recommendations



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

*CRRC = Congestion Reduction Relative to Cost

NVTA Staff Recommendations



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

NVTA Staff Recommendations



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

NVTA Staff Recommendations



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

NVTA Staff Recommendations: Modal Summary



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

NVTA Staff Recommendations: Jurisdictional/Agency Summary



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

NVTA Staff Recommendations: Cumulative New/Widened Roadways



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

NVTA Staff Recommendations: Cumulative Transit ROW



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

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

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

NVTA Staff Recommendations: Cumulative Active Transportation



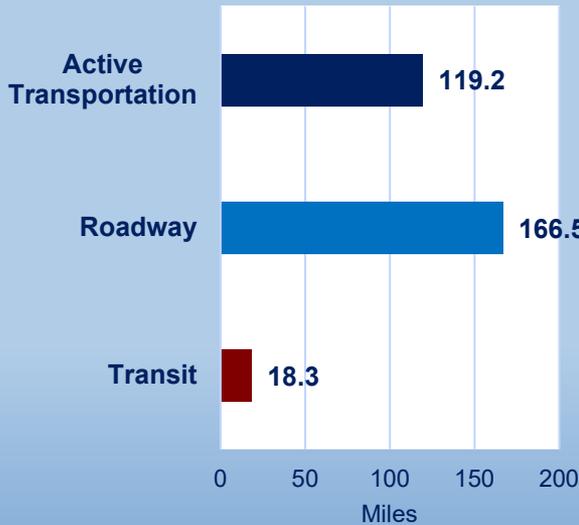
Project Type	NVTA-funded Projects	Dedicated Lane Miles
Sidewalks	20	22.62
Bicycle Paths	15	44.43
Shared Use Path	42	60.99
TOTAL	54*	128.05

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

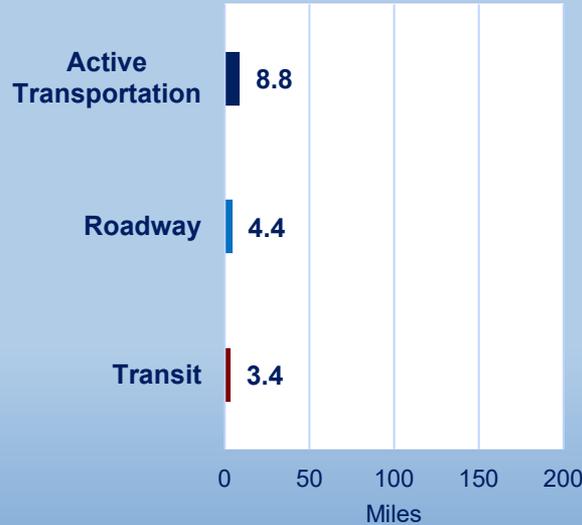
NVTA Staff Recommendations: Modal Summary



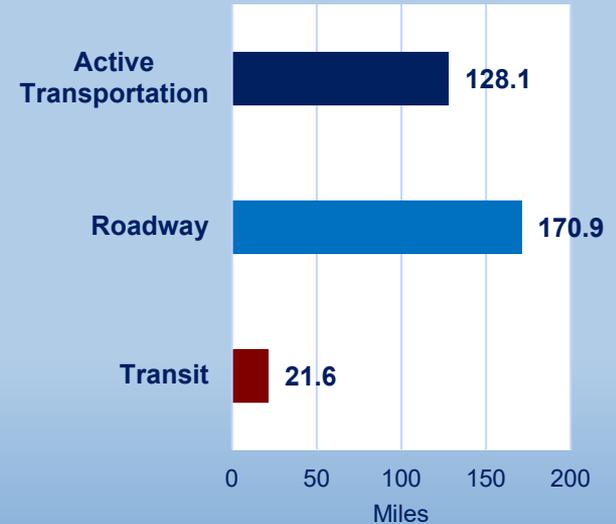
70% Regional Revenue Projects
FY2014-FY2027



70% Regional Revenue Projects
FY2024-FY2029 SYP staff
recommendations



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



Note: Totals may not add up due to rounding

NVTA's Core Values



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

Next Steps



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

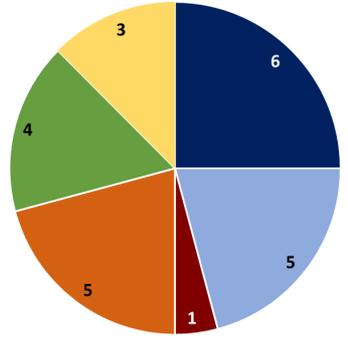
Reference Slides



Context: Summary of Candidate Projects

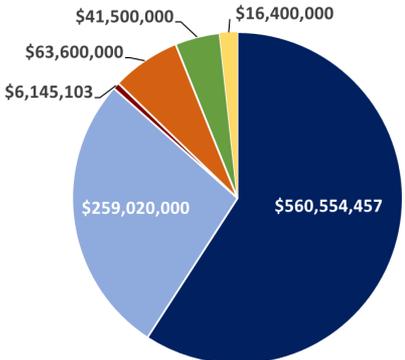


NVTA FY2024-2029 SYP: Number of Applications
 Total candidates - 24



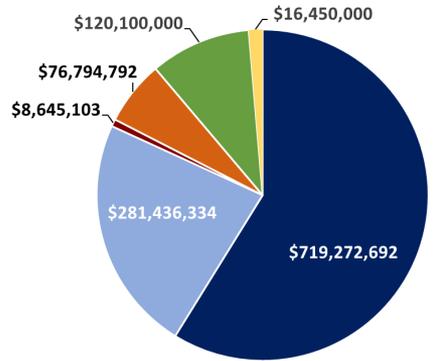
- Roadway
- Metrorail/VRE commuter rail
- Bicycle & pedestrian facility
- Intersection/ Interchange
- BRT/Bus facility
- Transportation Technology

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



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

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



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

Key Components of the Project Selection Process



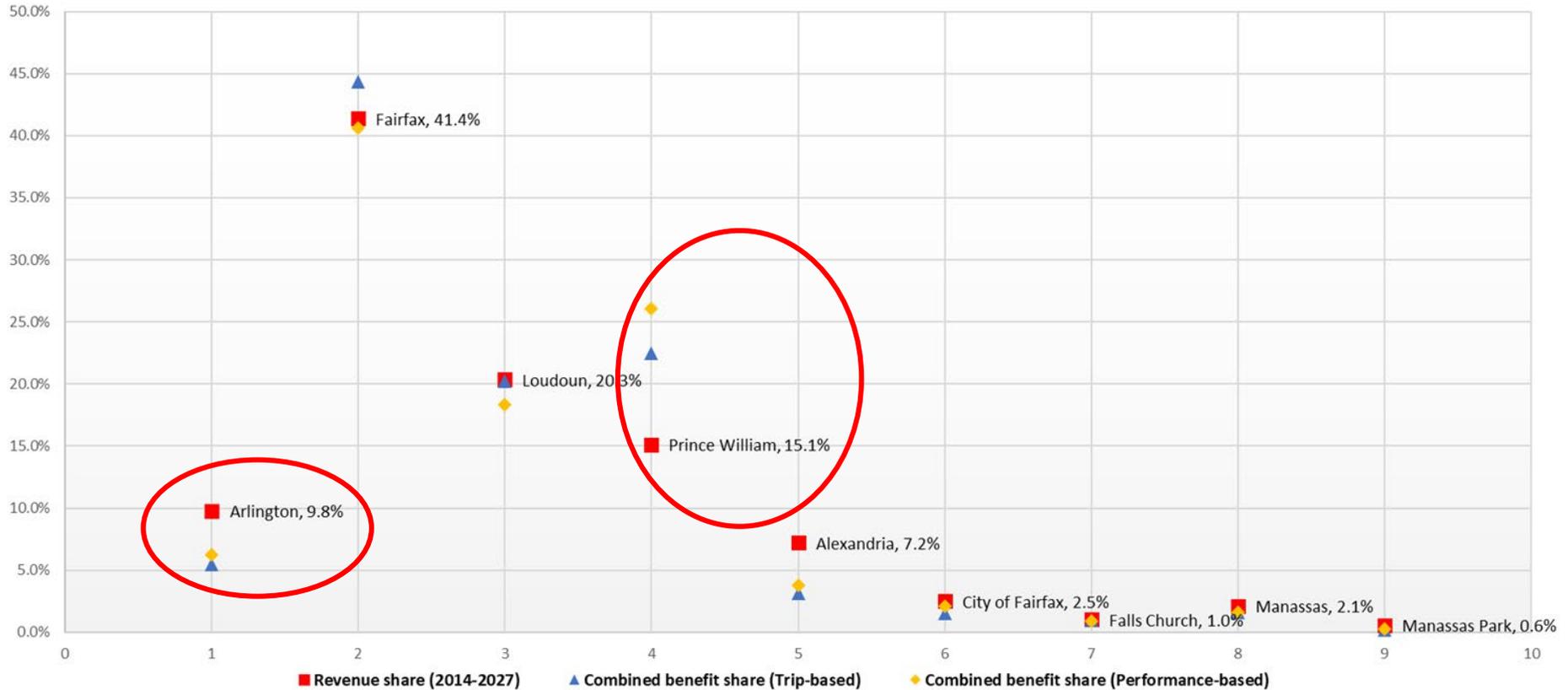
- While NVTA has no direct role in deciding which projects/modes are submitted by eligible applicants, projects submitted for funding consideration must be included in the current version of TransAction.
 - Each application must include a resolution of support from the Governing Body in order to be eligible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

Key Components of the Project Selection Process



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

Long Term Benefit Current Status





Northern Virginia Transportation Authority
 FY2024-2029 Six Year Program: **NVTA Staff Recommendations**

6/13/2024

Application ID	Jurisdiction/ Agency	Project Title	Requested Funding	Requested Phase(s)	Recommended Funding	Approved Phase(s)	Cumulative Recommendation	Congestion Reduction Relative to Cost (CRRC) Rank
CFC-011	City of Falls Church	City of Falls Church Signal Prioritization Project	\$ 1,400,000	PE, CN	\$ 1,400,000	PE, CN	\$ 1,400,000	1
ALX-037	City of Alexandria	Smart & Connected Vehicle Infrastructure	\$ 5,000,000	PE, CN	\$ 5,000,000	PE, CN	\$ 6,400,000	2
PWC-042	Prince William County	Route 234 Operational Improvements	\$ 10,000,000	PE, CN, Asset Acq	\$ 10,000,000	PE, CN, Asset Acq	\$ 16,400,000	3
FFX-138	Fairfax County	Seven Corners Ring Road Improvements*	\$ 122,229,417	PE, ROW, CN	\$ 122,229,417	PE, ROW, CN	\$ 138,629,417	4
MAN-003	City of Manassas	Roundabout at Route 28 and Sudley Rd	\$ 4,020,000	CN	\$ 4,020,000	CN	\$ 142,649,417	5
VRE-017	VRE	VRE Backlick Road Station Improvements	\$ 6,145,103	CN	\$ 6,145,103	CN	\$ 148,794,520	6
ALX-032	City of Alexandria	South Van Dorn Street Bridge Enhancements*	\$ 10,000,000	CN	\$ 10,000,000	CN	\$ 158,794,520	7
ALX-033	City of Alexandria	Alexandria Metroway Enhancements	\$ 7,000,000	ROW, CN	\$ 7,000,000	ROW, CN	\$ 165,794,520	8
CMP-001	City of Manassas Park	Route 28-Centreville Road Corridor Improvements	\$ 40,000,000	PE, ROW, CN	\$ 40,000,000	PE, ROW, CN	\$ 205,794,520	9
CFX-019	City of Fairfax	Blenheim Boulevard (formerly, Old Lee Highway) Multimodal Improvements*	\$ 5,400,000	CN	\$ -		\$ 205,794,520	10
ALX-029	City of Alexandria	Safety Improvements at High-Crash Intersections	\$ 3,000,000	PE	\$ 3,000,000	PE	\$ 208,794,520	11
PWC-040	Prince William County	Route 234 and Sudley Manor Drive Interchange	\$ 115,000,000	PE, ROW, CN	\$ 115,000,000	PE, ROW, CN	\$ 323,794,520	12
PWC-043	Prince William County	The Landing at Prince William Transit Center	\$ 25,000,000	PE, ROW, CN	\$ 25,000,000	PE, ROW, CN	\$ 348,794,520	13
LDN-034	Loudoun County	Route 15 at Braddock Road Roundabout	\$ 10,000,000	ROW, CN	\$ 10,000,000	ROW, CN	\$ 358,794,520	14
PWC-044	Prince William County	Triangle Mobility Hub and First/Last Mile Connection Improvements	\$ 10,000,000	PE, ROW, CN	\$ 10,000,000	PE, ROW, CN	\$ 368,794,520	15
ARL-022	Arlington County	Shirlington Bus Station Expansion	\$ 11,600,000	PE, ROW, CN	\$ 11,600,000	PE, ROW, CN	\$ 380,394,520	16
PWC-041	Prince William County	Route 234 Bicycle and Pedestrian Facility Over I-95	\$ 12,000,000	PE, ROW, CN	\$ 12,000,000	PE, ROW, CN	\$ 392,394,520	17
CFX-018	City of Fairfax	Northfax Network Improvements - Northfax East-West Road	\$ 18,332,754	PE, ROW, CN	\$ 18,332,754	PE, ROW, CN	\$ 410,727,274	18
LDN-029	Loudoun County	Old Ox Road Widening - Shaw Road to Oakgrove Road	\$ 30,000,000	CN	\$ 30,000,000	CN	\$ 440,727,274	19
FFX-136	Fairfax County	Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)	\$ 90,000,000	PE, ROW, CN	\$ 27,299,000	PE, ROW	\$ 468,026,274	20
FFX-134	Fairfax County	Frontier Drive Extension and Intersection Improvements*	\$ 164,992,286	PE, ROW, CN	\$ 111,957,472	CN	\$ 579,983,746	21
LDN-033	Loudoun County	Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard	\$ 15,000,000	ROW, CN	\$ 15,000,000	ROW, CN	\$ 594,983,746	22
FFX-135	Fairfax County	Route 7 Multimodal Improvements (I-495 to I-66)	\$ 210,000,000	PE, ROW, CN	\$ 101,351,506	PE, ROW	\$ 696,335,252	23
ARL-023	Arlington County	CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector)*	\$ 21,100,000	CN	\$ -		\$ 696,335,252	24
TOTAL			\$ 947,219,560		\$ 696,335,252			

Notes:

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

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

Summary By Jurisdiction/Agency

Jurisdiction	No. of Applications	# Recommended	Requested Funds	Recommended	% of Request	% of Total
Arlington County	2	1	\$ 32,700,000	\$ 11,600,000	35%	1.7%
Fairfax County	4	4	\$ 587,221,703	\$ 362,837,395	62%	52.1%
Loudoun County	3	3	\$ 55,000,000	\$ 55,000,000	100%	7.9%
Prince William County	5	5	\$ 172,000,000	\$ 172,000,000	100%	24.7%
City of Alexandria	4	4	\$ 25,000,000	\$ 25,000,000	100%	3.6%
City of Fairfax	2	1	\$ 23,732,754	\$ 18,332,754	77%	2.6%
City of Falls Church	1	1	\$ 1,400,000	\$ 1,400,000	100%	0.2%
City of Manassas	1	1	\$ 4,020,000	\$ 4,020,000	100%	0.6%
City of Manassas Park	1	1	\$ 40,000,000	\$ 40,000,000	100%	5.7%
VRE	1	1	\$ 6,145,103	\$ 6,145,103	100%	0.9%
Total	24	22	\$ 947,219,560	\$ 696,335,252	74%	100%

Summary By Mode

Mode	No. of Applications	# Recommended	Requested Funds	Recommended	Recommended/ Requested (%)	Recommended/ SYP Total (%)
Roadway	6	6	\$ 560,554,457	\$ 398,871,149	71.2%	57.3%
Intersection/Interchange	5	5	\$ 259,020,000	\$ 196,319,000	75.8%	28.2%
Transit	6	6	\$ 69,745,103	\$ 69,745,103	100.0%	10.0%
Bike and Pedestrian	4	2	\$ 41,500,000	\$ 15,000,000	36.1%	2.2%
Technology	3	3	\$ 16,400,000	\$ 16,400,000	100.0%	2.4%
Total	24	22	\$ 947,219,560	\$ 696,335,252	74%	100%