



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

AGENDA

Thursday, June 9, 2022

7:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

This meeting will be conducted in person and live-streamed via YouTube

1. **Call to Order** Chair Phyllis J. Randall, Chair
2. **Roll Call** Mr. Jonathan Davis, Authority Board Secretary
3. **Approval of May 12, 2022, Meeting Summary Minutes** Chair Phyllis J. Randall, Chair

*Recommended Action: Approval of May 12, 2022, Meeting Summary Minutes
[with abstentions from those who were not present]*

Presentations

4. **Transform I-66 Outside the Beltway Update**
Mr. John Lynch, NoVa District Engineer, Virginia Department of Transportation
Susan Shaw, Megaprojects Director, Virginia Department of Transportation
5. **Crystal City VRE Station Improvements Update** Mr. Dallas Richards
Chief Engineer, Virginia Railway Express

Action Items

6. **Adoption of Resolution 22-01 in Support for Northern Virginia Localities and Transit Agencies SMART SCALE Project Applications** Ms. Monica Backmon, Chief Executive Officer

*Recommended Action: Adoption of Resolution 22-01 of Support for
Northern Virginia Localities and Transit Agencies SMART SCALE Project
Applications*

Discussion/Information Items

7. FY2022-2027 Six Year Program Public Comment Report

Ms. Monica Backmon, Chief Executive Officer
Dr. Sree Nampoothiri, Senior Transportation Planner

8. Travel Trends Update

Mr. Harun Rashid, Transportation Planner

9. Governance and Personnel Committee Report -2022 General Assembly Special Session Update

Chair Phyllis J. Randall, Chair

Ms. Tracy Baynard, Sr. Vice President, McGuireWoods Consulting, LLC.

10. Planning Coordination Advisory Committee Report

Mayor Linda J. Colbert, Chair

11. Technical Advisory Committee Report

Mr. Randy Boice, Chair

12. Chief Executive Officer's Report

Ms. Monica Backmon, Chief Executive Officer

13. Chair's Comments

Closed Session

(If required)

14. Adjournment

Chair Phyllis J. Randall, Chair

Correspondence

Next Meeting: July 14, at 7:00pm

NVTA Offices



SUMMARY MINUTES

Thursday, May 12, 2022

7:00 PM

3040 Williams Drive, Suite 200

Fairfax, VA 22031

This meeting was conducted in-person and livestreamed via YouTube

PUBLIC HEARING

Call to Order

Chair Randall, Chair

- ✓ Chair Randall called the Public Hearing to order at 7:04 PM and welcomed Authority Members and the public to the FY2022-2027 Six Year Program Public Hearing.

Roll Call

Mr. Davis, Authority Board Secretary

✓ **Attendees:**

- **Members:**

Chair Phyllis Randall, Councilmember David Snyder, Chairman Jeff McKay (7:20pm), Chair Ann Wheeler, Board Chair Katie Cristol, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Mayor David Meyer, Senator Jennifer Boysko (7:49), Delegate David LaRock, Mayor Derrick Wood, Ms. Mary Hynes, Mr. Jim Kolb, Mr. John Lynch, Mr. Todd Horsley.

- **Staff:**

Chief Executive Officer Monica Backmon, Executive Assistant Amanda Sink, Chief Financial Officer Michael Longhi, Authority Board Secretary Jonathan Davis, Communications & Public Affairs Manager Erica Hawskworth, Communications and Marketing Coordinator Abigail Hillerich, Assistant Finance Officer Peggy Teal, Investment & Debt Manager Dev Sen, Principal, Transportation Planning and Programming Keith Jasper, Senior Transportation Planner Dr. Sree Nampoothiri, Transportation Planner Harun Rashid, and Regional Transportation Planners Mackenzie Love and Ian Newman. Clerk to the Board/Executive Assistant Margaret Duker (remote).

- **Council of Counsel:**

Daniel Robinson, Esq. - Fairfax County, Rob Dickerson, Esq. - Prince William County, Joanna Anderson, Esq. - City of Alexandria (Remote).

- **Other:**

McGuireWoods Consulting, LLC. Senior Vice President Tracy Baynard, and Jurisdictional Staff.

Members of the public attended in person and were also able to watch the Public Hearing livestreamed via [NVTA's YouTube Channel](#).

- ✓ Chair Randall continued with welcoming remarks and a brief overview of the purpose of NVTA, the Six Year Program, as well as the importance of the Public Hearing and the impact public comments have in the updating of NVTA's Six Year Program.
- ✓ Chair Randall turned the floor over to Chief Executive Officer Monica Backmon who provided brief remarks and introduction to the [About NVTA Planning, Programming, Funding and Public Input Explained in 3 Minutes](#) video. Ms. Backmon noted that NVTA has adopted 5 funding programs since the passage of HB2313 in 2013. These funding programs have provided \$2.5 billion to 106 regional multimodal projects.

For an in-depth look at the 106 regional multimodal projects visit novagateway.org

- ✓ Ms. Backmon further noted key components of the project selection process which is comprised of the eligibility review; quantitative and qualitative analysis; and public comment. Ms. Backmon added that tonight's Public Hearing is extremely important in that it allows the Authority to receive feedback from the public on the 26 projects and in advance of the Authority's approval of the estimated PayGo amount which will fund FY2026-FY2027.

For an in-depth look at the FY2022-FY2027 Six Year Program phases and next steps, [visit: thenovaauthority.org/syp-comment](http://thenovaauthority.org/syp-comment)

- ✓ Chair Randall recognized members of the public who joined the Public Hearing in-person and virtually via Zoom to provide testimony, noting the order and time allotted per speaker.
- ✓ Two members of the public joined in person and provided their comments on the FY2022-FY2027 Six Year Program Update.

To hear these public comments in their entirety, visit NVTA's YouTube Channel for the [Public Hearing Livestream Recording](#)

- ✓ Chair Randall opened the floor for other members of the public joining in-person to speak, and seeing none, moved to allow members of the public who joined the Public Hearing via Zoom to provide their comments on the FY2022-FY2027 Six Year Program Update.

To hear these public comments in their entirety, visit NVTA's YouTube Channel for the [Public Hearing Livestream Recording](#)

- ✓ After all testimony was given, Chair Randall thanked each member of the public for providing their comments and noted that these comments along with comments received through the end of the Public Comment Period (May 22,2022), will be summarized and made available as public record. Public Comments can be received electronically at thenovaauthority.org/syp-comment or sypcomment@thenovaauthority.org; via phone: (571) 354-0065; and via postal service: Northern Virginia Transportation Authority, 3040 Williams Drive, Suite 200, Fairfax, VA 22031.

Adjournment

Chair Randall, Chair

- ✓ Chair Randall adjourned the FY2022-FY2027 Six Year Program Public Hearing at 7:54pm and noted that after a 10-minute intermission, the Authority will reconvene for its regularly scheduled meeting.
-

AUTHORITY MEETING

1. Call to Order

Chair Randall, Chair

- ✓ Chair Randall called the meeting to order at 8:14 PM and took a point of personal privilege to recognize a jurisdictional staff member, Bob Brown, who is retiring from the Loudoun County Department of Transportation and Capital Infrastructure as Regional Transportation Coordinator. Chair Randall noted Mr. Brown's incredible knowledge base and thanked him for his exemplary kindness and service to Loudoun County and Northern Virginia Transportation Authority adding that Mr. Brown will be missed.

2. Roll Call

Mr. Davis, Authority Board Secretary

- ✓ **Attendees:**

- **Members:**

Chair Phyllis Randall, Councilmember David Snyder, Chairman Jeff McKay, Chair Ann Wheeler, Board Chair Katie Cristol, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Mayor David Meyer, Senator Jennifer Boysko, Ms. Mary Hynes, Mr. Jim Kolb, Mayor Derrick Wood, Mr. John Lynch, Mr. Todd Horsley.

- **Staff:**

Chief Executive Officer Monica Backmon, Executive Assistant Amanda Sink, Chief Financial Officer Michael Longhi, Authority Board Secretary Jonathan Davis, Communications & Public Affairs Manager Erica Hawskworth, Communications and Marketing Coordinator Abigail Hillerich, Assistant Finance Officer Peggy Teal, Investment & Debt Manager Dev Sen, Principal, Transportation Planning and Programming Keith Jasper, Senior Transportation Planner Dr. Sree Nampoothiri, Transportation Planner Harun Rashid, and Regional Transportation Planners Mackenzie Love and Ian Newman.

- **Council of Counsel:**

Daniel Robinson, Esq. -Fairfax County, Rob Dickerson, Esq. - Prince William County, Joanna Anderson, Esq. - City of Alexandria (Remote).

- **Other:**

McGuireWoods Consulting, LLC. Senior Vice President Tracy Baynard, and Jurisdictional Staff.

Members of the public attended in person and were also able to watch the Public Hearing livestreamed via [NVTA's YouTube Channel](#).

Action Items

3. Approval of the April 21, 2022, Meeting Summary Minutes

Chair Randall, Chair

- ✓ Chair Randall opened the floor for discussion and questions, seeing none, opened the floor for a motion to approve the April 21, 2022, Meeting Summary Minutes. Board Chair Cristol so moved, and Mayor Wilson seconded. The April 21, 2022, Meeting Summary Minutes were unanimously approved.

4. Adoption of Revenue Projection Update

Mayor Rishell, Finance Committee Chair

- ✓ Mayor Rishell began discussion by noting the Finance Committee's review and recommendation for approval of the Revenue Projection Update, and the Regional Revenue Funds available for FY2026-FY2027 programming amount. The update proposed projections for FY2023 through FY2025 as well as established new projections for FY2026 and FY2027. Mayor Rishell added that the FY2026/FY2027 projections are critical to the development of the proposed funding level for projects under consideration for Authority approval as part of the upcoming update to the Six Year Program, often referred to as the PayGo. She further added that these are the same projects that were part of tonight's Public Hearing.
- ✓ Mayor Rishell noted that earlier this evening the Finance Committee recommended FY2026/FY2027 PayGo amount of a little over \$626 million and turned the discussion over to Chief Financial Officer Michael Longhi.
- ✓ Mr. Longhi continued the discussion by noting that the Revenue Projections include the 30% local and 70% revenue funding and highlighted the impacts each funding source has made to the overall revenue projections.
- ✓ Ms. Hynes inquired if the revised Revenue Projections indicated a delta-up or delta-down, and Mr. Longhi answered that it was a delta-up.
- ✓ Ms. Hynes further inquired if the delta-up change was considered when determining the proposed PayGo amount. Mr. Longhi answered that the increase was factored into the PayGo determination.
- ✓ Chair Randall asked if there was any further discussion and questions, and seeing none, opened the floor for a motion to adopt the Revenue Projection Update. Mayor Rishell so moved, and Chairman McKay seconded. The Revenue Projection Update was unanimously approved.

5. Adoption of Regional Revenue Funds Available for FY2026/FY2027 Programming-PayGo
Mayor Rishell, Finance Committee Chair

- ✓ Chair Randall opened the floor for a motion. Mayor Rishell motioned for the adoption of the Regional Revenue Funds available for FY2026/FY2027 Programming-PayGo and seconded by Chairman McKay. The Adoption of the Regional Revenue Funds Available for FY2026/FY2027 Programming-PayGo was unanimously approved.

6. Approval of Audit Service Contract Mayor Rishell, Finance Committee Chair

- ✓ Mayor Rishell began discussion by identifying the Finance Committee's role as the Authority's Audit Committee and discussions had over the past two Finance Committee meetings regarding options for the procurement of financial statement audit services. Mayor Rishell noted that while staff has followed the Committee's direction in retaining PBMares LLP as NVTA's independent auditor, this continuation will allow a speedier implementation of two new initiatives approved by the Authority last month in FY2023 Operating Budget: (1) Implementation of annual duplicate reimbursement detection audits, and (2) Preparation for the Authority to become a qualified recipient of Federal Funds.
- ✓ Mr. Longhi added to the discussion by highlighting that the two initiatives Mayor Rishell mentioned will have an expected earlier completion date of 6 to 8 months due to PBMares, LLP continuing as independent auditor.
- ✓ Board Chair Cristol inquired if there is any caution or concern about multiple regional transportation agencies utilizing the same audit firm.
- ✓ Mr. Longhi answered by noting the benefit that can occur where the auditing firm may see similarities in entities and therefore carry similar questions to those being audited.
- ✓ Chair Randall asked if there was any further discussion and questions, and seeing none, entertained a motion for the Authority to renew the Financial Statement Audit Service agreement with PBMares, LLP for three base years, FY2022 through FY2024, with options to extend for up to four additional years, in two-year increments. Mayor Rishell so moved and seconded by Chair Randall. The Audit Service Contract was unanimously approved.

7. Approval of Letters of Endorsement for Prince William County's Mega and INFRA Discretionary Grant Programs, and Potomac and Rappahannock Transportation Commission's Low-No Emission Vehicle Grant Program and Grants for Buses and Bus Facilities Program Applications.

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon began discussion by identifying the two endorsement requests submitted for Authority approval and noted the projects and initiatives such funding is being requested for.
- ✓ Chair Randall recognized Chair Wheeler who motioned for the Authority's approval of Letters of Endorsement for Prince William County's Mega and INFRA Discretionary Grant

Programs, and Potomac and Rappahannock Transportation Commission's Low-No Emission Vehicle Grant Program and Grants for Buses and Bus Facilities Program Applications. The motion was seconded by Mayor Davis-Younger. The letters of endorsement were unanimously approved.

Discussion/Information Items

8. Governance and Personnel Committee Report Chair Randall, Chair

- ✓ Chair Randall reported that due to the General Assembly still being in special session, there is nothing to report from the Governance and Personnel Committee.

9. Finance Committee Report Mayor Rishell, Chair

- ✓ Mayor Rishell noted the Finance Committee reports as submitted and recognized Mr. Longhi to answer any questions on the Monthly Investment Portfolio, Revenue, and Operating Budget Reports.
- ✓ Mr. Longhi reported there is nothing significant to add to the staff reports but highlighted that the investment portfolio, revenues, and the operating budget are doing well.

10. Planning Coordination Advisory Committee Report Mayor Colbert, Chair

- ✓ Chair Randall noted that the report for the Planning Coordination Advisory Committee can be reviewed as submitted in the meeting packet.

11. Technical Advisory Committee Report Mr. Boice, Chair

- ✓ Chair Randall noted that the report for the Technical Advisory Committee Report can be reviewed as submitted in the meeting packet.

12. Chief Executive Officer Report Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon introduced new NVTA staff to include Transportation Planner Ian Newman; Communications and Marketing Coordinator Abigail Hillerich; Authority Board Secretary Jonathan Davis; and Executive Assistant to Chief Executive Officer Amanda Sink.
- ✓ Ms. Backmon added that Bob Brown will be missed in his retirement and echoed similar sentiments of Chair Randall in the significant impact Mr. Brown has had on the Regional Jurisdiction and Agency Coordinating Committee (RJACC), and the Northern Virginia Transportation Authority.

13. Chair's Comments Chair Randall, Chair

- ✓ Chair Randall reported that she, Senator Boysko, and Ms. Backmon had the opportunity to attend the Annual NoVa Joint Transportation Meeting on May 04, 2022, and noted the impactful information shared by Ms. Backmon and a host of other panelists and jurisdictional staff. Chair Randall further noted VA Commonwealth Secretary of

Transportation W. Sheppard Miller's comments regarding SMART SCALE and his focus on looking at revamping or improving SMART SCALE.

14. Adjournment

Chair Randall, Chair

- ✓ Chair Randall, seeing no further discussion, adjourned the meeting at 8:35 PM

Next Meeting: June 09, 2022, at 7 PM

NVTA Offices

DRAFT

I-66 Outside the Beltway

Northern Virginia Transportation Authority

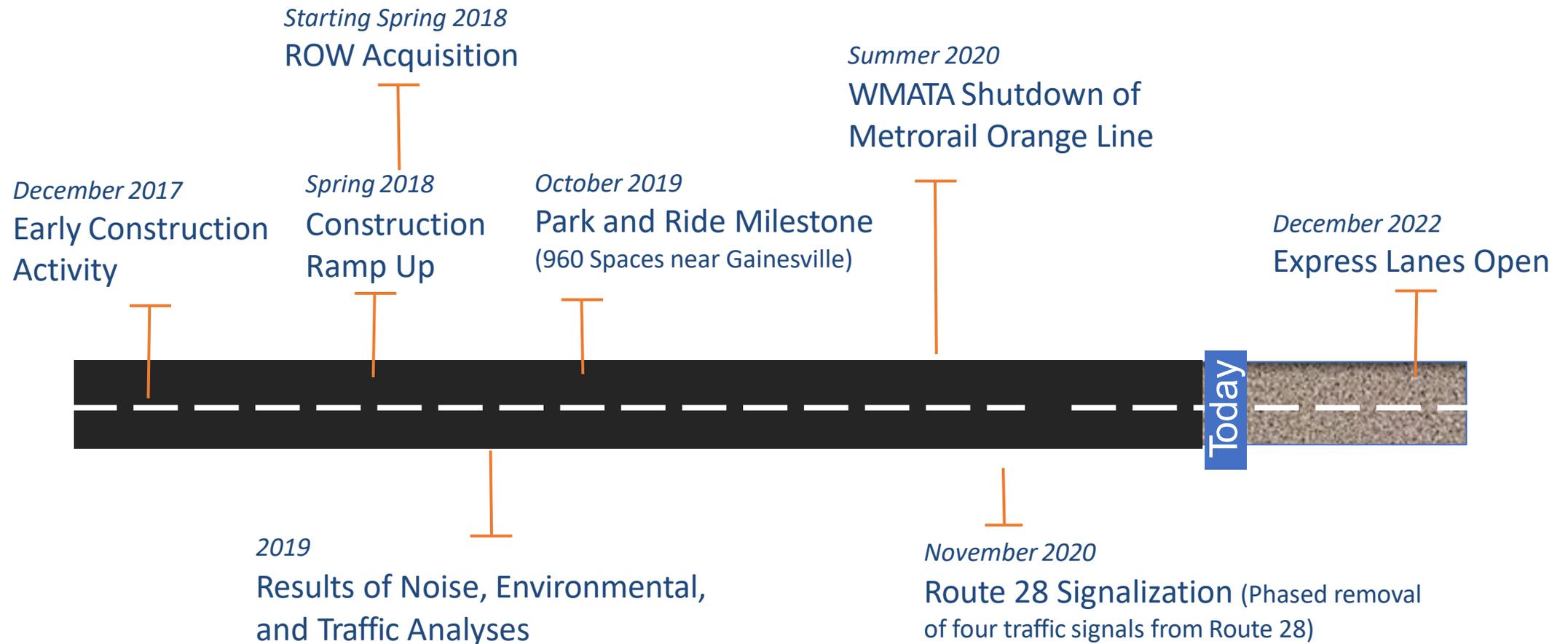
Susan Shaw, P.E., Northern Virginia Megaprojects Director
Virginia Department of Transportation

June 9, 2022

Construction Progress Video



Project Roadmap



Major Work Remaining

- Finishing Express Lanes
- Finishing ramps/access points
- Installing toll gantries and signage
- Testing system
- Shifting traffic to new lanes



*Express Lanes opening planned
December 2022.*

*Some additional work will continue
through mid-2023.*

Upcoming Lane Closures and Other Traffic Impacts

- Final paving: Gainesville to Centreville
 - I-66 East: June 7 – 13
 - I-66 West: June 21 - 27
- Bridge beam installation
- Concrete deck pours for flyover ramps (Manassas, Centreville, Dunn Loring, I-495)
- Concrete deck pours at new bridges (Gallows Road, Route 50, Route 28)



Project Communications to Public

- Construction-related communications continue
 - Overnight and daytime travel impacts on I-66 for paving, overhead work, traffic shifts
 - Travel pattern changes through interchanges
- Express Lanes Opening (“Toll Day One”)
 - How to use Express Lanes (tolling, access points, E-ZPass, etc.)
 - Changes for drivers in general purpose lanes
- HOV and Transit Promotion
 - Promote carpool, van pool, and mass transit use of new facility
 - HOV-2+ -> HOV-3+ conversion (including I-66 Inside the Beltway)

Upcoming Marketing Campaign

- I-66 Express Mobility Partners marketing efforts are ramping up
- Brand message: “Our mission is to move more people safely and efficiently, getting them to the moments that matter most.”



Pre-opening: “Prepare to be moved.”



Post-opening: “Sit less. Live more.”

Rollout Schedule for Marketing and Outreach

Channel	Timeframe	Description
Paid Media	Pre-/post-opening (starting late summer 2022)	Radio; local print and online publications
Earned Media	Pre-/post-opening (in progress)	News releases, reporter interviews, media events and availabilities, drive tours of corridor
Paid Social / Display	Pre-/post-opening (starting mid-summer 2022)	Facebook, Instagram, Google Display within tight radial areas, limited schedule
Organic Social	Pre-/post-opening (in progress)	Facebook, Twitter (Consistent posting to maintain awareness and community presence)
Direct Mail	Pre-/post-opening (starting mid-summer 2022)	Uniquely and directly connect with hard-to-reach operations managers, fleet supervisors, and facility decision-makers
Community Events	Pre-/post-opening (starting May 2022)	<ul style="list-style-type: none"> Viva Vienna May 2022 (Multiple Days) City of Fairfax Fall Festival - Oct. 8 2022 Starlight Cinema Series - August 2022 Prince William County Fair - August 2022 (Multiple days) Mosaic District Festival – September 2022 Haymarket Day (October 2022) Fauquier County Fair Downtown Manassas Events
Special Events	Pre-opening (starting late summer or early fall)	<ul style="list-style-type: none"> Pop-up Events at Park and Ride Lots and/or key retail locations Elected Officials and Media Briefing(s) Ribbon Cutting Ceremony (Opening Express Lanes) Ribbon Cutting Ceremony (Bike and Pedestrian Trail)

Promoting Express Lanes Carpooling and Transit Usage

- VDOT will be promoting carpool, vanpool, and commuter bus use of the Express Lanes
 - Message: Carpool, vanpool, and commuter bus using the new 66 Express Lanes will be fast, reliable, and toll-free
- Connector and OmniRide will have new and improved access points to and from the 66 Express Lanes
 - New Park and Ride lots at University Boulevard (Gainesville); Balls Ford (Manassas); Monument Drive (Fairfax, in 2023)
 - Improved access at Stringfellow Park and Ride, Vienna Metro
- Commuter bus fare discounts, vanpool formation benefits, and financial incentives for new three-person carpools will continue for three months after opening



April 22, 2022

Commuter Bus, Carpool, Vanpool, Telework.
You've got options.



December 2022: HOV-2+ to HOV-3+ Conversion

- I-66 corridor from Haymarket to Washington, D.C. will change from HOV-2+ to HOV-3+, including 66 Express Lanes Inside the Beltway
 - Consistent with other Northern Virginia Express Lanes on I-495, I-95 and I-395 Express Lanes
- Drivers will need E-ZPass Flex to use Express Lanes for free
- VDOT, Department of Rail and Public Transportation (DRPT), and partners will be promoting multi-modal travel on Express Lanes
- Enhanced incentives for new HOV-3+ carpoolers using I-66 starting August 1
 - Available to new carpools and existing two-person carpools that are adding a rider
 - Administered through Commuter Connections



Transit Funding Payments (Concessionaire to DRPT)

- June 2021: \$21.25 Million
 - \$5.08 M – Fairfax County bus purchase
 - \$2.54 M – OmniRide bus purchase
 - \$5.0 M – I-66 Commuter Choice Program
 - \$8.63 M – VRE future rail service on Manassas Line
- *June 2022: \$21.25 Million*
 - *\$4.6 M – Fairfax County bus service*
 - *\$2.6 M – OmniRide bus service*
 - *\$1.94 M – DRPT for future bus operations, as identified*
 - *\$5.125 M – I-66 Commuter Choice Program*
 - *\$6.985 M – DRPT for VRE future rail service on Manassas Line*
- *2023: \$36.5 Million, \$5.5 Million*
 - *\$31.247 M – DRPT to distribute funding between future I-66 bus service (Fairfax Connector, OmniRide)*
 - *\$5.253 M – I-66 Commuter Choice Program*





5.

CRYSTAL CITY STATION IMPROVEMENTS

Presented to the
Northern Virginia Transportation Authority

June 9, 2022

Dallas Richards, PE
Chief Engineer
Virginia Railway Express



CRYSTAL CITY STATION IMPROVEMENTS

- **Project Update**
- **Project Overview**
- **Adjacent Projects and Related Funding (Phases 1 and 2)**
- **Phased Approach**
- **Benefits of Recommended Phased Approach**



PROJECT UPDATE

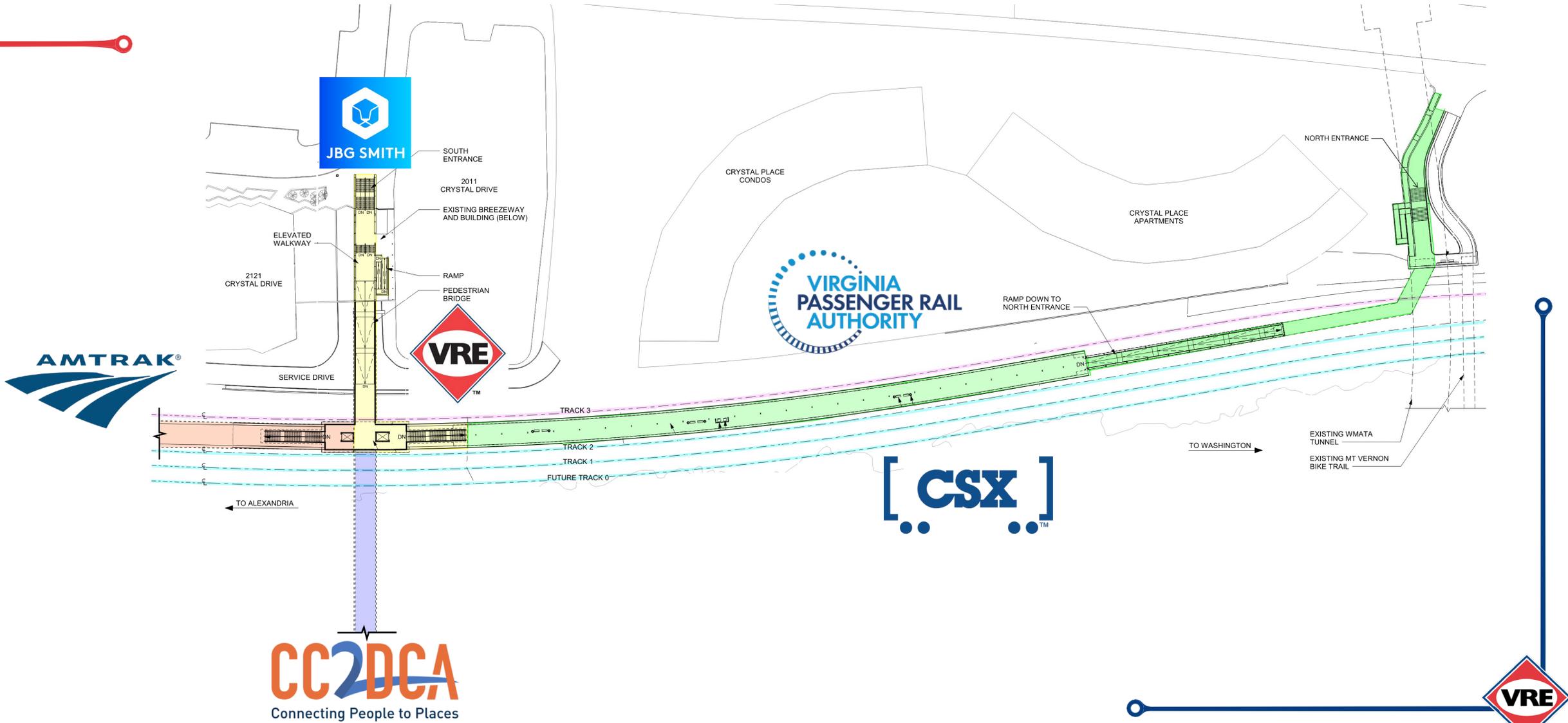
- Project relocates station approximately 400 yards south of current station
- NEPA review by FTA complete
- Preliminary engineering, surveying and geotechnical investigation completed
- Project under consideration for a CM/GC delivery method at 60 percent

Anticipated Project Schedule

Phase	Start Date	Finish Date
Development	12/01/2016	06/30/2021
Property Acquisition	07/01/2020	06/30/2021
Final Design	11/01/2021	05/15/2023
Construction	08/15/2023	10/01/2025



PROJECT OVERVIEW



ADJACENT PROJECTS AND RELATED FUNDING – PHASE I

- **VPRA / CSXT Alexandria Fourth Track (AF to RO)**
 - Funded by VPRA as part of TRV
 - Design and Construction by CSXT
 - Construction anticipated 2023
- **VRE Crystal City Station**
 - Coordinated closely with Fourth Track design and construction sequence
 - Funded (partially) by NVTA

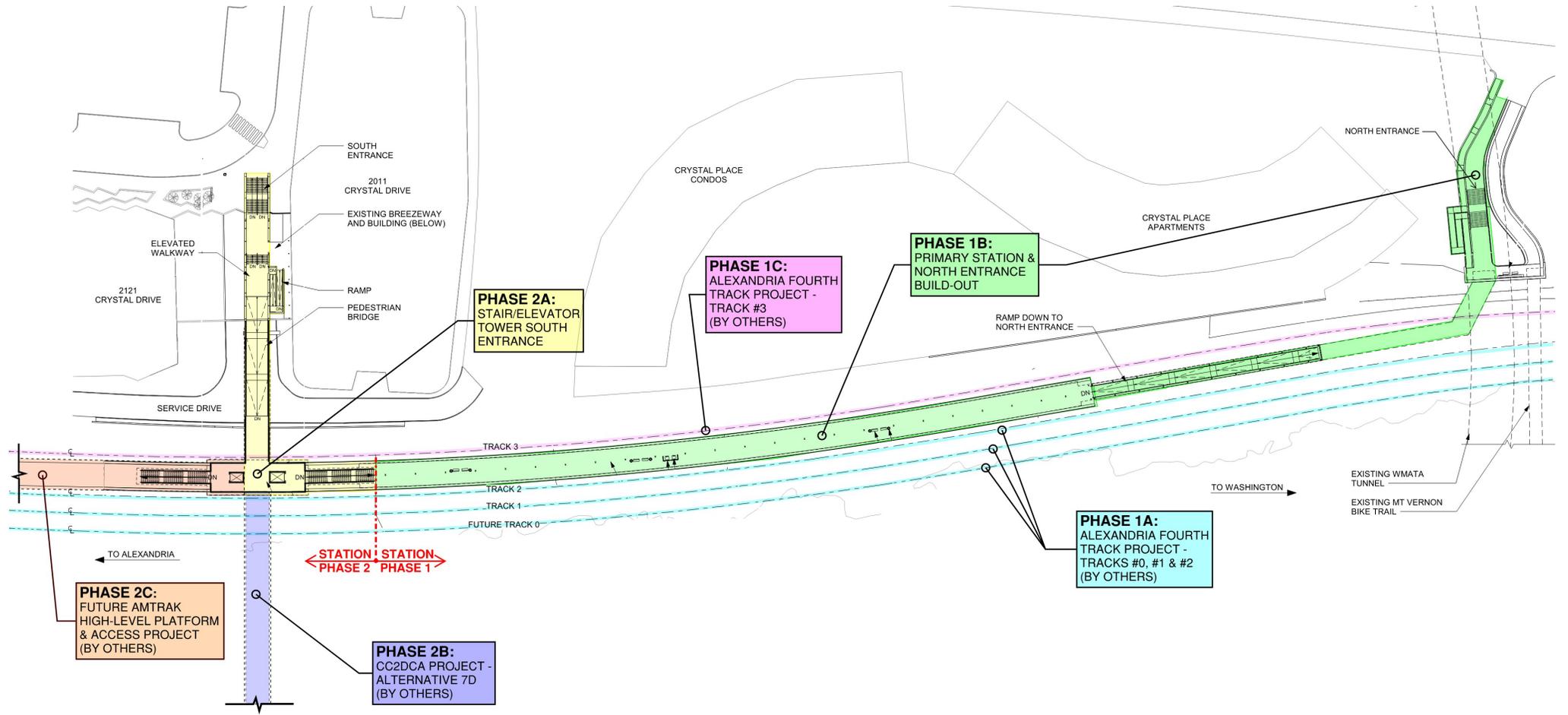


ADJACENT PROJECTS AND RELATED FUNDING – PHASE 2

- **CC2DCA Connection of Crystal City to Airport**
 - Led by Arlington County assisted by VDOT
 - Funded (partially) by NVTA
 - Currently in NEPA Alternatives Analysis
- **Amtrak High-Level Platform**
 - Requires gauntlet track
 - In-Service once Long Bridge Project is completed by VPRA



PHASED APPROACH



BENEFITS OF RECOMMENDED PHASED APPROACH

- **Enhances Constructability (Safety and Operations)**
 - Reduces construction between active tracks
- **Allows Delivery of Station Coordinated with Fourth Track**
 - Critical to construct platform prior to Fourth Track
- **Permits Open Design of CC2DCA Connector Alternatives**
 - Design is not constrained infrastructure built by VRE
- **Enhances Continuity and Appearance of Adjacent Structures**
 - Bridge to JBGSmith and Bridge to DCA similar in size and architecture

QUESTIONS?



Dallas Richards, PE Chief Engineer

drichards@vre.org 703-838-9326



VRE.ORG



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

TO: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: June 2, 2022

SUBJECT: Adoption of Resolution of Support for Northern Virginia
localities and Transit Agencies SMART SCALE Project Applications

1. Purpose. To seek Northern Virginia Transportation Authority (NVTA) endorsement of member jurisdictions' SMART SCALE project applications.

2. Suggested Motion: *I move Authority endorsement of member jurisdictions and Transit Agencies SMART SCALE Project Applications with Resolution 22-01, for funding in the Commonwealth of Virginia's SMART SCALE Prioritization Process.*

3. Background:

Now in is the fifth round, SMART SCALE is the primary funding program for transportation projects using Commonwealth of Virginia revenues. Like the Authority's Six Year Program, SMART SCALE uses a biennial schedule and incorporates a data-driven process to screen and evaluate projects, and to prioritize investment decisions.

- a. An NVTA Resolution is needed for applications from transit agencies and localities that address an identified need in the statewide multi-modal long-range transportation plan, VTrans, on a Corridor of Statewide Significance.
- b. Projects approved for SMART SCALE funding will be included in the Commonwealth's Six Year Improvement Program, to be adopted in June 2023 by the Commonwealth Transportation Board.
- c. Per the Authority's enabling legislation, the Authority recommends to the Commonwealth Transportation Board, priority regional transportation projects for receipt of federal and state funds.

4. **Next Steps:** The Commonwealth will release project evaluations and funding recommendations in January 2023. It is anticipated that the Commonwealth Transportation Board will hold Public Hearings in Spring 2023 and will adopt the Six Year Improvement Program in June 2023.

ATTACHMENT:

- 6A. Northern Virginia Transportation Authority Resolution 22-01 and Project Endorsement List

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

RESOLUTION 22-01

A RESOLUTION FOR THE SUPPORT OF NORTHERN VIRGINIA PROJECTS TO THE COMMONWEALTH OF VIRGINIA'S SMART SCALE TRANSPORTATION PROJECT PRIORITIZATION PROCESS.

WHEREAS, Virginia House Bill 2, signed by the Governor on April 6, 2014, and effective as of July 1, 2014, required the development of a prioritization process, now referred to as SMART SCALE, and directed the Commonwealth Transportation Board to develop and use a scoring process for project selection by July 2016; and

WHEREAS, localities and agencies that wish to submit projects within a Corridor of Statewide Significance must have a resolution of support from the Authority, as the relevant regional entity for Northern Virginia, to be considered for the SMART SCALE prioritization process; and,

WHEREAS, public transit agencies are required to have a resolution of support from the Authority or relevant entity for projects located in the Regional Network to be eligible for SMARTSCALE evaluation; and,

WHEREAS, Authority staff have worked with member jurisdictions and agencies in receiving project submissions for the SMARTSCALE process; and,

WHEREAS, submission of projects to the Commonwealth for the SMART SCALE process does not infer nor commit NVTAR Regional Revenues to the project; and,

WHEREAS, Authority approval of the submission of the projects requires a resolution of support by the Authority;

NOW, THEREFORE, BE IT RESOLVED BY THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY THAT THE FOLLOWING NORTHERN VIRGINIA PROJECTS ARE SUBMITTED TO THE COMMONWEALTH OF VIRGINIA SMART SCALE PROJECT PRIORITIZATION PROCESS:

Project Endorsement List

ROUND 5 SMART SCALE Applications for NVTA Resolution of Support

NOTE: 19 Highlighted projects requires NVTA Resolution

App ID #	Locality/Agency	Project Name	Project Description
8993	Alexandria City	Duke Street and Van Dorn Street Intersection Improvements	This project includes multiple improvements to improve mobility, access, and safety for people walking, biking, and driving near the intersection of Duke Street and Van Dorn Street, which is adjacent to the Landmark Mall mixed-use redevelopment site. This project would reconstruct existing interchange ramps to intersect at right angles, which would reduce vehicle speeds, improve sightlines, and shorten pedestrian crossing distances. This project would also install a new sidewalk where it is currently missing on Duke Street underneath the Van Dorn St overpass.
9004	Alexandria City	I-395 Exit Ramp Improvements at Duke St	Modify the NB I-395 Ramp to EB Duke Street to mitigate weaving conflicts between drivers from the ramp and drivers from traveling eastbound through on Duke Street, as well as provide direct access from the ramp into the eastbound Duke Street left turn lane at the South Walker Street intersection into the new Landmark Mall development, which will house INOVA Hospital.
9005	Alexandria City	Metroway Extension	Extension of dedicated Bus Rapid Transit (BRT) lanes on US Route 1 from East Glebe Road to Evans Lane, plus access, safety, electric vehicle infrastructure, and storm water improvements along the corridor. Signals will be modified to accommodate dedicated transit turning movements. Crosswalks and signal improvements will be made to access the new Rt 1 / Glebe northbound median transit station. Add five new BRT stations along the corridor, including one station on Route on the new dedicated lanes, and four on Potomac Avenue near the Potomac Yard Metrorail station and Virginia Tech campus. This project also supports Amazon HQ2, which will be nearby in Arlington County. Amazon expects completion of this extension, and the first tranche of funds was part of that investment.
9123	Arlington County	Arlington Blvd/Washington Blvd interchange ramp 1	Reconfigure the two interchange ramps (on/off) between Washington Blvd (VA- 27) and westbound Arlington Blvd (US-50) to create a new straight, bi-directional ramp, with signals at both ends. Reconfigure the associated trail to cross at the new signal further down the ramp in a safer and more controlled manner.
9177	Arlington County	Arlington Blvd / Manchester St Left Turn Lane Extensions	Extend left turn lane from WB Arlington Blvd to SB Manchester St from 230 feet to 500 feet. Extend left turn lane from EB Arlington Blvd to NB Manchester St from 75 feet to 175 feet. WB to SB extension requires widening on the south side of Arlington Blvd, likely impacts existing underground utilities, existing trees and slopes, and may require a retaining wall. This project is a mid-term improvement recommendation from a VDOT STARS study at this intersection.

9119	DASH Alexandria Transit Company	DASH Facility Electrification	The DASH Facility Electrification project builds upon the previous "DASH Fleet & Facility Expansion" Smart Scale project to reach full buildout of the Facility Expansion from the DASH Zero-Emission Bus (ZEB) Implementation Study. The previous Smart Scale project included and expansion of the DASH facility, while this new project will enable the facility to support 100% electric buses. This new "DASH Facility Electrification" project will increase the total charge points of the facility expansion from 20 to 40 dispensers so that DASH can continue its transition to 100% electric buses. It will also provide funding to enclose the new structure with climate control to protect the buses from extreme temperatures, which is critical for maintaining battery capacity and maximizing battery range. It will also incorporate dynamic charging and charge management capabilities to further optimize the energy and cost efficiencies of a full battery electric fleet.
9149	Fairfax City	George Snyder Trail Eastern Extension	The project proposes to extend the George Snyder Trail from its currently planned terminus just east of the Accotink Creek along Route 29/50 approximately 450 linear feet to Draper Drive. The trail route will then cross Route 29/50 at Draper Drive with upgraded traffic signal and pedestrian accommodations and continue along the south side of the road to tie to the existing Wilcoxon Trail.
9080	Fairfax City	South Street Extension	Construction of "missing link" of South Street between University Drive and Chain Bridge Road in the City of Fairfax. The new roadway will align with relocated entrance to Fairfax County Judicial Center on the west side of Chain Bridge Road and include a new traffic signal at this newly-created intersection. Project includes multi modal facilities (sidewalk and shared-use path), on-street parking, landscaping and lighting consistent with City's "Active Street" designation. Expands City street grid network.
9083	Fairfax County	Route 7 Widening (Route 123 to I-495)	The project will widen approximately 0.3 miles of Route 7 between International Drive and I-495 by an 11' lane in each direction. This will leave a 26' median for future bus rapid transit (BRT). The project does not include BRT infrastructure. The project also includes significant pedestrian and bicycle improvements and access management improvements along Route 7 between Route 123 and I-495. ROW will be required to the outside not to exceed a total width of 210', with utility relocations within a proposed 8' buffer.
9047	Fairfax County	Route 7 Widening (I-495 to I-66)	The project will widen approx. 1 mile of Route 7 between I-495 and I-66 by an 11' lane in each direction, by widening to the outside. This will leave a 26' median to be reserved for future bus rapid transit (BRT). This project does not include BRT infrastructure. It includes 10' shared used paths on both sides. Intersection improvements will be required at 5 signals to facilitate the widening. ROW will be required to the outside not to exceed a total width of 150', with utility relocations within a proposed 8' buffer.
9063	Fairfax County	Frontier Drive Extension	Project will extend Frontier Drive from south of Franconia-Springfield Parkway to Loisdale Road, including access to the Franconia-Springfield Transit Center & braided ramps to and from Franconia-Springfield Parkway. The project will include a new 4-lane, divided, minor arterial with 11' lanes & bridge over Long Branch. Project length is approximately 1.27 miles and includes a shared-use path on one side and a sidewalk on the other side of the road. Signalized intersections will be provided at the entrance to the Metro station and at Loisdale Rd.

9023	Fairfax County	Richmond Highway Corridor Improvements	Project will construct improvements along the 3.1 miles of Richmond Highway (US 1) between Mount Vernon Memorial Highway and Sherwood Hall Lane, including widening from 4 to 6 11' lanes, 6' sidewalks and 8' cycle tracks on both sides, and a median for future Bus Rapid Transit. A roundabout is proposed to connect Buckman Road to Groombridge Way when Buckman Road is realigned to end at the US 1 intersection. The project includes signalized Restricted Crossing U-Turn (RCUT), at US 1/Wyngate Manor Court intersection.
9024	Fairfax County	Soapstone Road Extension/Dulles Toll Road Overpass	The project will extend the existing Soapstone Drive by constructing a new roadway (approx. 0.5 miles long) between Sunrise Valley Drive and Sunset Hills Road over the Dulles Toll Road. The roadway will have three-lane cross-section (89.5' wide) with one lane in each direction and two-way left-turn-only lane; a 5' wide bike lane on each side; a 5' wide sidewalk on the west side; and a 10' wide shared use path on the east side. The project includes two new intersections, a new bridge, R/W and utilities.
9033	Fairfax County	Fairfax County Parkway Widening (Route 123 to Nomes Court)	The project widens Route 286 from a 4-lane divided roadway to a 6-lane (all 12') divided roadway from south of Nomes Court to the Route 123 interchange (2 miles) by widening into the existing median. A raised 16-foot wide grass median and/or positive separation by either median barrier or cable barrier will be included. Route 123 interchange improvements (6 lanes on 123 and triple left-turn to SB 123) are included. Project will also include 10' Shared Use Path.
9036	Fairfax County	Seven Corners Ring Road (Phase 1)	The project includes construction of a part of the Seven Corners "Ring Road" from Route 50 WB Ramp to the intersection of Castle Road/Route 7. New Castle Place will be a 4-lane road connecting with existing Castle Place and Sleepy Hollow Road making it a 4-way intersection. Existing Castle Place and Castle Road will be widened to 4 lanes. Ring Road segment length is 0.31 mi and length of ramps to be reconstructed is 0.3 mi. The project includes 4-lane road from Route 50 WB Ramp to Intersection of Castle
8983	Fairfax County	Town Center Parkway Underpass	The project will extend the existing Town Center Parkway by constructing a new roadway (approximately 0.4-mile-long) between Sunrise Valley Drive and Sunset Hills Road under the Dulles Toll Road and Metrorail Silver Line Tracks. It will be a four-lane divided roadway with 11' travel lanes, a 16' median outside the underpass and concrete barrier within the underpass. The cross-section will include a 10' shared use path outside the underpass and an 8' shared use path within the underpass as well as a 5' sidewalk outside the underpass and a 6' sidewalk within the underpass. The project includes intersection modifications at Sunrise Valley Drive and Sunset Hills Road, two new signals, two new bridges, ROW, and utilities.
9301	Falls Church City	East End Multimodal Improvements	The project runs along Wilson Boulevard, between Arlington Boulevard/Route 50 and Peyton Randolph Drive. The project will install pedestrian crossings with signalized beacons if needed, 20' sidewalks on the City side of Wilson Boulevard, street trees, two one-way 6' cycle tracks on either side of Wilson Boulevard, and bus shelters on Wilson Boulevard and Roosevelt Boulevard. The project includes a road diet on Wilson Boulevard, from 5 lanes down to 3 lanes. Intersection rebuilds will take place at Roosevelt Boulevard and Peyton Randolph Drive, to include Smart Cities technology. Associated right of way is included in the project scope. The City also plans to underground utilities as part of the project.

9340	Herndon Town	Herndon Parkway Improvements at Worldgate Drive Extension	The project scope for this new 4-lane divided intersection includes new LED traffic signalization and dedicated turning lane capacity, as well as safety and multimodal improvements. The town adopted project design and its ADA sidewalks and cycle track improvements for the intersection extend and connect to the ADA sidewalks and cycle tracks associated with the Town's two existing capital projects now underway at the Herndon Parkway/Van Buren intersection (UPC 89889) and the bus bay drop-off/pick-up area of Herndon's Metrorail Station (UPC 104328). Specific safety improvements include LED signalization for both pedestrians and bicyclists, mode-separation for the ADA sidewalks/curb cuts and cycle track, as well as street lighting and paver crosswalks. The raised median, enhanced pedestrian crossings and improved traffic flow will provide additional safety measures for motorized and non-motorized traffic modes. Right-of-Way and utility relocation will be required.
9421-Pre	Herndon Town	Sterling Road Complete Street Improvements	This project improves Sterling Rd for 1-mile between Elden St and town limits. Sterling/Elden and Sterling/Herndon Pkwy intersections will have capacity improvements & signal modifications. Project includes addressing the existing operational and safety concerns at Crestview Dr. and will include provisions for a complete street, which reduces the existing travel lanes, and incorporates bike facilities, sidewalk, and bus stops. Right-of-way and utility relocations will be required.
9312	Leesburg Town	East Market St. Improvements: Rt. 15 Bypass to Plaza St.	The project consists of construction of a right turn lane on west-bound E. Market St. between Fort Evans Rd. and Plaza St. Also included will be improvements to the traffic signal(s) at E. Market St./Plaza St. and possibly E. Market St./Fort Evans Rd. Roadway lighting and enhanced signing and pavement markings will be included to enhance motorist safety and operations along (approximately 2700' of) east and west-bound E. Market Street from the Rt. 15 Bypass entrance to Plaza St.
9040	Leesburg Town	Rte 15 Leesburg Bypass Interchange with Edwards Ferry Road	The project is a hybrid-SPUI to improve traffic operations and allow Rt. 15 to function as a free-flow limited access facility at Edwards Ferry Rd. (EFR) and Fort Evans Rd. (FER) in Leesburg, VA. The project starts north of exist. Rt. 7/Rt. 15 Interch., extends ~4900' NB to include the Rt. 15/FER and Rt. 15/EFR crossings. The project includes; 2 – two-lane C-D rds. (NB & SB); 2 bridges (625'lg. x 86'w. & 154'lg. x 86'w); 4 signals; 10' shared-use paths; 5' Sidewalks.
8984	Loudoun County	Cascades Parkway Bike & Ped (Nokes to Victoria Station)	This project provides connections to the segment north and south that are proposed in this round
8985	Loudoun County	Cascades Pkwy Bike & Ped (Church Rd. to Victoria Station Dr)	Construction of 0.54 miles of sidewalk and shared use paths along Cascades Pkwy between Church Rd. and Victoria Station Dr. and along Victoria Station Dr. between Cascades Parkway and Indian Summer Terrace. Project also includes a pedestrian crossing at Cascades Pkwy/Church Rd (an existing signalized intersection)

8986	Loudoun County	Cascades Pkwy Bike&Ped (Nokes Boulevard to Woodshire Drive)	Shared-Use paths on both sides of Cascades Parkway between Nokes Boulevard/Potomac View Drive intersection and Woodshire Drive with improvements to the Gentry Drive/Cascades Parkway intersection and Woodshire Drive/Bartholomew Fair Drive/Cascades Parkway intersection. The project proposes 6-foot-wide sidewalks along the north side of Bartholomew Fair Drive from Cascades Parkway to Potomac Run Plaza, along the south side of Bartholomew Fair Drive from Cascades Parkway to the existing sidewalk east of Price Cascades Plaza, and along the north side of Woodshire Drive from Cascades Parkway to Springlake Court. Overall, the project proposes approximately 0.56 miles (2950 LF) of 10-foot-wide shared use path, and 0.22 miles (1350 LF) of 6-foot-wide sidewalk.
8948	Loudoun County	Route 7 Improvements, Phase 3:(Route 9 to Dulles Greenway)	This project includes design, row acquisition, and construction to widen Route 7 from 2 to 3 lanes. The EB widening is about 4.2 mi long from the Route 9 interchange to the Dulles Greenway. Project includes: 12' lane and shoulder addition, access management reconstruction of two bridges, and bridge widening. The WB widening extends about 1.6 mi from the Dulles Greenway to the exit to Rte. 15 SB. The WB widening connects to the 3rd lane constructed in 2016 within the West Market St. Interchange.
8973	Loudoun County	Route 15 at Braddock Road Roundabout	The construction of a four-legged roundabout at the intersection of Route 15 (James Monroe Highway), Braddock Road (Route 705), and Old Carolina Road (Route 615)
8974	Loudoun County	Franklin Park to Town of Purcellville Trail	The proposed trail will begin as a 10' wide shared-use-path at Franklin Park and travel north alongside Franklin Park Drive. At the intersection with Main Street (Business Route 7), the trail will cross to the northside of the street, utilizing a raised concrete median barrier for increased pedestrian safety. The trail will then continue east along the north side of Main Street into the Town of Purcellville, reducing in width from a 10' wide shared-use-path to a 5' wide sidewalk as it enters the Town limits.
8975	Loudoun County	East Church Road and North Lincoln Ave Roundabout	The intersection of E Church Road (Route 625) and Lincoln Avenue (Route 1496)/Belfort Street (Route 1481) has undergone an engineering review of the existing site conditions, crash data, and traffic data to identify and analyze potential alternatives to improve safety and traffic operations. The study has considered multi-modal accommodations, sight distance, turn movement volumes, crash types and patterns, performed a warrant analyses, and completed an intersection screening and alternative evaluations. The recommendation is for the construction of a roundabout at this intersection.
8976	Loudoun County	Route 7 Shared Use Path and Sidewalk Projects	This project will construct 10' shared-use paths along both sides of Route 7 between City Center Blvd/Countryside Blvd intersection and Palisades Pkwy/Loudoun Tech Drive intersection, a 10' shared use path along the west side of Palisade Parkway/Loudoun Tech Drive between Tripleseven Road and Ridgetop Circle, and a 6' wide sidewalk on the east side of Countryside Blvd between Route 7 and Cromwell Road. (See attached word document for further details)

9314	Loudoun County	Lovettsville - S. Loudoun & S. Locust St Ped Improvements	his project proposes to implement sidewalk, drainage improvements, roadway and pedestrian lighting, and a new waterline and sanitary sewer system to serve the residents along the corridor. The project is approximately 4,500 linear feet and will provide a vital connection for students to the Lovettsville Elementary School. Additionally the drainage improvements will improve existing runoff and ponding issues along the corridor.
9299	Loudoun County	Lovettsville - Berlin Turnpike at E Broad Way Intx	A project to design, and construct improvements to alleviate concerns at the intersection of Berlin Turnpike and East Broad Way related to vehicular conflicts, improve pedestrian safety accommodations and improve the flow of vehicles through the Town.
8932	Manassas City	Godwin Drive Shared-Use Path	Design and construction of a 10' shared-use path on the east side of Godwin Drive from Wellington Road to Sudley Road.
9277	Manassas Park City	Route 28-Centreville Road Corridor Improvements	Innovative intersections along Rte 28: restricted crossing U-Turn at Brown Ln, Maplewood Dr, Leeland Road, and Orchard Bridge Dr; Median U-Turn at Yorkshire Ln/Falls Grove Dr. Signal modifications; installation of continuous raised median for access control; turn lanes; continuous 5-6 ft sidewalk on the east side of Rte 28 from Manassas Dr. to Orchard Bridge Dr.; extension of ex. box culvert N. of Leeland; R/W and esm't acquisition; associated utility reconfigurations.
9278	Manassas Park City	Park Central Bicycle and Pedestrian Improvements	The City of Manassas Park seeks SMART SCALE funding to carry out a series of bicycle and pedestrian infrastructure improvements in its Park Central downtown. These improvements include ideal street typologies including bike/ped enhancements, streetscape improvements, crosswalk safety improvements, wayfinding and placemaking signage, bicycle amenities, EV charging facilities, potential travel lane reductions, and traffic calming measures, among others.
9282	Prince William County	Route 234/Clover Hill Rd Intersection Improvements	Project constructs a bowtie intersection at Prince William Parkway (Route 234) and Clover Hill road that includes construction of two roundabouts on Clover Hill Road, lane reconfiguration and construction of raised median/islands at intersection with 234 to restrict left turn lanes, re-phasing of traffic signal to two-phase and construction of sidewalks. Project includes right-of-way/easement acquisition and utility relocation.
9285	Prince William County	Minnieville Road/Prince William Parkway Interchange	Project constructs a Single Point Urban Interchange-Below Grade that will grade separate Minnieville Road (Route 640) above Prince William Parkway (Route 294) by taking Route 294 underground and Route 640 above. Project includes a new bridge, a traffic signal on elevated roadway, a 10-foot shared use path on the north side of Prince William Parkway and a 5-foot sidewalk along the southside of Prince William Parkway and west side of Minnieville Road. Project includes right-of-way/easement acquisition and utility relocation.
9395	Prince William County	Route 1 & 123 Interchange and Intersection Improvements	This project involves constructing Route 123 improvements at Route 1 and widening a portion Route 123 to connect to Belmont Bay Drive. Project will also provide several other intersection improvements. The project is located adjacent to I-95 and the Woodbridge VRE station in the North Woodbridge Activity Center.

9341	Prince William County	Route 294 (Prince William Parkway) Corridor Improvements	Project constructs safety, operational and bike/pedestrian improvements along Route 294 (Prince William Parkway) corridor between Smoketown Road and Caton Hill Road. Improvements include turn lane additions, through cut implementation, curb extension, access management, turn extension and enhanced pedestrian crossings. Project includes right-of-way/easement acquisition and utility relocation.
9207	Prince William County	Van Buren Road Improvements: Route 234 to Cardinal Dr	The project will extend Van Buren Rd from its current terminus at Route 234/Dumfries Rd to Cardinal Dr as a four-lane roadway. Roadway will be constructed with 12' travel lanes, 4-16' median, 10' shared use path and 5' sidewalk. Project includes a storm water facility west of the northbound lane and traffic signal modification at Van Buren Rd and Route 234. Right of Way impacts and utility relocation have been included in the cost estimate. A bridge will be constructed over Powell's Creek.
9260	Prince William County	Route 234 Business (Battleview to Godwin) Improvements	Project consists of operational, safety and accessibility improvements on Route 234 Business (Sudley Road) between Battleview Parkway and Godwin Drive. Includes lane re-configuration, signal re-phasing from split phase to 8 phase, increasing primary signal heads from two to three, turn lane improvements, access management and pedestrian improvements, including full box high visibility pedestrian crossings. Project includes right of way and utility relocation.
9168	Prince William County	Route 234 and Sudley Manor Dr Intersection Improvements	The project consists of interchange/intersection improvements at the intersections of Route 234 (Prince William Parkway) and Sudley Manor Dr/Wellington Rd and adjacent intersections, and includes bike/ped improvements. Project incl. grade separation at Sudley Manor Dr and an innovative intersection will be constructed at the Wellington Road intersection to increase capacity, improve person throughput, and reduce congestion along this CoSS corridor.
9323	Prince William County	Minnieville Road/Dale Blvd Intersection Improvements	Project constructs an innovative urban interchange at Minnieville Road (SR 640) and Dale Boulevard (SR 784). Project includes new bridge, ramp, turn lane improvements and pedestrian/bicycle facilities and crossings. Project includes right-of-way/easement acquisition, utility relocation and environmental mitigation.
9328	Prince William County	US 29 (Lee Highway) Corridor Improvements	Project implements operational, safety and accessibility improvements on US Route 29 (Lee Highway) from Linton Hall Road to US Route 15 (James Madison Highway), which includes 10 intersections. Improvements include lane reconfigurations and extensions, constructs of shared use path and pedestrian bridge, access management and signal modification. Project includes right-of-way/easement acquisition, utility relocation and environmental mitigation.
9088	Prince William County	Rte 1 Widening from Cardinal Dr/Neabsco Rd to Rte 234	This project widens Route 1/Jefferson Davis Highway to six lanes for 2.66 miles between Neabsco Road and Route 234/Dumfries Road in Prince William County. Project constructs two new 12' travel lanes, 10' shared use path westside, 5' sidewalk eastside, 4-28' median and turn lanes and shoulder improvements. Stormwater management, right of way, utility relocation, signal modifications and access management consistent with final design locations and bridge improvements at Powell's Creek included.

9089	Prince William County	Route 123 and Old Bridge Rd Intersection Improvements	The project will construct a flyover interchange at Old Bridge Road and Gordon Boulevard(Route 123) based on results and concepts from a STARS study to reduce congestion and eliminate dangerous movements. Project will be constructed to PA-1 typical standard on Route 123 and MA-1 typical standard on Old Bridge, and include a 5' sidewalk and 10' shared use path, pedestrians crossing and traffic signal modification at intersection. Project will include new bridge.
9309	Prince William County	Route 15 Pedestrian Bridge	Project constructs a pedestrian bridge across Route 15 (James Madison Highway) between Dominion Valley Drive and Graduation Drive. Project includes construction of bridge and ADA ramps and implementation of signage and markings. Project includes right-of-way/easement acquisition.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: June 2, 2022

SUBJECT: FY2022-2027 Six Year Program Public Comment Report

- 1. Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the status of the FY2022-2027 Six Year Program (SYP) including public comments and testimony received during the public comment period.
- 2. Background:** At the March 10, 2022 Authority meeting, the Authority approved the public comment period for the FY2022-2027 Six Year Program and the May 12th Public Hearing date. The public comment period started on Friday, April 15, 2022, and concluded at 11:59pm on Sunday, May 22, 2022. All SYP materials including the application summary, evaluation summary, map, and individual project description forms were available on the Authority's website during the public comment period at: <https://thenovaauthority.org/fy2022-2027-six-year-program/>. In keeping with normal practice, citizens were able to provide comments online, by email, by voicemail, and through the United States Postal Service.
During the public comment period, an Open House was held on May 4th at the Virginia Department of Transportation (VDOT) District offices as part of the Joint Transportation Meeting, as well as the Authority hosted a Public Hearing on May 12, 2022. Given the continuing concerns regarding the COVID-19 pandemic, modifications were made to the Authority's traditional approach to Public Hearings, introducing the option for pre-registered citizens to provide testimony remotely as well as in person. NVTA staff livestreamed the Public Hearing via YouTube.
- 3. Summary of Public Comments:** A summary of approximately 1,600 public comments from close to 450 members of the public is provided as an attachment to this memo. A complete list of public comments submitted during the Public Comment Period can be accessed on our website or by following the link: [FY2022/FY2027 SYP Public Comments](#). The three candidate projects that received the highest number of responses are:
 - a.** Ballston-MU Metrorail Station West Entrance (ARL-021) – overwhelmingly supportive of the application;
 - b.** North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place (CFC-008) – overwhelmingly supportive of the application; and

- c. Van Buren Road North Extension: Route 234 to Cardinal Drive (PWC-027) – both opposition and support, in a two to one ratio.

All comments are treated with equal weight regardless of the method by which they are received. Identical comments made in duplicate, e.g., via verbal testimony and by email, are considered as a single comment. The summary of public comments will be posted on the Authority’s website together with a list of all comments received.

- 4. **Other Comments:** Approximately 121 comments were received from 13 individuals after the May 22nd 11:59 pm deadline. These were not included in the summary report, although generally consistent with the results in the summary report.
- 5. **Recent Activities:** At its meeting following the Public Hearing on May 12, 2022, the Authority approved \$626,290,870 as the amount of funding for the FY2022-2027 Six Year Program (PayGo).
NVTA staff has briefed the Technical Advisory Committee (TAC), Planning Coordination Advisory Committee (PCAC), and Planning and Programming Committee (PPC) on the status of the Six Year Program update during the April meeting cycle. Briefings at these meetings were to prepare the Committees for required actions at their respective June cycle meetings.
- 6. **Next steps:** NVTA staff will release its recommendations for the Six Year Program, and associated project funding levels, by June 7th, for review, comment, and action by the TAC, PCAC, and PPC during the June meeting cycle:
 - a. TAC: Tuesday, June 14, 2022, at 6:30 PM
 - b. PCAC: Wednesday, June 22, 2022, at 6:30 PM
 - c. PPC: Thursday, June 23, 2022, at 7:30 PM

All three Committee meetings will be livestreamed on NVTA’s YouTube channel. The PPC will develop a final set of recommendations (to be posted on the Authority’s website by June 29, 2022) for anticipated adoption by the Authority at its meeting on July 14, 2022.

Attachment:

- 7A. FY2022-2027 Six Year Program Summary Report of Public Comments**

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
FY2022-2027 Six Year Program: Summary of Public Comments**

I. Background

The public comment period for the FY2022-2027 Six Year Program (SYP) opened on April 15th, 2022, and closed on May 22nd, 2022. The public was able to submit comments through several channels including NVTA’s dedicated email account for the SYP, comment form on the NVTA webpage, USPS mail, voicemail to the dedicated phone number, or at the Public Hearing either in-person or by phone. The Public Hearing was held on May 12th, 2022. Remote testimony required pre-registration. The Public Hearing was livestreamed, and a recording can be viewed on the NVTA’s YouTube channel. NVTA accepted one comment submitted via NVTA’s general email as well as 35 hard copy comments that were hand delivered at NVTA offices prior to the May 22nd deadline.

II. Total Responses Received

Public Hearing testimony was provided by 9 speakers, 2 in person and 7 remotely. Most responses were submitted through one of the other channels mentioned above. 255 individuals submitted comments by email, 150 through NVTA’s website, and 35 comments were hand delivered at the NVTA offices.

Testimony and comments submitted prior to the May 22nd deadline were combined into a single database. Duplicate responses from the same individual were not counted. NVTA staff reviewed and categorized responses and converted responses into project-specific comments including whether they expressed support or opposition. Responses that were not project-specific, were classified as ‘other’.

Collectively, the responses from 448 individuals and organizations represent 1609 comments in the database. Some responses addressed multiple projects. Table 1 summarizes the number of individuals responding, comment channel, and related projects mentioned.

Table 1: Comment Channels

Comment channels	Individuals responding	Projects mentioned
Email	255*	1105
Website	150*	442
Hand delivered	35	35
USPS	1	1
Voicemail	1	1
Public Hearing: In Person	2	9
Public Hearing: By Phone	7	16
Total:	448*	1609

* The total number does not add up since three people used email or the website form to send separate comments in addition to providing testimony during the Public Hearing, which were classified as duplicate comments.

III. Overview of Comments

Table 2 provides a summary of the 1609 comments for individual candidate projects, including a categorization of each. Comments more often voiced support for a specific project (72 percent of all comments received) rather than opposition (26 percent). Figure 1 shows this information graphically.

Nine individuals provided testimony at the Public Hearing held on May 12th, 2022. While three of them were representing themselves as residents, others represented organizations such as the Virginia Sierra Club, the Loudon County Chamber of Commerce, the Virginia Bicycling Federation, Active Prince William, Northern Virginia Transportation Alliance, and Van Buren Road Interest Group.

When projects received a multitude of comments, the comments tended to be either overwhelmingly supportive or overwhelmingly opposed. For instance, Ballston-MU West Entrance (ARL-021), which received the most comments (180), had 35 times as many comments in support than in opposition. Richmond Highway Bus Rapid Transit (FFX-128) received 99 comments all in support of the project.

Van Buren Road North Extension (PWC-027) is an exception with 36 comments in support and 85 in opposition, which represents a ratio of more than 1 to 2 in opposition of the project. Route 1 at Route 123 Interchange (PWC-030) similarly had a slightly larger ratio of comments around 1 to 2.5 in support.

While many projects received mostly supportive comments, projects with a smaller number of comments tended to be opposed. Examples of this include Fairfax County Parkway Widening (FFX-126), Richmond Highway Widening (FFX-131), Old Bridge Road Widening (PWC-036), Ryan Road Widening-Phase 2 (LDN-024), Neabsco Road Improvements (PWC-037), Route 7 Improvements (LDN-025), Loudoun County Parkway Interchange at US 50 (LDN-028), and University Boulevard Extension (PWC-028).

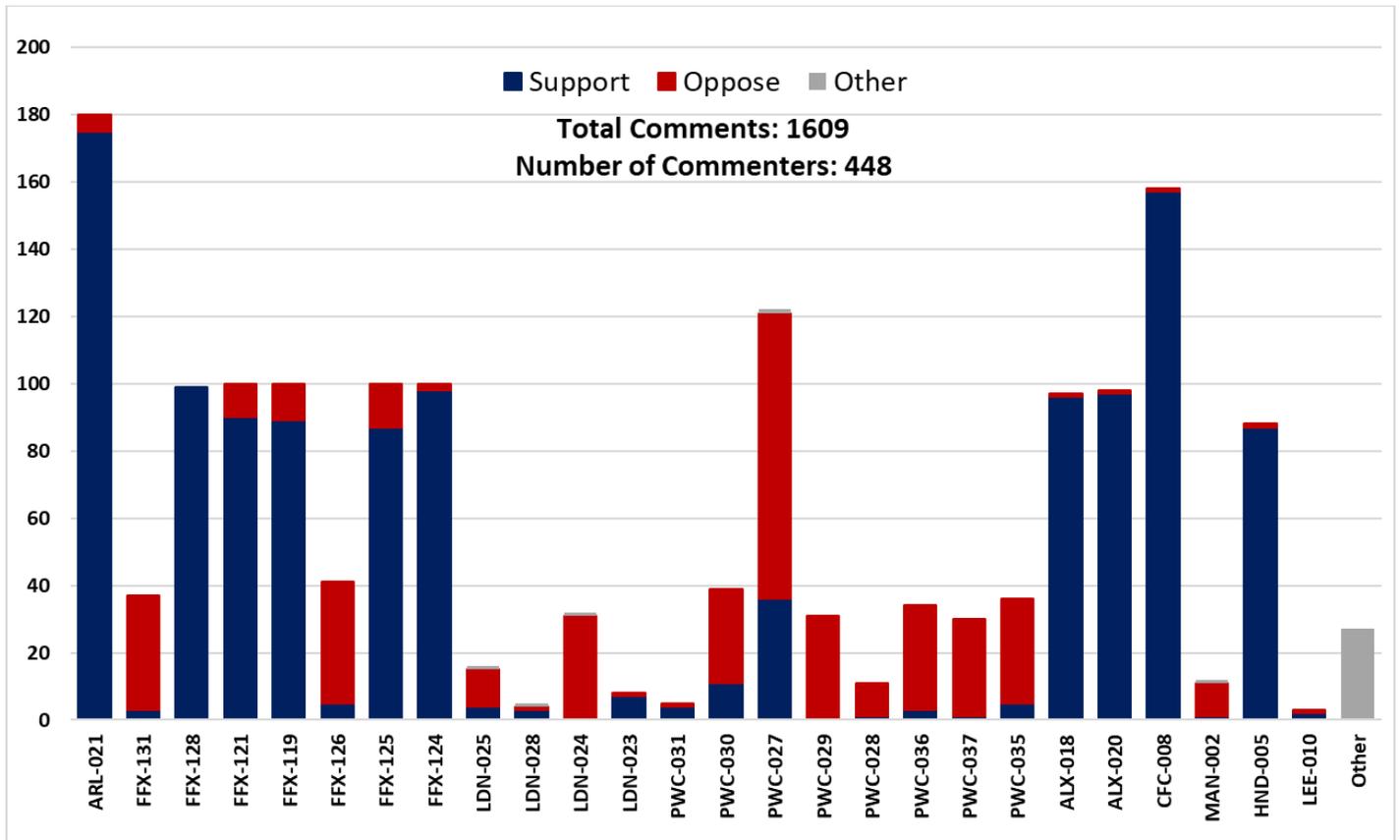
Table 2: Comment Overview

Application ID	Jurisdiction / Agency	Project	Total	Support	Oppose	Other
ARL-021	Arlington Co	Ballston-MU Metrorail Station West Entrance	180	175	5	0
FFX-131	Fairfax Co	Richmond Highway Widening From Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane	37	3	34	0
FFX-128	Fairfax Co	Richmond Highway (Route 1) BRT	99	99	0	0
FFX-121	Fairfax Co	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive	100	90	10	0
FFX-119	Fairfax Co	Frontier Drive Extension and Intersection Improvements	100	89	11	0

Application ID	Jurisdiction / Agency	Project	Total	Support	Oppose	Other
FFX-126	Fairfax Co	Fairfax County Parkway Widening: Nomes Court to Route 123	41	5	36	0
FFX-125	Fairfax Co	Seven Corners Ring Road Improvements: Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road	100	87	13	0
FFX-124	Fairfax Co	8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service	100	98	2	0
LDN-025	Loudoun Co	Route 7 Improvements: Route 9 to Dulles Greenway	16	4	11	1
LDN-028	Loudoun Co	Loudoun County Parkway Interchange at US 50	5	3	1	1
LDN-024	Loudoun Co	Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive	32	0	31	1
LDN-023	Loudoun Co	Route 7 Corridor ITS Implementation Program	8	7	1	0
PWC-031	Prince William Co	Construct Interchange at Prince William Parkway and Minnieville Road	5	4	1	0
PWC-030	Prince William Co	Route 1 at Route 123 Interchange	39	11	28	0
PWC-027	Prince William Co	Van Buren Road North Extension: Route 234 to Cardinal Drive	122	36	85	1
PWC-029	Prince William Co	Devlin Road (South) Widening: Linton Hall Road to University Boulevard	31	0	31	0
PWC-028	Prince William Co	University Boulevard Extension: Devlin Road to Wellington Road	11	1	10	0
PWC-036	Prince William Co	Old Bridge Road Widening: Colby Drive to Minnieville Road	34	3	31	0
PWC-037	Prince William Co	Neabsco Road Improvements - Neabsco Road Widening: Route 1 to Daniel Ludwig Drive	30	1	29	0
PWC-035	Prince William Co	Old Centreville Road Widening: Fairfax County Line to Route 28	36	5	31	0
ALX-018	City of Alexandria	West End Transitway Phase 1b: South Van Dorn Street and Bridge Design	97	96	1	0
ALX-020	City of Alexandria	Alexandria Bike and Pedestrian Trails Construction and	98	97	1	0

Application ID	Jurisdiction / Agency	Project	Total	Support	Oppose	Other
		Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge				
CFC-008	City of Falls Church	North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place	158	157	1	0
MAN-002	City of Manassas	Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue	12	1	10	1
HND-005	Town of Herndon	Herndon Parkway Improvements at Worldgate Drive Extension	88	87	1	0
LEE-010	Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	3	2	1	0
Other	N/A	Unrelated to any specific project	27	0	0	27
			1609	1161	416	32

Figure 1: Project Support and Opposition



A few comments received had similar language, likely provided by an advocacy organization. These comments often mentioned multiple projects expressing support for transit and multimodal projects, while voicing environmental concerns and opposition to expanding highway capacity.

The following comment example mentions 10 projects (FFX-128, FFX-124, CFC-008, ARL-021, ALX-018, ALX-020, HND-005, FFX-121, FFX-119, FFX-125) and was submitted approximately 85 times. This represents 19 percent of all responding individuals and 53 percent of all comments. Though the comments are spatially dispersed, representing more than 35 different ZIP Codes (for perspective, 72 ZIP Codes are represented in the total comment pool), a large number were concentrated in Arlington, Alexandria, Falls Church, and central parts of Fairfax County near City of Fairfax and I-66.

*Dear NVTA Officials,
Dear NVTA board members and local elected officials,*

The Northern Virginia Transportation Authority needs to better prioritize projects that support a sustainable, equitable and livable future rather than devoting most of its funding to bigger roads and more car dependence. I'm asking you to shift funding to projects that are consistent with adopted regional goals for walkable, bikeable, transit-oriented communities in Northern Virginia.

The proposed FY2022-27 Six-Year Funding Program prioritizes spending over \$600 million for road widening and highway interchange projects compared to only \$17 million for everything else. This is unacceptable. In a time of climate change, high costs of car ownership, and more demand for walkable communities, NVTA needs to shift its priorities.

Fortunately, there are ten worthwhile candidate projects that take us in an alternative direction from simply funding bigger high-speed roads through our communities:

- * Richmond Highway Bus Rapid Transit*
- * Fairfax Connector - 8 electric buses*
- * Improvements to make N. Washington St in Falls Church safer*
- * Second entrance for the Ballston Metro to make access more convenient*
- * West End Transitway improvements in Alexandria*
- * Holmes Run walking and biking trail reconstruction in Alexandria*
- * Three local street connection projects to improve Metro station access: Herndon (Worldgate Dr), Wiehle-Reston (Soapstone Dr), and Franconia-Springfield (Frontier Dr)*
- * Seven Corners ring road to improve the local street network and provide ped/bike connectivity*

As shown in the Coalition for Smarter Growth's "On the Wrong Road" report (smartergrowth.net), NVTA's focus on short-term congestion relief through road widening takes Northern Virginia in the wrong direction. Too many of the candidate projects would make people drive more miles, create more emissions, and undermine NVTA member jurisdiction investments in transit-oriented communities and walkable activity centers.

Please select and shift funding to projects listed above that give Northern Virginia a more sustainable and livable future.

The following comment example similarly mentions 8 projects (supporting one project and opposing seven projects) and was submitted by approximately 10 residents:

I support funding for ARL-021, the Ballston West Entrance which will improve access to the Ballston Metro, an important regional metro station served by many regional bus routes. This project would help us achieve our climate goals. The Ballston neighborhood is one of the highest-density residential areas in the region, and it deserves to have an additional entrance for people going West from the Metro.

I do not support funding for the numerous highway widenings (FFX-126, PWC-035, PWC-036, PWC-029, FFX-131, LDN-024, and PWC-037) which would increase car dependency, increase vehicle miles traveled and make our climate goals even more difficult to achieve. Data has shown that highway widening does NOT improve congestion, and may even increase costs.

These highway projects score well only because of NVTA's failure to model induced demand and failure to include climate outcomes in the scoring process.

NVTA must fix its scoring before the next round of funding.

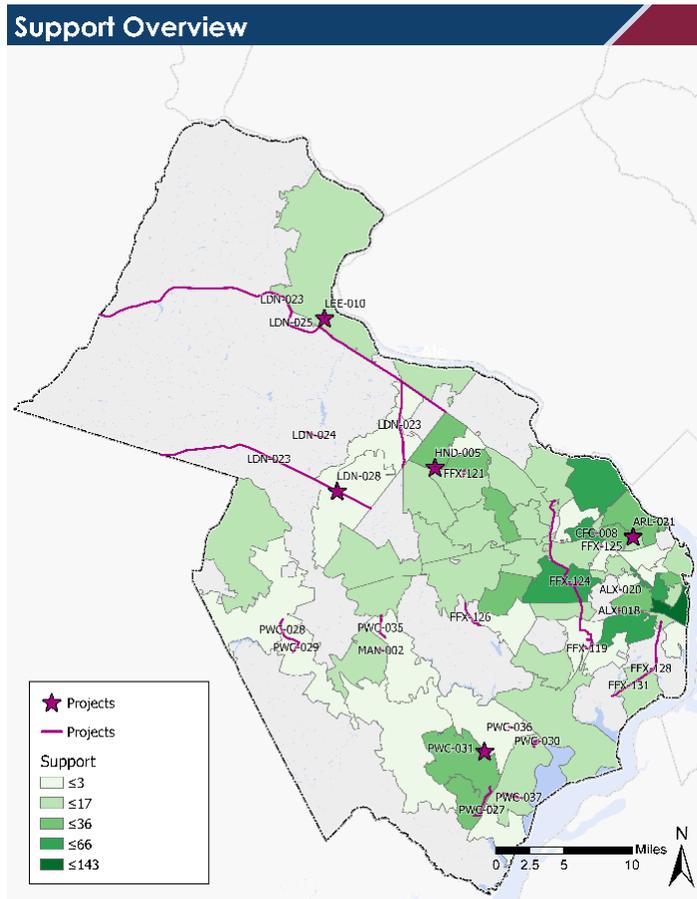
This form letter, received approximately 25 times, only mentioned support for CFC-008.

I'm writing in support of the North Washington Street Multimodal Improvements Project (application # CFC-008). This much needed improvement project will greatly benefit all modes of transportation. Please help save lives by approving the application!

IV. Spatial Distribution of Comments for Selected Projects

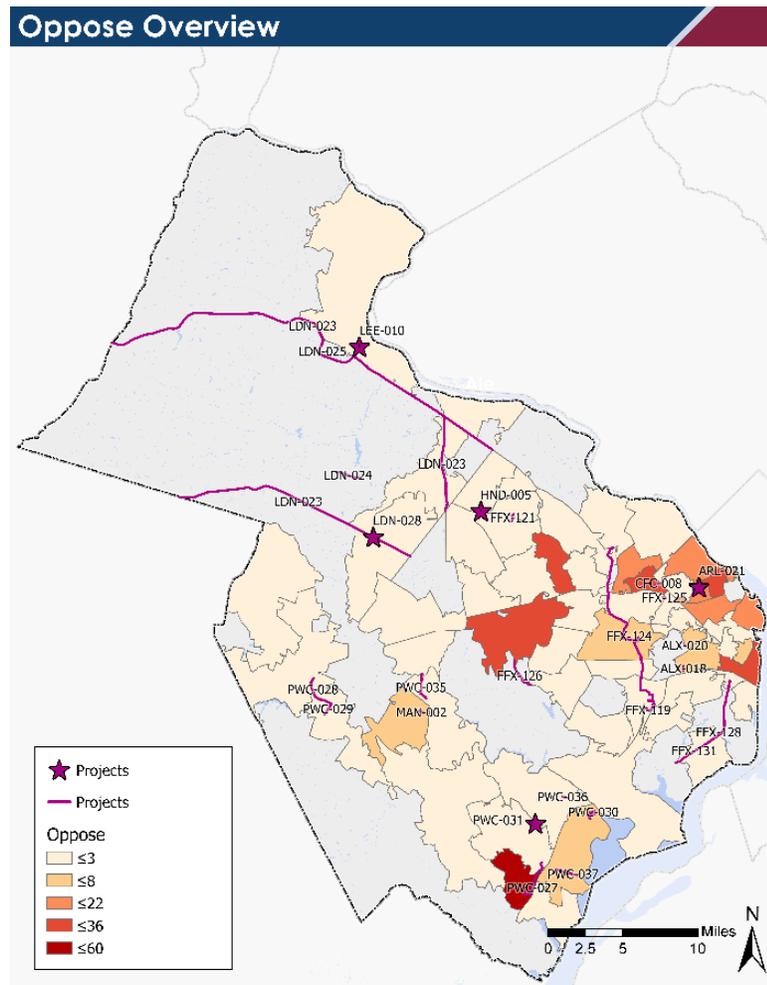
Comments were received from 72 ZIP Codes. Figures 2 and 3 respectively show the total comments by ZIP Code expressing support or opposition for any project. 152 comments had no ZIP Code mentioned and are not included in either map. Comments were not received from all ZIP Codes within Northern Virginia, such as western Loudoun County. Two members of the public provided ZIP Codes that were in Washington, DC while one commenter's ZIP Code was in Florida. One commenter's ZIP Code could not be verified. Comments are generally concentrated in more urbanized areas such as Arlington, Falls Church, Fairfax, and Alexandria. Supportive comments were most concentrated in Arlington, related to the Ballston-MU Metrorail Station West Entrance project, or Falls Church, related to the North Washington Street Multimodal Improvements project.

Figure 2. Support Comments by ZIP Code



Oppositional comments were concentrated in central Fairfax County, Arlington, Alexandria, and Falls Church (mostly opposition to road projects and support for transit and bike-pedestrian projects) and Montclair/Four Seasons neighborhoods in Prince William County (Van Buren Road North Extension).

Figure 3. Oppose Comments by ZIP Code



Comment ZIP Codes for the three most mentioned projects (ARL-021, CFC-008, and PWC-027) are mapped in Figures 4-6.

Figure 4. ARL-021 Ballston-MU Metrorail Station West Entrance

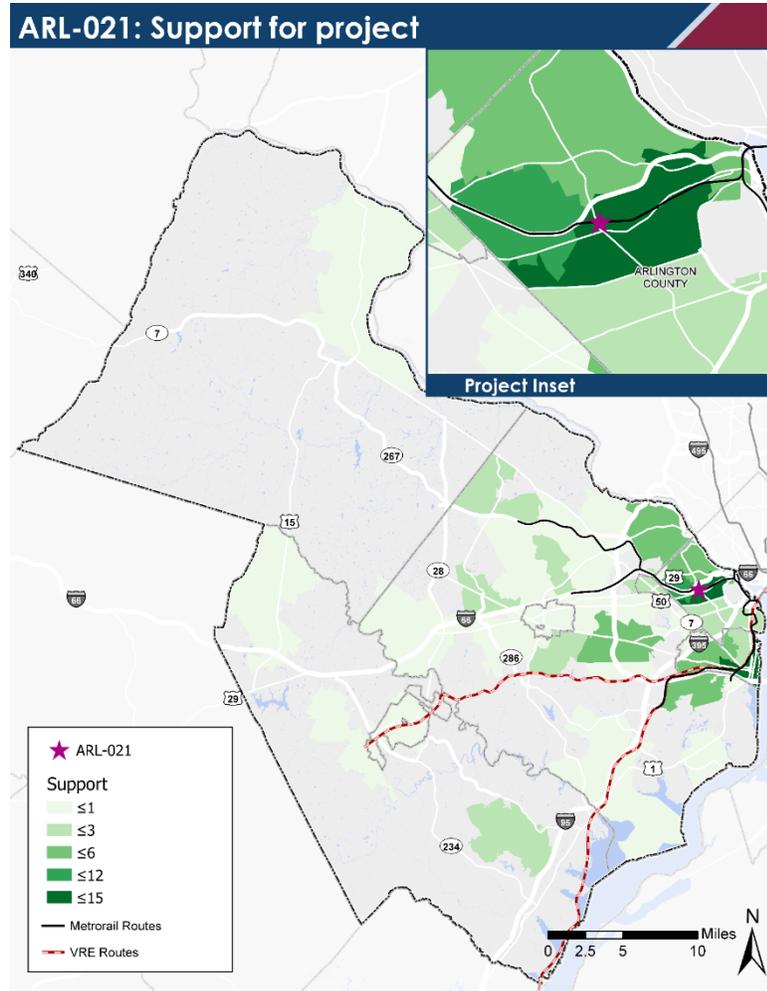
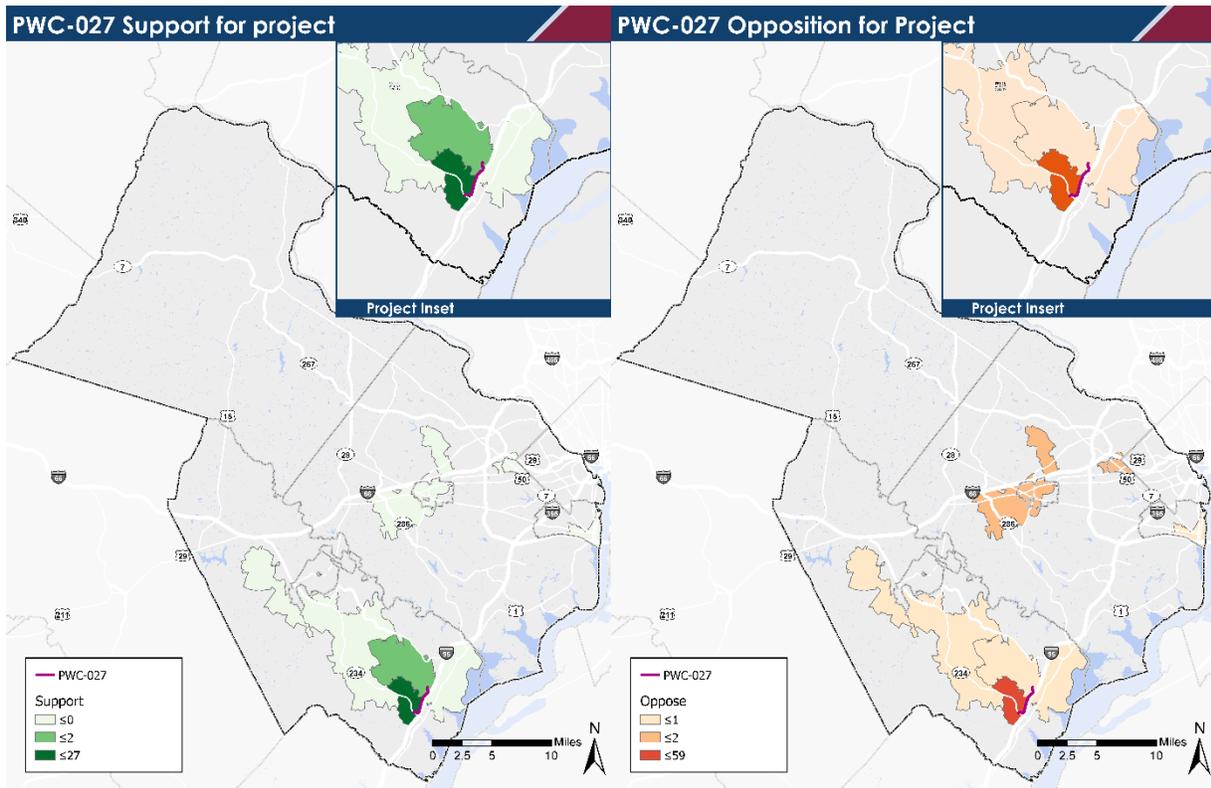


Figure 6. PWC-027 Van Buren Road North Extension



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

FOR: Chair Phyllis J. Randall and Members,
Northern Virginia Transportation Authority

FROM: Harun Rashid, Transportation Planner

DATE: June 2, 2022

SUBJECT: Travel Trends Update

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent travel trends since the onset of the COVID-19 pandemic.

Background: NVTA staff is monitoring travel trends in Northern Virginia, comparing highway and transit travel metrics from 2020, 2021, and 2022 with corresponding weeks and months in 2019. NVTA staff has so far presented five of these snapshot analyses, at the 2021 June, July, September, and November meetings, and at the March 2022 Authority meeting.

This update features findings from a recently-released report titled “Traffic Safety Facts” (<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298>), from the United States Department of Transportation-National Highway Traffic Safety Administration (USDOT-NHTSA), in addition to analyses of Northern Virginia highway travels (afternoon peak periods) and transit ridership (average monthly). In our last update at the March 10, 2022, Authority meeting, we presented data analysis through December 2021. This report updates the analysis through March 2022.

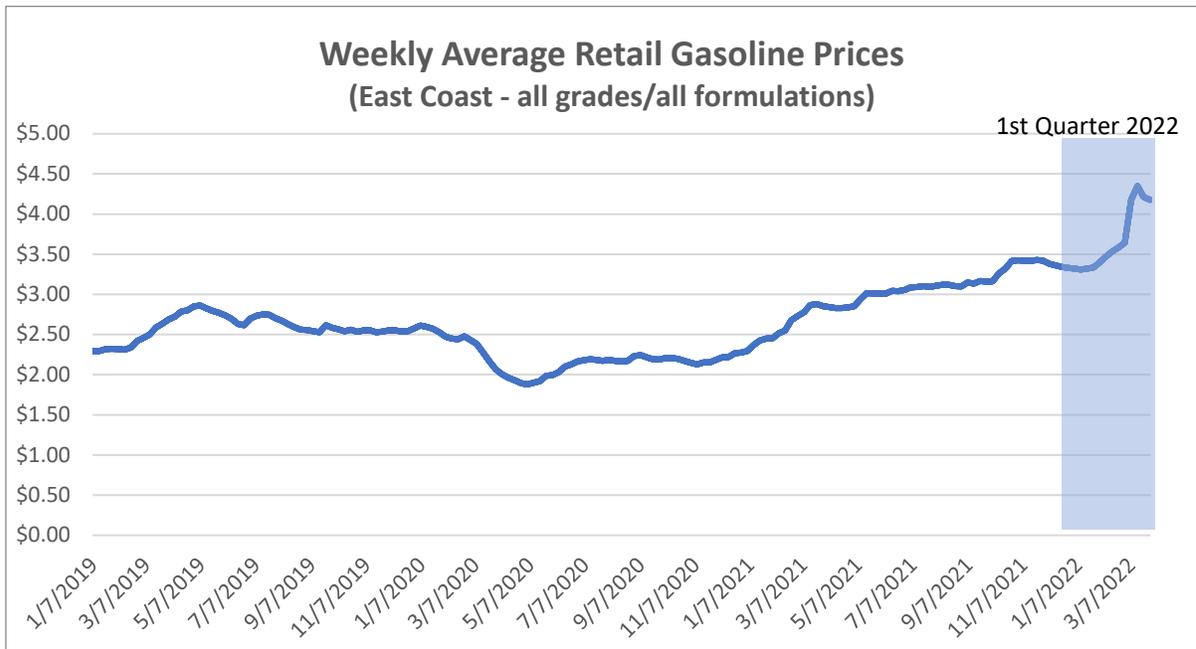
The objective of these analyses is to gain a better understanding of such trends, and to identify whether they are temporary or may be more permanent. This knowledge will enhance NVTA’s ongoing long-range transportation planning efforts and may influence project-funding recommendations in future Six Year Program update cycles.

- 2. Traffic Safety Facts (USDOT-NHTSA):**

Up until December 2021, we have constantly reported higher travel speeds on Northern Virginia highways. The NHTSA report states that during the 2020 COVID-19 pandemic, nationwide speeding related fatalities greatly increased from 2019 to 2020 (17%). This year the data shows that speeding-related fatalities still increased (up 5%) from 2020 to 2021. Therefore, the estimated fatalities in speeding related crashes in 2021 were still higher as compared to the pre-pandemic levels of 2019. NVTA staff is checking with the Virginia Department of Transportation’s (VDOT) Traffic Engineering Division (Highway Safety Section), to obtain comparable datasets for Northern Virginia.

3. Northern Virginia Highway Travel Trends:

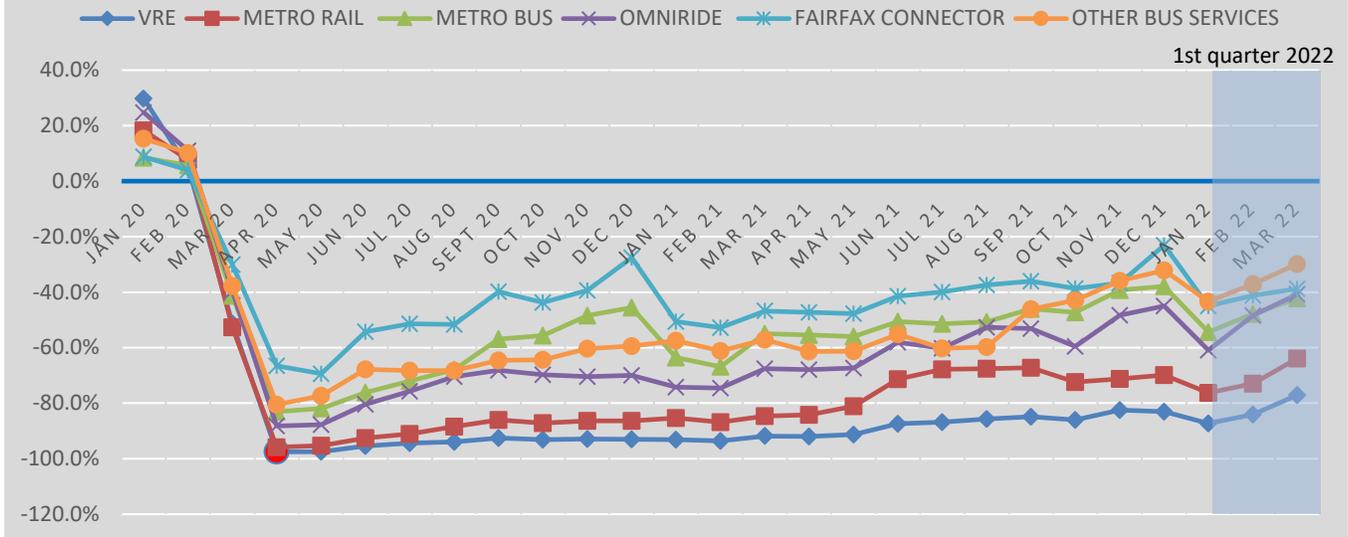
In the January – March 2022 period, using VDOT data, traffic volumes on freeways and major arterials in Northern Virginia were on average 10% below pre-pandemic conditions, and travel speeds were about 9% faster than pre-pandemic conditions. In our last update, we reported highway volumes/speeds to be closer to pre-pandemic travels (4% and 6%, respectively). A renewed decline in highway travel may be correlated to increasing gasoline prices in the same period (see chart below, data source – U.S. Energy Information Administration: <https://www.eia.gov/petroleum/>).



4. Transit ridership in Northern Virginia:

From a low point in December 2021, ridership from all transit service providers in Northern Virginia are showing upward trends (see chart below). In March 2022, among ‘Other Bus Services’, DASH ridership was almost at the pre-pandemic level (within 95%). This trend may be related to recently introduced or announced free or reduced-fare programs, and enhanced services.

CHANGE IN TRANSIT RIDERSHIP (MONTHLY AVERAGE)



5. Next steps: NVTA staff will continue this trend analysis to track emerging travel patterns, as the region continues to adjust to post pandemic operations. In particular, we will be monitoring whether trends in gasoline prices have an impact on transit ridership.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer
Tracy Baynard, Senior Vice President, McGuireWoods, Consulting, LLC.

DATE: June 2, 2022

SUBJECT: 2022 General Assembly Special Session Update

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVRTA) on the status of the Commonwealth 2022 General Assembly special session.

Summary of Transportation Initiatives in the Budget Conference Report

2. Relevance to Northern Virginia:

A. Elimination of State Portion of the Sales and Use Tax on Grocery and Personnel Hygiene Products (Grocery Tax)

The Budget contains language to remove the 1.5% Grocery Tax as of January 1, 2023. The FY 2023-2024 budget reflects reductions in these revenues totaling \$190.08 million over the biennium.

[\(435 #1c\)](#)[\(436 #1c\)](#) [\(440 #1c\)](#) [\(445 #1c\)](#) [\(447 #1c\)](#) [\(448 #1c\)](#) [\(449 #1c\)](#) [\(452 #1c\)](#) [\(464 #1c\)](#)

Plans to backfill are not currently under consideration.

B. Transit Ridership Incentive Program Gets Additional Funding

\$5 million in General Fund FY 23 funds for regional connectivity programs focused on congestion reduction and mitigation through the provision of long-distance commuter routes. [\(452 #2c\(J\)\)](#)

C. Establish Funding for an Office of Multi-Use Trails at the Virginia Department of Transportation

Includes \$93 million in General Fund and Transportation Alternatives Program (TAP) revenue to create dedicated funding for multi-use trails across the Commonwealth.

- \$79.0 million in General Fund revenue across FY22 and FY23

- \$14 million in TAP funding across FY23 and FY24; to be spent according to federal guidelines ([452 #2c\(1\)](#))
- Creates State Trails Office within the Department of Transportation (VDOT) guidelines ([452 #2c\(2\)](#))
 - Given up to 3 FTE
 - To develop State Trails Information Clearinghouse consistent with the January 2022 "Report of Virginia Multi-Use Trails Initiative"
 - To develop State Trails Plan with State Trails Advisory Committee and the Department of Conservation and Recreation
 - Plan should be:
 - consistent with Virginia Outdoors Plan, and
 - give priority to new trails, connectivity to existing trails and provide geographic diversity in use of funds.
 - Funds may be awarded via competitive solicitation overseen by the Commonwealth Transportation Board.

D. Increase Support for City Road Maintenance

Transfers \$30 million of Non-General Funds (NGF) from the statewide Primary Road Maintenance account to city road maintenance as recommended by recent report of the Joint Legislative Audit and Review Commission (JLARC). ([453 #2c](#)) ([456 #1c](#)) ([456#2c](#))

- VDOT also required to conduct an evaluation of the city road maintenance program and state of city streets which is another recommendation of JLARC.

E. The Budget Still Includes Several Infrastructure Investment Jobs Act (IIJA) Related Initiatives

- Requires Commonwealth Transportation Board and Virginia Department of Transportation to develop plans for using new federal bridge rehabilitation and replacement funding from the IIJA. ([434\(11\)](#))
 - Must undertake an assessment of both state and locally maintained bridges and develop an investment strategy
 - Virginia receives about \$535 million over five years
 - VDOT identified PE activities for Year 1 of the five-year plan
- Requires Commonwealth Transportation Board to develop a plan to use the new EV charging infrastructure funding coming to Virginia from the Bipartisan Infrastructure Bill. ([434\(12\)](#))

- Allocates federal funding from IIJA and state matching funds totaling \$43.5 million to implement goals of federal Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program.
- **NEW** – Create Temporary Interagency Office on Infrastructure Funding Coordination. ([257#2c](#))
 - Allocates \$500,000 in FY 23 of General Fund revenue in the Office of the Secretary of Finance
 - Supports efforts to secure federal grants from IIJA

3. Major Infrastructure Funding Outside of Northern Virginia:

A. Design and Construction of the I-64 Gap Project

Provides a total of \$320 million FY 22 and FY 24 General Fund revenue for improvements to I-64 between Richmond and Williamsburg to help jump-start that project which represents the last unwidened segment between Hampton Roads and Richmond. The rationale - using one-time excess revenue will free up transportation funding for other projects across the state to complete this supply chain connection. ([452 #1c\(L\)](#))

- Contingent spending authorizes up to an additional \$150 if revenues continue to grow in FY 2022 (Total of \$470 million)
- Other available funding opportunities:
 - Central Virginia Transportation Fund
 - Hampton Roads Transportation Fund
 - Interstate Operations and Enhancement Program
 - I-64 Corridor Allotment
 - Interstate Discretionary Allotment
 - Infrastructure and Investment Jobs Act Discretionary Grant(s)
- Estimated total cost - \$750 million

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Mayor Linda J. Colbert, Planning Coordination Advisory Committee Chair

DATE: June 2, 2022

SUBJECT: Planning Coordination Advisory Committee Report

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning Coordination Advisory Committee (PCAC).
- 2. Background:** The PCAC met on May 25, 2022. The meeting was held in NVTA offices, with options to participate remotely. Nine members were present in-person, and two members joined via an online meeting collaboration platform.

The April 27, 2022, meeting summary was approved, with abstentions from members who did not attend the April 27, 2022, meeting.

3. Status of TransAction Plan Update:

Mr. Jasper provided a brief introduction on the status of TransAction. Consultant staff provided a presentation on current TransAction analyses covering summary statistics on TransAction projects; travel model analyses process and initial results; and scenario analyses to deal with uncertainty in travel forecasting. The next step in the analysis process is to test the set of projects with alternative scenario assumptions, and analyses with several project-groupings to better understand individual project performance.

In response to members' questions, consultant and NVTA staff explained various aspects in the analyses process, such as – extra-territorial transit projects, model analysis results for emission and job accessibility metrics, local jurisdictions' land use plans, and aspirations in the travel model. Members also provided inputs on assumptions for the three alternative scenarios - pandemic-related "new normal"; transportation technology; and transportation incentives/pricing mechanisms.

4. Status of FY2022-2027 Six Year Program Update:

Dr. Nampoothiri provided a verbal update stating staff are currently analyzing public comments on the candidate projects and will provide a summary report at the June Authority meeting. As staff incorporated public comment in the evaluation process, draft staff funding recommendations will be presented to NVTA's standing/statutory committees in June.

5. **NVTA Update:** NVTA Chief Executive Officer, Ms. Backmon, mentioned staff will be monitoring upcoming General Assembly sessions.
6. **Next steps:** PCAC members will continue to be engaged in the update of NVTA's FY2022-2027 Six Year Program and its long-range transportation plan, TransAction.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Randy Boice, Technical Advisory Committee Chairman

DATE: June 2, 2022

SUBJECT: Technical Advisory Committee Report

1. **Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Technical Advisory Committee (TAC).
2. **Background.** The Technical Advisory Committee met on May 18, 2022. The meeting was held at the NVTA office. Four committee members attended in-person and the meeting was also livestreamed on YouTube.

3. **Action Items:**

a. Summary Notes of March 16, 2022, Meeting:

The meeting summary for the March 16, 2022, was not reviewed. Due to a lack of quorum, the Committee was unable to vote to adopt the summary. Meeting notes will be tabled until the next meeting.

b. Summary Notes of April 20, 2022, Meeting:

The meeting summary for the April 20, 2022, was not reviewed. Due to a lack of quorum, the Committee was unable to vote to adopt the summary. Meeting notes will be tabled until the next meeting.

4. **Discussion Items:**

Chairman Boice announced at the beginning of the meeting that two new members were appointed to the TAC: Michelle Cavucci and Kerianne Masters.

Commonwealth Transportation Board appointments.

a. Status of TransAction Plan Update

Mr. Harrington of Cambridge Systematics provided an update on the TransAction project status concerning the number, type, cost, agency/jurisdiction, mode, and distribution of projects. Mr. Harrington also presented the initial modeling results on the build scenario and no-build scenario of these projects. Trends concerning the build out of all 427 TransAction projects under consideration on change in delay and job accessibility by mode were presented and discussed.

Mr. Harrington also shared findings on the no-build scenario, in which none of the 427 TransAction projects built, discussing three alternatives that were deemed viable for the future of transportation through 2045. These alternatives discussed were the Pandemic-Created New Normal, Transportation Technology, and Transportation Policy and Mechanisms, and their accompanying assumptions and implications on type and number of trips, as well as their change in motorized person trips, transit trips, vehicle miles traveled (VMT), and Person-Hours of Delay. This analysis was also conducted for Duration of Severe Congestion, Job Accessibility, and Emissions.

b. Status of FY 2022-2027 Six Year Program

Dr. Nampoothiri informed the Committee that NVTA has approved \$626 million in regional revenues towards the FY2022-2027 Six Year Program (SYP) candidate projects, and that NVTA is still in the public comment period through Sunday, May 22nd on the SYP.

Dr. Nampoothiri further reported that on May 4th, staff attended the annual Joint Transportation Meeting at VDOT's Northern Virginia office and used the opportunity to hold an Open House and receive considerable feedback on SYP projects. Further, on May 12th, NVTA hosted a Public Hearing which had nine members of the public speak at. Additionally, Dr. Nampoothiri mentioned that comments are still being received through voicemail, website comment form, postal mail, and email. There are currently over 200 individual comments totaling over 450 project comments. He concluded by reminding the Committee that at the conclusion of the public comment period on Sunday, May 22nd, 2022, staff funding recommendations will be presented to the TAC, and other committees at the June meeting cycle.

c. NVTA Updates

Discussion on the next TAC meeting, previously scheduled for June 15th, ensued. Chair Boice brought to the attention of the Committee that several members may have conflicts with the annual Virginia Section Institute of Transportation Engineers (VASITE) starting on the same date.

- 5. Next Steps.** The TAC will continue to be engaged in the update of the SYP and of TransAction via discussion and analysis of project implications and future planning step developments.

On further follow up after the meeting, it was decided to hold the next meeting of the Committee on June 14, 2022, from 6:30 to 7:30 PM at the NVTA office, in order to avoid conflict with VASITE meeting.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

TO: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer

DATE: June 2, 2022

SUBJECT: Chief Executive Officer's Report

1. Purpose: To inform the Northern Virginia Transportation Authority (NVTA) of items of interest not addressed in the agenda.

a. Bond Rating Update

Fitch Ratings Inc. completed a routine rating surveillance review of the Authority on May 27th. The Authority's AA+ rating has been affirmed with a continued rating outlook of Stable. AA+ is the highest possible rating for a revenue bond issuer, which does not have independent taxing authority. A rating outlook of Stable is assigned by Fitch when it believes the rating is unlikely to change in the near term. The combination constitutes a strong endorsement of the Authority's credit worthiness and fiscal management.

b. TransAction Update

An NVTA TransAction work session was held on May 19th at the City of Fairfax City Hall Work Session Room. NVTA staff shared information regarding the preliminary draft Project List associated with the TransAction update, analytical results of 2045 travel conditions with and without the projects included in the preliminary draft Project List, and performance of the regional transportation system under three potential alternative future scenarios. Similar materials were presented to NVTA's Statutory Committees at their May meetings. Further analysis is underway, and results will be presented to the Committees and the Authority in the coming months. Phase 2 of public engagement is ongoing with a blog series on TransAction published at <https://nvtatransaction.org/news/>. At the July 14, 2022, Authority meeting, staff will request approval to hold a Public Hearing on September 8th (the same day as the Authority meeting) and invite public comments from early August through late September on the draft TransAction plan and Project List. Final adoption of TransAction is anticipated in late 2022.

c. Program Information Management and Monitoring System (PIMMS)

Staff continue to coordinate with the consultant for various system enhancement tasks identified as Phase 4. Last month, staff reviewed development efforts for several reports managing financial oversight of NVTA's projects, tracking outstanding appendix A/B updates to the Standard Project Agreement, and reimbursement requests for active projects. Among these reports, one notable functional upgrade is to identify duplicate invoices. In anticipation of the adoption of the FY2022-2027 Six Year Program in July 2022 and the adoption of the TransAction update later this year, an interface is being developed to update the regional project list incorporated into the online PIMMS application portal.

Jurisdiction and agency staff continue to benefit from the system's automated features to report cost/schedule changes, submit invoices for reimbursements, and provide project progress status information.

d. Transportation Technology Committee/Transportation Technology Strategic Plan

The Transportation Technology Committee (TTC) will meet at 8:30am on Wednesday, July 6th, to discuss possible additions to the NVTA Transportation Technology Strategic Plan (TTSP.) During this time, staff will present recommendations on how to further integrate the topics of Connected and Autonomous Vehicles (CAVs) more-deeply with connected infrastructure, transit innovations like microtransit, and hydrogen or other alternative vehicle propulsion systems into the TTSP per the request of members of the TTC. The TTC will also be briefed on the implementation of existing TTSP deliverables and relevant happenings in the field of transportation, as well as receive an update on TransAction with a specific focus on technology-related projects and findings of the scenario analysis work.

e. Regional Multi-Modal Mobility Program (RM3P) Update

The Regional Multi-Modal Mobility Program (RM3P) was recently touted as a prime example for the use of the Virginia Department of Transportation's (VDOT) Innovation and Technology Transportation Fund (ITTF) at the 28th Annual Conference of the Intelligent Transportation Society of Virginia (ITSVA.) Cathy McGhee, the Chair of the RM3P Executive Committee, and who has recently been appointed Chief Deputy Commissioner of VDOT, made comments to that effect as part of an update on RM3P. Ms. McGhee also reminded conference attendees that multiple active procurements are underway for components of the program. All these efforts continue to benefit from strong regional partnerships and coordination, including project Co-Sponsors VDOT and NVTA, and the Department of Rail and Public Transit (DRPT).

f. National Capital Region’s Transportation Planning Board (TPB) Update

On June 15th, it is anticipated that the TPB will vote to adopt Climate Change Mitigation Goals and Strategies. While NVTA is not a member of the TPB, there is a long-standing relationship between the organizations. As Northern Virginia’s primary transportation planning, programming, and funding entity, there is special interest in the outcome and implementation of the goals and strategies, specifically how they will be used in the development/update of the Constrained Long-Range Plan/Visualize 2045 and the air quality conformity determination.

g. Northern Virginia Transportation Alliance Board Meeting

On May 25th, I spoke at the Northern Virginia Transportation Alliance’s Board meeting. The Board, comprised of representatives from Northern Virginia’s business community, received update on the Six Year Program and TransAction, innovation in transportation, investments in multimodal transportation projects across Northern Virginia, and how to get the latest status updates on NVTA’s regional investments by utilizing the NoVA Gateway.

h. Bike to Work Day

On May 20th, NVTA staff participated in Bike to Work Day 2022 at the W&OD Trail at the Town of Herndon pit stop. Event participants spoke with us about how they travel, what NVTA is doing to keep the region moving, and how to participate in public comment opportunities. This year’s event featured 51 pit stops throughout NoVA, located in the Counties of Loudoun, Arlington, Fairfax and Prince William and the Cities of Alexandria, Falls Church, Fairfax, Manassas, and Manassas Park.

i. Town of Herndon’s Rotary Club Meeting

I was invited by Senator Boysko to speak at the Town of Herndon’s Rotary Club Meeting on May 18th. I provided attendees an overview of the NVTA and Six Year Program, and TransAction Update processes; how to participate in public comment opportunities; and discussed various transportation investments in the Town of Herndon.

j. Transitway Extension to Pentagon City Groundbreaking

On May 9th, NVTA joined Arlington County, the Washington Metropolitan Area Transit Authority (WMATA), and the Virginia Department of Rail and Public Transportation (DRPT) to celebrate the start of construction on the Transitway Extension to Pentagon City project, which will serve as a major connection enhancement to Metrorail,

economic and activity centers, and bring people from across the region to National Landing to live, work, and play. The project will increase transit efficiency and give people multimodal options to meet their travel needs, all while getting them out of single occupancy vehicles. The project comes in three phases, with the first being the Transitway Extension, totaling \$18.85 million in NVTA regional revenues. NVTA has invested more than \$227 million in transportation projects located in National Landing, including nearly \$29 million total towards the full Pentagon City Multimodal Connections and Transitway Extension project.

2. Monthly Factoid Talking Point

As NVTA approaches its 20th anniversary since the passing of Senate Bill 576, our enabling legislation, it is important to highlight some of the detailed work we do that is not often referred to but is none the less relevant and meaningful. Meant to be presented as a concise factoid or pertinent talking point, this will be a new, reoccurring addition to the CEO Report.

- a. NVTA's investments from FY2014-2025 will result in the creation of 30,000 new jobs and 225 million hours of travel time savings by 2030, showing a direct impact on the economy and the investments made in transportation infrastructure.
- b. Did You Know that NVTA is funding 5 Bus Rapid Transit (BRT) systems, a total investment of \$296 million? The systems include:
 - i. Richmond Highway BRT (\$250 million)
 - ii. Pentagon City Transitway Extension (\$29 million)
 - iii. West End Transitway Phase 1 (Landmark Mall to Pentagon) (\$4.6 million)
 - iv. Duke Street Transitway (Diagonal Road to Walker Avenue/Landmark Mall) (\$12 million)
 - v. Route 7 BRT /Envision Route 7 (\$800,000)

Additionally, in March of 2021, NVTA established a BRT Planning Working Group to support the development of a comprehensive regional BRT system covering the major corridors of Northern Virginia.

3. Upcoming Events & Report Updates

A. NVTA Standing Committee Meetings:

- **Planning and Programming Committee:** The NVTA Planning & Programming Committee's next meeting is Thursday, June 23rd, 2022 at 7:30pm.
- **Governance and Personnel Committee:** The NVTA Governance and Personnel Committee is scheduled to meet Thursday, July 14th, 2022, at 5:30pm.

- **Finance Committee:** The NVTA Finance Committee is scheduled to meet Thursday, July 14th, 2022, at 6:00pm.

B. NVTA Statutory Committee Meetings:

- **Technical Advisory Committee:** The NVTA Technical Advisory Committee is scheduled to meet **Tuesday, June 14th, 2022**, at 6:30pm. (*Note the day change*)
- **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee's next meeting is scheduled for Wednesday, June 22nd, 2022, at 6:30pm.

C. Regional Projects Status Report:

Please note the updated Regional Projects Status Report (Attachment B) which provides a narrative update for each project and the amount of project reimbursements requested and processed to date.

Link to the Projects Status Report: <https://thenovaauthority.org/funded-projects/>

Attachment:

12A. Regional Funding Program Projects Status Report



As of June 1, 2022.		
NVTA's Regional Fund Program FY2014 - FY2025		Upcoming Public Information Meeting(s):
Total Revenue Allocated	\$2,491,195,952	1. Prince William County: Design Public Hearing for North Woodbridge Mobility Improvements project (FY2020-25), June 7, at 2 p.m. NOTE: For latest information on project events, please refer to the "Events and Meetings" section on our home page - https://thenovaauthority.org/ For full status information, please check NVTA web page on regional fund projects - https://thenovaauthority.org/funded-projects/
Total Amount Appropriated	\$1,873,560,727	
Total Amount Reimbursed	\$631,565,567	
Total Number of Individual Projects	106	
SPAs	142	
Currently Active	64	
Completed	53	
Not Yet Executed	25	
Substantive Status Updates (during April-May 2022)**		
Project Title (program year)	Updated Status	% Reimbursed
Arlington County		
Columbia Pike Multimodal Street Improvements - East (FY2015-16)	County Board awarded a construction contract in May. County staff continues to work on securing easements for two parcels.	10.0%
Boundary Channel Drive Interchange (FY2014)	90% plans were submitted to VDOT. Comments have been submitted to Design-Build consultant from Arlington County.	50.7%
Pentagon City Multimodal Connections and Transitway Extension (FY2018-23)	A ground-breaking ceremony was held don May 9, 2022. Initial construction activities for Segment I underway. 90% design for Segment IIA underway.	0.0%
Fairfax County		
Route 28 Widening: Prince William County Line to Route 29 (FY2015-16/FY2017/FY2018-23)	FCDOT authorized project contractor to proceed with Right of Way acquisition. Various construction activities underway. A virtual project stakeholder meeting was held on May 11, 2022.	FY2015-16: 86.5% FY2017: 0.0% FY2018-23: 1.1%
Richmond Highway Bus Rapid Transit - Phases I & II (FY2018-23)	A public information meeting was held on May 3, 2022, to provide design updates. Community Charm Conversations for Stations anticipated to begin in Spring/Summer 2022.	5.6%
Loudoun County		
Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643) (FY2018-23)	Phase 1 - The 90% design plans were submitted to VDOT and Building & Development on 3/28/2022.	5.5%
Loudoun County Parkway Development (FY2015-16)	The 60% design plans were submitted to VDOT and the Loudoun County Department of Building and Development on April 1, 2022.	39.4%
Prince William County		
Route 1 Widening: Featherstone Road to Mary's Way (FY2014/FY2015-16/FY2017)	Utility relocation is significantly delayed. Project completion anticipated for Summer 2023.	FY2014: 100.0% FY2015-16: 81.4% FY2017: 42.7%
Route 28 Corridor Roadway Improvements - East of 234 (Manassas Bypass) (FY2015-16/FY2018-23)	A public outreach meeting was held on May 17, 2022.	FY2015-16: 81.4% FY2018-23: 0.0%
Construct Interchange at Prince William Parkway and University Blvd (FY2018-23)	Construction contract award approved by the Board on May 10, 2022.	8.1%
Widen Route 1 (Fraleay Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) (FY2015-16/FY2018-23)	Contract for project Right-of-Way, utility and geotechnical services approved by the Board on May 10, 2022.	FY2015-16: 44.5% FY2018-23: 0%
Summit School Rd Extension and Telegraph Rd Widening (FY2018-23)	100% Design Plan set was submitted on April 1, 2022. Utility relocations and ROW acquisitions ongoing.	39.9%
Construct Interchange at Route 234 and Brentsville Road (FY2018-23)	Right-of-Way acquisition process began April 15, 2022. Final design endorsed by the Board on May 10, 2022.	5.6%
City of Alexandria		
DASH Transit Service Enhancements and Expansion (FY2018-23)	All 8 electric buses have been delivered and have entered revenue service. Facility Expansion design project that will identify electric utility upgrades required continues.	4.1%
Alexandria Duke St Transitway (FY2018-23)	Notice-to-Proceed for planning and design consultant issued late March. Kick-off meeting held was held in April. Second advisory group meeting to be held in June.	0.1%
City of Falls Church		
Downtown Falls Church Multimodal Improvements (FY2020-25)	Plans were presented to the Planning Commission and a Public Information Meeting was held in May. 30% design phase expected to close by June 30, 2022 and begin working towards 60% design.	8.8%
Town of Leesburg		
Construct Interchange at Route 15 Bypass and Battlefield Parkway (FY2018-23)	1st Public Information Meeting was held on April 28, 2022. On line public survey was open for two weeks after meeting.	0.0%

**Substantive changes: SPA appendices A/B, Project administration, Start/completion of phases, Groundbreaking/ribbon-cutting ceremonies, Public information meetings, Major engineering progress.



NVTA Funding Program Project Status
Summary Report

No Updates in Current Cycle		
Project Title (program year)	Last Update Received	% Reimbursed
Arlington County		
Crystal City Streets (FY2017)	November 2021.	25.3%
Lee Highway Corridor ITS Enhancements (FY2017)	February 2022.	12.9%
Glebe Road Corridor ITS Improvements (FY2015-16)	March 2021.	31.2%
Intelligent Transportation System Improvements (FY2018-23)	January 2021.	10.3%
City of Fairfax		
Jermantown Road Corridor Improvements Project (FY2018-23)	April 2022.	2.5%
Roadway Network Northfax West (FY2018-23/FY2020-25)	April 2022.	FY2018-23: 50.9%

**Substantive changes: SPA appendices A/B, Project administration, Start/completion of phases, Groundbreaking/ribbon-cutting ceremonies, Public information meetings, Major engineering progress.