

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

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

FROM: Mayor Justin Wilson, Planning and Programming Committee Chair
Monica Backmon, Chief Executive Officer

DATE: July 7, 2022

SUBJECT: Adoption of the FY2022-2027 Six Year Program

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) adoption of the FY2022-2027 Six Year Program (SYP).
2. **Suggested Motion:** *I move Northern Virginia Transportation Authority adoption of the FY2022-2027 Six Year Program.*
3. **Background:** The FY2022-2027 Six Year Program (SYP) is the Authority's sixth funding program and the second largest to date. The schedule for the SYP Update included:
 - a. **July 1, 2021**---Announced Call for Regional Transportation Projects for the SYP.
 - b. **October 1, 2021**---Project applications due.
 - c. **April 15, 2022**---NVTA released the SYP candidate project list and related information for public comment. This list comprised 26 eligible candidate regional transportation projects submitted by nine applicants with an associated total funding request of \$1.229 billion.
 - d. **May 4, 2022**---Open House held
 - e. **May 12, 2022**---Public Hearing held
 - f. **May 12, 2022**---NVTA approved \$626,290,870 in regional revenues for the FY2022-2027 SYP.
 - g. **May 22, 2022**---Public Comment period ended.
 - h. **June 6, 2022**---NVTA staff recommendations released to the nine applicants and subsequently to NVTA's Statutory Committees (Technical Advisory Committee (TAC), Planning Coordination and Advisory (PCAC)), Standing Committee (Planning and Programming Committee (PPC)), and to Authority members. NVTA staff recommended 17 projects be fully funded, three projects be partially funded, and six projects not be funded.

- i. **June 9, 2022**---Authority members briefed on public comments.
- j. **June 14, 2022**---TAC unanimously endorsed the NVTa staff recommendations.
- k. **June 22, 2022**---PCAC unanimously endorsed the NVTa staff recommendations.
- l. **June 23, 2022**---PPC unanimously endorsed the NVTa staff recommendations.
- m. **June 24, 2022**---PPC recommendations posted on the FY2022-2027 Six Year Program page on NVTa's website.

4. Summary of Public Comments

During the SYP public comment period from April 15 to May 22, 2022, more than 1,600 project-specific comments were submitted by nearly 450 respondents. Approximately 29 percent of these comments focused on three projects:

- a. 175 supported and 5 opposed ARL-021 (Ballston-MU Metrorail Station West Entrance) submitted by Arlington County;
- b. 157 supported and 1 opposed CFC-008 (North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place) submitted by the City of Falls Church; and
- c. 85 opposed and 36 supported PWC-027 (Van Buren Road North Extension: Route 234 to Cardinal Drive) submitted by Prince William County.

A group of eight non-roadway projects garnered the next largest number of comments. These eight projects each received a similar number of overwhelmingly supportive comments (between 88 and 100 each) accounting for approximately 49 percent of the project-specific comments.

With one exception, all 11 projects referenced above are recommended for full funding. The exception, Prince William County's Van Buren Road project, is recommended for partial funding. This reflects the divided nature of the comments received for what is otherwise a high-performing project.

NVTa staff has posted a [summary report](#) of public comments, together with the [actual comments](#), on NVTa's website.

5. Development of NVTa Staff Recommendations

The imbalance between funding requested and funding available, while not a direct factor in project evaluation, is an overarching constraint on the number of recommended projects and associated funding.

NVTa staff developed project/funding recommendations that used a project selection process comprised of four components (eligibility, quantitative analysis, qualitative considerations, and public comment). Among these components, one of the three quantitative evaluation analyses – Congestion Reduction Relative to Cost (CRRC) ratios – was the most important, as the Authority is required to give priority to projects with the strongest performance on this scale.

Another of the quantitative evaluation analyses – Long Term Benefit – was applied for the first time to any NVTa funding program since the passage of HB2313 in 2013, which established a revenue stream for NVTa. Long Term Benefit is required by the Code of Virginia to ensure that, over the long term, each member jurisdiction receives a benefit that is approximately equal to the share of regional revenues attributed to that locality.

6. Committee Reviews

The NVTa staff project/funding recommendations were presented to the Technical Advisory Committee (TAC) on June 14, 2022, and the Planning Coordination Advisory Committee (PCAC) on June 22, 2022. Both committees unanimously endorsed the NVTa staff recommendations.

The Planning and Programming Committee (PPC) met on June 23, 2022. The PPC also unanimously endorsed the NVTa staff recommendations. With that action and taking account of the preceding endorsements by the TAC and PCAC, the resulting recommendations are referred to as the PPC recommendations.

NVTa staff posted the PPC recommendations on June 24, 2022; meeting a requirement to post final recommendations at least 15 days prior to the meeting at which the Authority will adopt the Six Year Program.

7. Next steps

Following adoption of the SYP, various messaging activities are planned for the remainder of July 2022. Full documentation of the adopted Six Year Program will be finalized over the summer, with a view to publication in Fall 2022.

The Authority's next Call for Regional Transportation Projects (CfRTP) is anticipated in May 2023, two months earlier than the corresponding CfRTP for the FY2022-2027 SYP. This next CfRTP will drive the development of the Authority's FY 2024-2029 SYP, which is targeted for adoption in July 2024.

July 1, 2025, is anticipated as the earliest date that FY2022-2027 SYP revenues will be available, necessitating appropriation activity during the normal budget cycle in spring 2025.

Attachments:

5A. PPC Recommendations for FY2022-2027 SYP

5B. PPC Recommendation for FY2022-2027 SYP Presentation

Northern Virginia Transportation Authority

FY2022-27 Six Year Program: Planning and Programming Committee (PPC) Recommendations

6/23/2022

Jurisdiction	Application ID	Project Title	Requested Amount	Requested Phase(s)	Recommended Amount	Cumulative Recommendation	Congestion Reduction Relative to Cost (CRRC) Rank
Loudoun County	LDN-023	Route 7 Corridor ITS Implementation Program	\$ 2,500,000	CN	\$ 2,500,000	\$ 2,500,000	1
Loudoun County	LDN-025	Route 7 Improvements: Route 9 to Dulles Greenway	\$ 20,000,000	ROW, CN	\$ 20,000,000	\$ 22,500,000	2
Fairfax County	FFX-126	Fairfax County Parkway Widening: Nomes Court to Route 123*	\$ 108,000,000	PE, ROW, CN	\$ 108,000,000	\$ 130,500,000	3
Prince William County	PWC-035	Old Centreville Road Widening: Fairfax County Line to Route 28	\$ 96,000,000	PE, ROW, CN			4
Prince William County	PWC-028	University Boulevard Extension: Devlin Road to Wellington Road	\$ 53,000,000	CN	\$ 53,000,000	\$ 183,500,000	5
Prince William County	PWC-027	Van Buren Road North Extension: Route 234 to Cardinal Drive	\$ 80,000,000	PE, ROW, CN	\$ 8,000,000	\$ 191,500,000	6
City of Manassas	MAN-002	Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue	\$ 8,851,639	PE, ROW, CN	\$ 8,851,639	\$ 200,351,639	7
Prince William County	PWC-036	Old Bridge Road Widening: Colby Drive to Minnieville Road	\$ 25,000,000	PE, ROW, CN	\$ 25,000,000	\$ 225,351,639	8
Fairfax County	FFX-124	8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service	\$ 10,000,000	Asset Acq	\$ 10,000,000	\$ 235,351,639	9
Prince William County	PWC-029	Devlin Road (South) Widening: Linton Hall Road to University Boulevard	\$ 35,000,000	ROW, CN			10
Fairfax County	FFX-131	Richmond Highway Widening From Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane*	\$ 60,207,038	PE, ROW, CN	\$ 60,207,038	\$ 295,558,677	11
Town of Herndon	HND-005	Herndon Parkway Improvements at Worldgate Drive Extension	\$ 4,581,000	ROW, CN	\$ 4,581,000	\$ 300,139,677	12
Loudoun County	LDN-024	Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive	\$ 16,000,000	ROW, CN	\$ 16,000,000	\$ 316,139,677	13
Prince William County	PWC-031	Construct Interchange at Prince William Parkway and Minnieville Road	\$ 67,500,000	ROW, CN			14
Prince William County	PWC-030	Route 1 at Route 123 Interchange	\$ 61,200,000	PE, CN	\$ 3,000,000	\$ 319,139,677	15
Loudoun County	LDN-028	Loudoun County Parkway Interchange at US 50*	\$ 35,250,000	PE, ROW, CN	\$ 35,250,000	\$ 354,389,677	16
Fairfax County	FFX-128	Richmond Highway (Route 1) BRT*	\$ 80,000,000	PE, ROW, CN	\$ 80,000,000	\$ 434,389,677	17
Fairfax County	FFX-125	Seven Corners Ring Road Improvements: Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road	\$ 94,800,000	PE, ROW, CN	\$ 4,200,000	\$ 438,589,677	18
Fairfax County	FFX-121	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive*	\$ 73,793,037	PE, ROW, CN	\$ 73,793,037	\$ 512,382,714	19
Prince William County	PWC-037	Neabsco Road Improvements - Neabsco Road Widening: Route 1 to Daniel Ludwig Drive	\$ 26,500,000	PE, ROW, CN			20
Fairfax County	FFX-119	Frontier Drive Extension and Intersection Improvements*	\$ 145,200,000	PE, ROW, CN			21
City of Alexandria	ALX-018	West End Transitway Phase 1b: South Van Dorn Street and Bridge Design*	\$ 5,000,000	PE	\$ 5,000,000	\$ 517,382,714	22
Town of Leesburg	LEE-010	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road*	\$ 13,283,839	ROW			23
Arlington County	ARL-021	Ballston-MU Metrorail Station West Entrance*	\$ 80,000,000	CN	\$ 80,000,000	\$ 597,382,714	24
City of Alexandria	ALX-020	Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge	\$ 5,000,000	CN	\$ 5,000,000	\$ 602,382,714	25
City of Falls Church	CFC-008	North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place	\$ 22,500,000	PE, ROW, CN	\$ 22,500,000	\$ 624,882,714	26
TOTAL			\$ 1,229,166,553		\$ 624,882,714		
NVTA-approved Regional Revenue					\$ 626,290,870		
Unprogrammed					\$ 1,408,156		

Notes:

	Recommended for funding full request
	Recommended for funding partial request (PE only)
	Not recommended for funding
XXX	Amount recommended is less than the request
*	Previously funded project or closely related to a previously funded project

PE	Preliminary engineering/design
ROW	Right of way
CN	Construction
Asset Acq	Asset acquisition

FY2022-2027 Six Year Program

*Planning and Programming Committee
Recommendations
July 14, 2022*



Presented by:
Monica Backmon, CEO, NVTA



Topics



1. Context
2. Key Components of Project Selection Process
3. Overview of PPC Recommendations
4. Detailed PPC Recommendations
5. Next Steps





Context: Summary of Previous Funding Programs



Funding Program	Amount Requested (\$)	Amount Approved (\$)	Approved/Requested (%)
FY2014	339,693,000	188,993,000	56
FY2015-2016	467,124,215	336,944,000	72
FY2017	297,949,000	166,043,951	56
FY2018-2023 Six Year Program	2,470,139,861	1,285,273,281	52
FY2020-2025 Six Year Program	1,444,826,078	539,110,783	37
Total Funding To Date	5,019,732,154	2,516,365,015	50
FY2022-2027 Six Year Program	1,229,166,553	626,290,870	51



Context: Extent of Previous Funding Programs



- Using regional revenues from its first 12 funding years (FY2014-FY2025), NVTA has invested nearly **\$2.5 billion** in **106** regional transportation projects:

Primary Mode	Projects	NVTA Funding (\$)	Types of Project
Roadway	38	1,466,032,632	New and widened facilities, including sidewalks and trails
Transit	19	475,680,661	BRT, bus acquisitions, maintenance and storage facilities
Rail	13	243,421,209	New and expanded stations, new and upgraded track
Intersection	17	223,997,000	Enhanced intersections and grade-separated interchanges
Bike and Pedestrian	10	63,899,187	Enhanced and new facilities, Complete Streets
Transportation Technology	6	17,195,491	Transit Signal Priority, Intelligent Transportation Systems
Park and Ride	3	5,800,000	New lots and garages
Total	106	2,496,026,180	

Note: Total adjusted for approved projects that were subsequently withdrawn

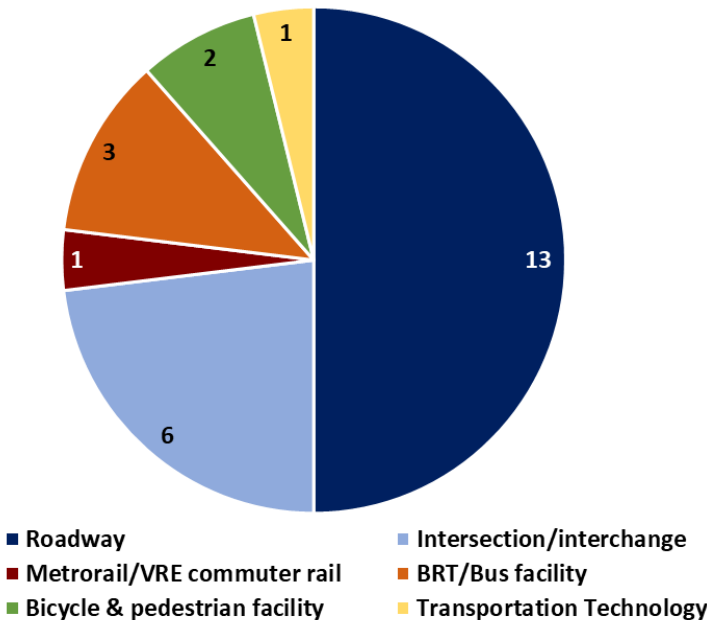


Context: Summary of Candidate Projects



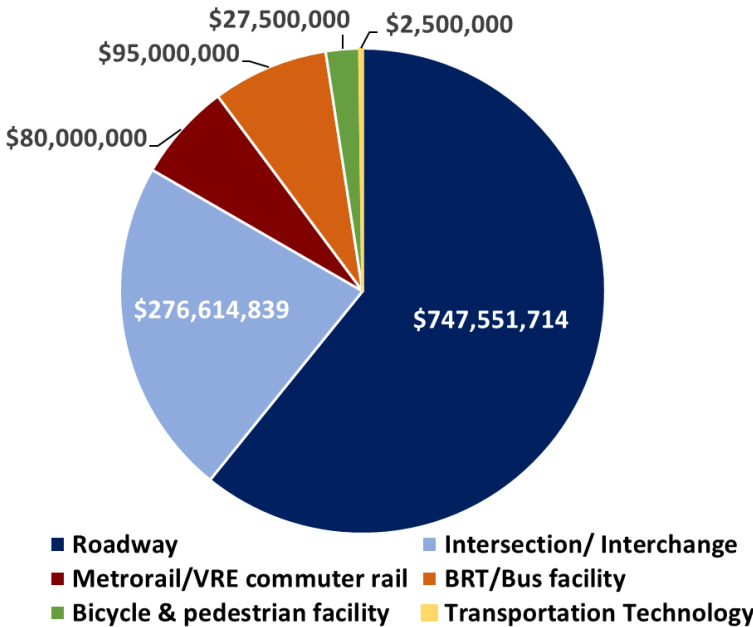
NVTA FY2022-2027 SYP: Number of Applications

Total candidates - 26



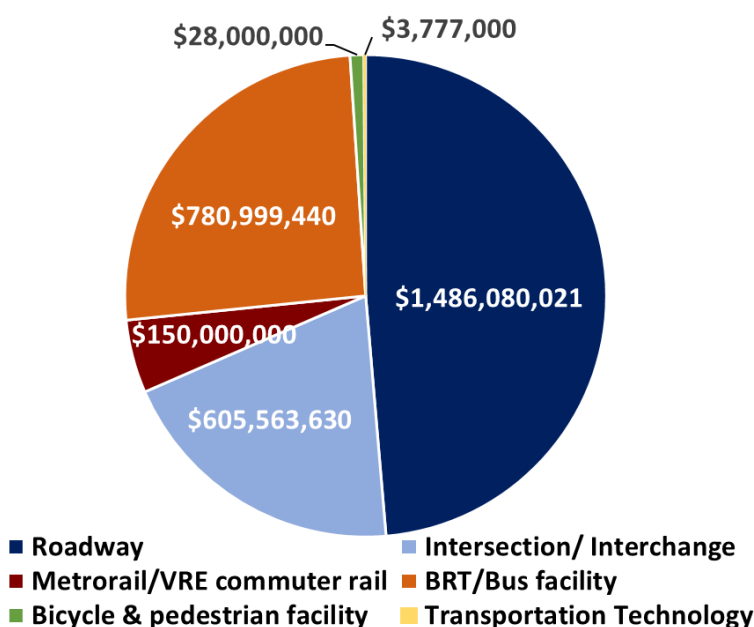
NVTA FY2022-2027 SYP: Requested Amount

Total request - \$1,229,166,553



NVTA FY2022-2027 SYP: Total Project Cost

Total project cost - \$3,054,420,091





Context: Committee Endorsements



- NVTA Staff recommendations for the FY2022-2027 Six Year Program (SYP) were unanimously endorsed by the Statutory/Standing committees:
 - **June 14, 2022** Technical Advisory Committee (6:30 p.m.)
 - **June 22, 2022** Planning Coordination Advisory Committee (6:30 p.m.)
 - **June 23, 2022** Planning and Programming Committee (7:30 p.m.)
- Following endorsement by the Planning and Programming Committee (PPC), the NVTA Staff recommendations became the PPC recommendations to the NVTA.
- PPC recommendations were posted on NVTA's website* on June 24, 2022

Note (*) See FY2022-2027 SYP webpage: <https://thenovaauthority.org/fy2022-2027-six-year-program/>



Key Components of the Project Selection Process



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



Key Components of the Project Selection Process



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



Overview of PPC Recommendations



- **Recommending 20 of 26 candidate projects**
 - **17 of 20 projects** recommended for **full amount** of requested funding
 - **3 of 20 projects** recommended for **partial amount** of requested funding (Preliminary Engineering phase only)
 - **7 recommended projects** are continuation projects (or closely related to a previously funded project)
- Not recommending 6 of 26 candidate projects
 - Two continuation projects
- Recommending \$1,408,156 be unprogrammed





Overview of PPC Recommendations



- **Multimodal/Corridor Focus**

- Continued emphasis on roadway/BRT in the Route 1 corridor
- Continued emphasis on Fairfax County Parkway corridor

- **Transportation Technology**

- Intelligent Transportation Systems deployment in the Route 7 corridor (first NVTA-funded technology project outside of Arlington/Alexandria)
- Continued commitment to decarbonization of transit fleets

- **Geographically and Modally Balanced**

- Projects recommended for 8/9 applicants
- Includes projects for all primary modes requested (roadway, transit, intersection, bike/pedestrian, transportation technology)
- All transit, bike/pedestrian, and transportation technology projects recommended for full funding



Overview of PPC Recommendations



Primary Mode	Requested (\$)	Recommended (\$)	Rec/Req Share (%)	SYP Rec Share (%)
Roadway	842,351,714	377,051,714	44.8	60.2
Transit	175,000,000	175,000,000	100.0	28.0
Intersection	181,814,839	42,831,000	23.6	6.8
Bike and Pedestrian	27,500,000	27,500,000	100.0	4.4
Transportation Technology	2,500,000	2,500,000	100.0	0.4
N/A*		1,408,156	N/A	0.2
Total	1,229,166,553	626,290,870	51.0	100.0

Note:

* Unprogrammed



Overview of PPC Recommendations



Jurisdiction/ Agency	Applications (#)	Requested amount (\$)	Share of Total Request	Recommended projects (#)	Recommended amount (\$)	Share of Total Recommendation
Arlington County	1	80,000,000	6.5%	1	80,000,000	12.8%
Fairfax County	7	572,000,075	46.5%	6	336,200,075	53.7%
Loudoun County	4	73,750,000	6.0%	4	73,750,000	11.8%
Prince William County	8	444,200,000	36.2%	4	89,000,000	14.2%
City of Alexandria	2	10,000,000	0.8%	2	10,000,000	1.6%
City of Falls Church	1	22,500,000	1.8%	1	22,500,000	3.6%
City of Manassas	1	8,851,639	0.7%	1	8,851,639	1.4%
Town of Herndon	1	4,581,000	0.4%	1	4,581,000	0.7%
Town of Leesburg	1	13,283,839	1.1%	0	-	0.0%
					624,882,714	
N/A*					1,408,156	0.2%
Total	26	1,229,166,553	100%	20	626,290,870	100%

Note:
 * Unprogrammed



Detailed PPC Recommendations



FY2022-27 Six Year Program: Planning and Programming Committee (PPC) Recommendations

6/23/2022

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ROW	Right of way
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Asset Acq	Asset acquisition



Detailed PPC Recommendations



- The Long-Term Benefit (LTB) requirement explicitly affects 2 recommendations:
 - Ballston-MU West Metrorail Station Entrance (Arlington County) recommended for full funding – CRRC rank #24/26*
 - Neabsco Road Improvements (Prince William County) not recommended – CRRC rank #20/26
- The extent to which any residual LTB imbalances remain, or new imbalances are created, will be assessed after adoption of the FY2022-2027 SYP.

*Note: In addition to Long-Term Benefit, other factors included in the recommendation of funding for this project include: overwhelming public support, strong TransAction project ranking (#8/26), and modal/geographic balance.



Next Steps



- **July 14, 2022** Authority adopts FY2022-2027 SYP
- **Summer 2022** NoVA Gateway Dashboard* updated to include approved projects
- **May 2023** (Anticipated) Call for Regional Transportation Projects for FY2024-2029 SYP

Note (*) <https://novagateway.org/Dashboard/Overview>



Thank you!



TheNoVaAuthority.org and
NVTATransAction.org



Northern Virginia
Transportation Authority



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