Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE
Wednesday, June 22, 2022, 6:30pm
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031
(In-person meeting and livestreamed via YouTube)

AGENDA

I. Call to Order/Welcome — Chair Colbert

Action

II. Summary Notes of May 25, 2022 Meeting — Chair Colbert
Recommended action: Approve meeting notes

III. Review FY 2022-2027 Six Year Program Staff Recommendations — Mr. Jasper, Principal, Transportation Planning and Programming
Recommended action: Recommend the Authority to adopt FY2022-2027 Six Year Program

Discussion/Information

IV. Status of TransAction Plan Update — Mr. Jasper

V. NVTA Updates — Ms. Backmon, CEO

Adjournment

VI. Adjourn

Next Meeting
July 27th, 2022

Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING COORDINATION ADVISORY COMMITTEE
Wednesday, May 25, 2022, 6:30 pm
Northern Virginia Transportation Authority

MEETING SUMMARY

I. Call to Order/Welcome

- Mayor Colbert, Chair of the Committee, welcomed Committee members and called the meeting to order at 6:35 p.m.
- Attendees:
    - **PCAC Members:** In-person –Mayor Colbert (Chair, Town of Vienna); Council Member Selonia Miles (Vice-Chair, Town of Dumfries); Board Member Karantonis (Arlington County); Supervisor Alcorn (Fairfax County); Council Member Bagley (City of Alexandria); Council Member Duncan (City of Falls Church); Council Member Stehle (City of Fairfax); Vice-Mayor Banks (City of Manassas Park); Council Member Friedrichs (Town of Herndon).
    - Remote – Supervisor Franklin (Prince William County); Council Member Milan (Town of Purcellville).
    - Alternate – Council Member Ralph Smith (City of Manassas, for Vice-Mayor Pamela Sebesky).
    - **NVTA Staff:** Monica Backmon (Chief Executive Officer); Keith Jasper (Principal, Planning and Programming); Sree Nampoothiri (Senior Transportation Planner); Harun Rashid (Transportation Planner). Consultant staff – Thomas Harrington.
    - **Other:** Noelle Dominguez (Fairfax County), Jaleh Moslehi (Town of Herndon).

II. Summary Notes of April 27, 2022 Meeting

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

III. Status of TransAction Plan Update.

- Mr. Jasper provided a brief introduction on the current status of TransAction and the simultaneous FY2022-2027 Six Year Program update processes including ongoing travel model related analyses for TransAction, public comment summary analysis for the Six Year Program candidate project evaluations, and a timeline for committees' and Authority approvals and subsequent adoption.

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- This was followed by a presentation by consultant staff, covering the following topics:

    - TransAction activities and schedule: Goals/objectives/performance measures were approved in Nov/Dec 2021; transportation perception survey and model analysis in winter/spring 2022; stakeholder meeting and NVTA work session in May. Upcoming events – public comment/hearing in summer/fall 2022; TransAction adoption in November 2022.
    - TransAction project list: With inputs from local jurisdictions and agencies, and with transportation needs and priorities identified via surveys and system analyses, a set of 429 projects now constitute the project list. Of which, 380 are bottom-up (inputs from jurisdiction/agency staff), and 49 are top-down projects (from systemwide gap analyses, surveys/perceptions, and stakeholder group). Other statistics and characteristics presented – project sponsors, modes, planning-level costs.
    - Initial modeling results: Current TransAction model was developed with Metropolitan Washington Council of Government- Transportation Planning Board (MWCOG-TPB)'s model system as a base and enhanced with fine-resolution traffic simulation in Northern Virginia and more recent travel modes. In long-range transportation planning analyses, existing/committed/planned projects are represented with two broad network conditions – No-Build (existing+committed projects), and Build (planned projects). The results from model analysis with Build conditions were presented. Model analyses is ongoing with mode-specific and other project groupings to identify individual project performance.
    - Scenario analysis: To deal with uncertainty in the travel demand forecasting process there are three scenarios being analyzed – pandemic-created 'New Normal', transportation technology, and transportation policy/mechanisms. These scenarios are – plausible futures, but not preferred/predicted; assumptions-based with proxy metrics; and to identify potential investment obsolescence. These scenarios were analyzed with the No-Build condition, and results show substantial impacts for several performance metrics.
- In response, committee members asked a number of verifying questions, and suggested assumption inputs on these topics. Below is a brief summary of these questions and NVTA/consultant staff responses:
    - *In considering extra-territorial big-ticket transit projects, was Washington Metropolitan Area Transit Authority (WMATA)'s Blue-Orange-Silver Line Study consulted?* Yes, staff is aware of this and other studies to identify core-capacity and other major transit bottle-neck issues in the region.
    - *Explain the Build model result of increasing emission.* This is the model result of from all 429 projects being considered. NVTA cannot fund all considered projects based on geographical and funding restraints. As TransAction is a needs-based document, it includes projects in Maryland which NVTA legally cannot fund. Therefore, the Build analyses is not the preferred or realistic outcome. For example, in scenario analyses, we observe substantial emission reduction with a set of assumptions, e.g., autonomous and electric vehicle penetration rate in the market. Additionally, the model is not run for individual projects as is done for the Six Year Programs.

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- *Explain accessibility results and other land use assumptions.* Households and employment locations in the travel model are derived from MWCOG-TPB's cooperative land use forecasts, which is a reflection of local jurisdictions' plans and aspirations in Comprehensive Plans.
- *Scenarios did not consider alternative land use?* No, land use planning is local jurisdictions' responsibility which NVTA does not participate in.
- *Any consideration for emerging aerial modes, e.g., Unmanned Aerial Vehicles (UAVs), EVTOL (electronic vertical take-off and landing) vehicles?* Not in this analysis. NVTA's Transportation Technology Committee (TTC) was formed to plan for emerging technologies and transportation sector innovations and was charged with creating the Transportation Technology Strategic Plan (TTSP). NVTA staff intends to consider these emerging modes with guidance from TTC/TTSP.

IV. 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 comments in the evaluation process, draft staff funding recommendations will be presented to NVTA's standing/statutory committees in June. The summary of public comments will be posted on the program page, and shared via other public outreach efforts.

V. NVTA Update

- NVTA Chief Executive Officer, Ms. Backmon, mentioned staff will be monitoring the Special Session that convenes on June 1st and will report back.

VI. Adjourn

- Chair Colbert adjourned the meeting at 7:40 pm.

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FY2022-2027 Six Year Program

NVTA Staff Recommendations
June 22, 2022

Presented by:
Keith Jasper, Principal, Transportation Planning and Programming, NVTA

Topics



1. Context
2. Key Components of Project Selection Process
3. Public Comments
4. Overview of NVTA Staff Recommendations
5. NVTA Staff Recommendations
6. Next Steps



Context: Summary of Previous Funding Programs



Funding Program	Amount Requested ($)	Amount Approved ($)	Approved/Requested (%)
FY2014	339,693,000	188,993,000	56
FY2015-2016	467,124,215	336,944,000	72
FY2017	297,949,000	166,043,951	56
FY2018-2023	2,470,139,861	1,285,273,281	52
FY2020-2025	1,444,826,078	539,110,783	37
Total Funding To Date	**5,019,732,154**	**2,516,365,015**	**50**
FY2022-2027	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 (see slide #5)	38	1,466,032,632	New and widened facilities, including sidewalks and trails
Transit (see slide #6)	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: Extent of Previous Funding Programs (Roadway)



Functional Classification	NVTA-funded Projects	New/Widened Facility	New Lane Miles	NoVA Lane Miles	Increase in Lane Miles (%)	Example Facility Type
Interstate	0	0	0.00	442.30	0.00	I-66, I-95, I-395, I-495
Principal Arterial (Limited Access)	4	0/4	16.54	144.31	11.46	Route 28 (N of Route 50)
Principal Arterial	11	1/10	69.51	695.80	9.99	Routes 1, 7, 15, 28, Fairfax County Parkway
Minor Arterial	7	3/4	30.68	1585.54	1.93	Loudoun County Parkway, Rolling Road, Elden Street
Major Collector	4	3/1	9.02	1219.69	0.74	Frontier Drive, Soapstone Drive, Dulles West Blvd.
Minor Collector	7	5.5/1.5	14.07	627.38	2.24	Rock Hill Road, Summit School Road
Local	0	0	0.00	4718.60	0.00	
Total	**33**	**12.5/20.5**	**139.82**	**9433.62**	**1.48**	
Total (excluding Interstate and Local)	33	12.5/20.5	**139.82**	**4272.72**	**3.27**	

Context: Extent of Previous Funding Programs (BRT)



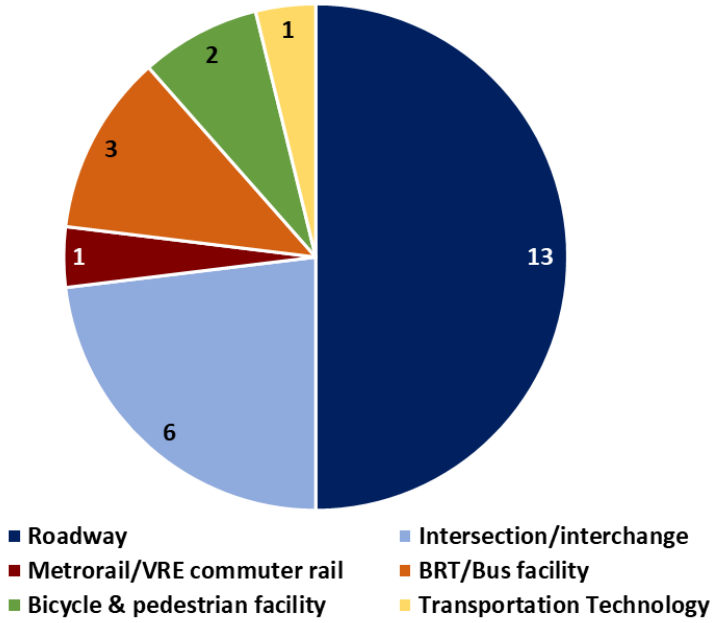
Project	Jurisdiction	Centerline Miles	Dedicated Lane Miles
Duke Street Transitway	Alexandria	4.12	TBD
West End Transitway	Alexandria	8.22	TBD
Metroway Northern Extension	Arlington County	1.27	2.54
Route 1/Richmond Highway BRT	Fairfax County	7.40	14.80
Route 7 (Tysons to Alexandria)	Fairfax County, Falls Church, Arlington County, Alexandria	11.75	TBD
		32.76	

Context: Summary of Candidate Projects



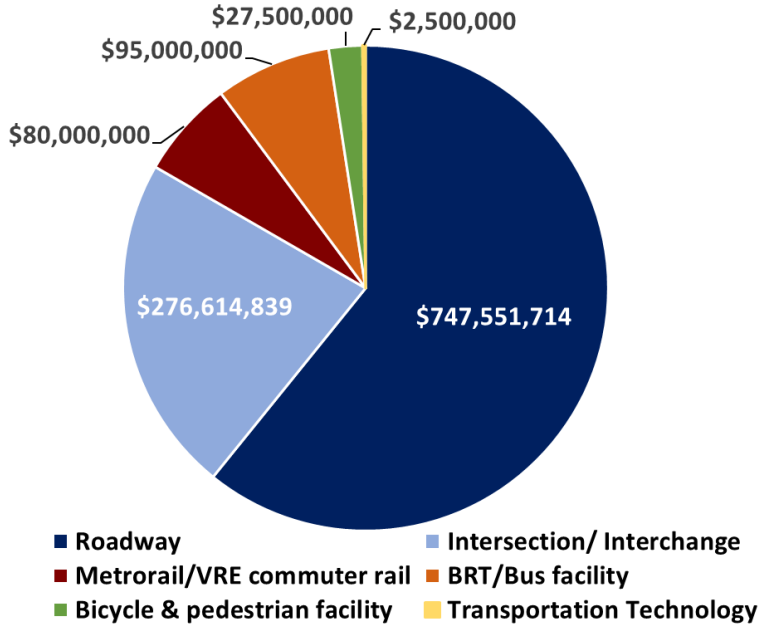
NVTA FY2022-2027 SYP: Number of Applications

Total candidates - 26



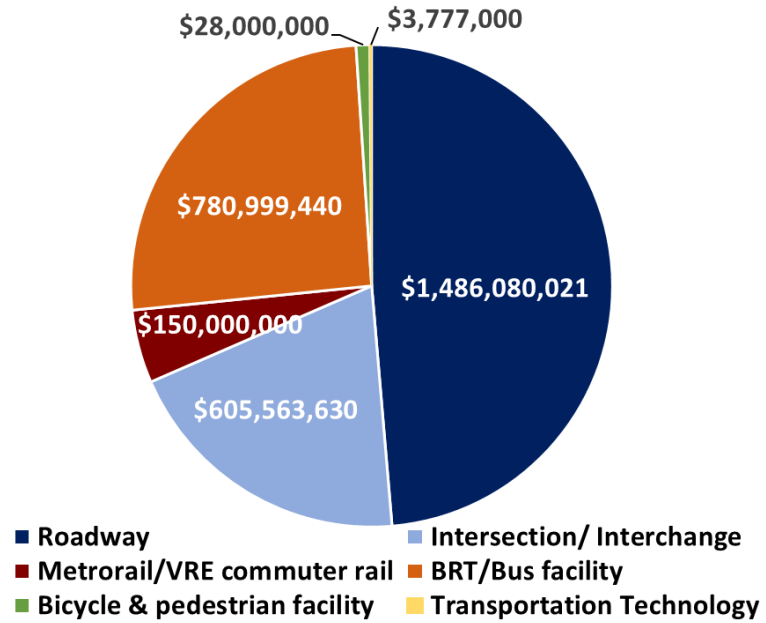
NVTA FY2022-2027 SYP: Requested Amount

Total request - $1,229,166,553



NVTA FY2022-2027 SYP: Total Project Cost

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



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.
- NVTA staff project selection recommendations are not based on a single factor, although congestion reduction relative to cost provides the initial ranking.

Key Components of the Project Selection Process



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

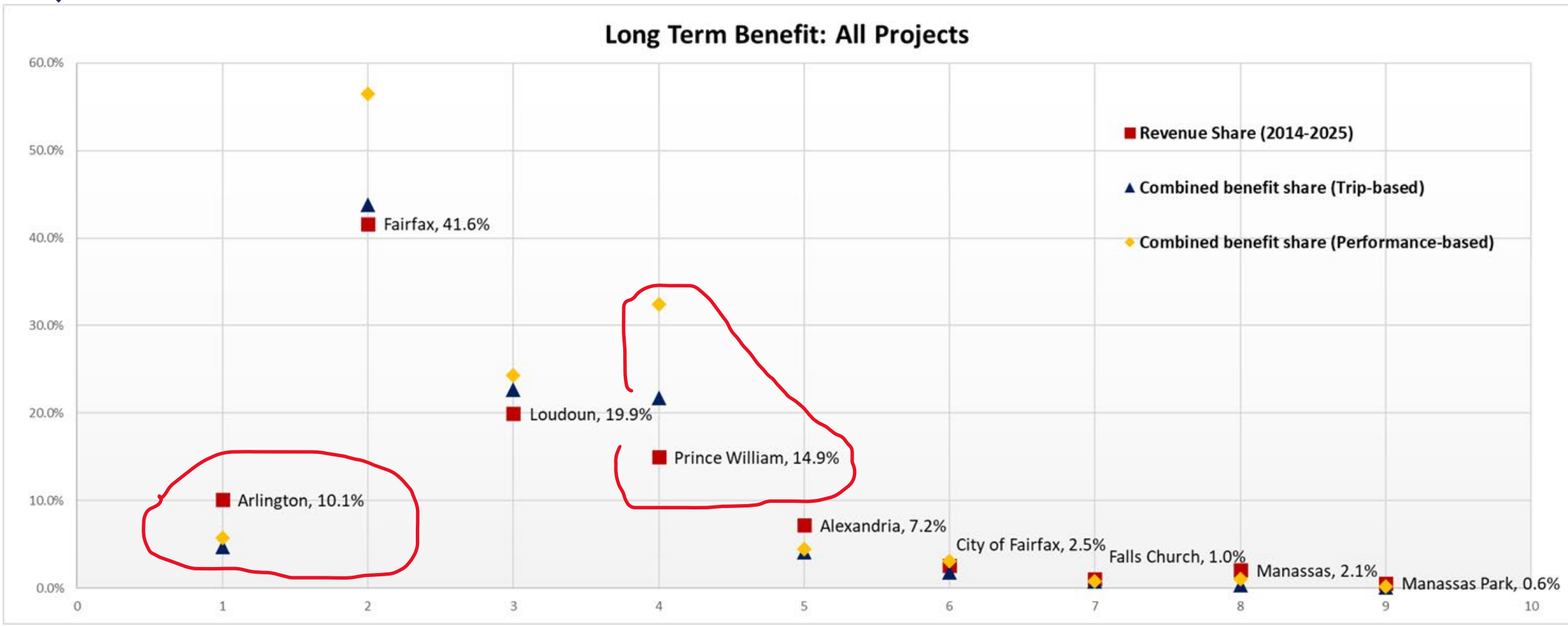
Key Components of the Project Selection Process



- The **Long-Term Benefit (LTB)** requirement of the Code of Virginia, enacted through House Bill 2313 (2013), means NVTA must ensure that, over the long term, each member jurisdiction receives a benefit that is approximately equal to the share of regional revenues attributed to that locality.
- Application of the **LTB requirement**:
  - Depends on the number/applicants of projects, and associated funding requests, in the candidate pool.
  - Process seeks to find an appropriate balance between accuracy/precision without unduly expending resources that could otherwise be used for funding projects.
  - Does not reverse any previous funding approvals; intended to balance funding approvals until benefit is approximately equal across all nine member jurisdictions.
- The **LTB process** will continue to evolve over future SYP update cycles.

Key Components of the Project Selection Process





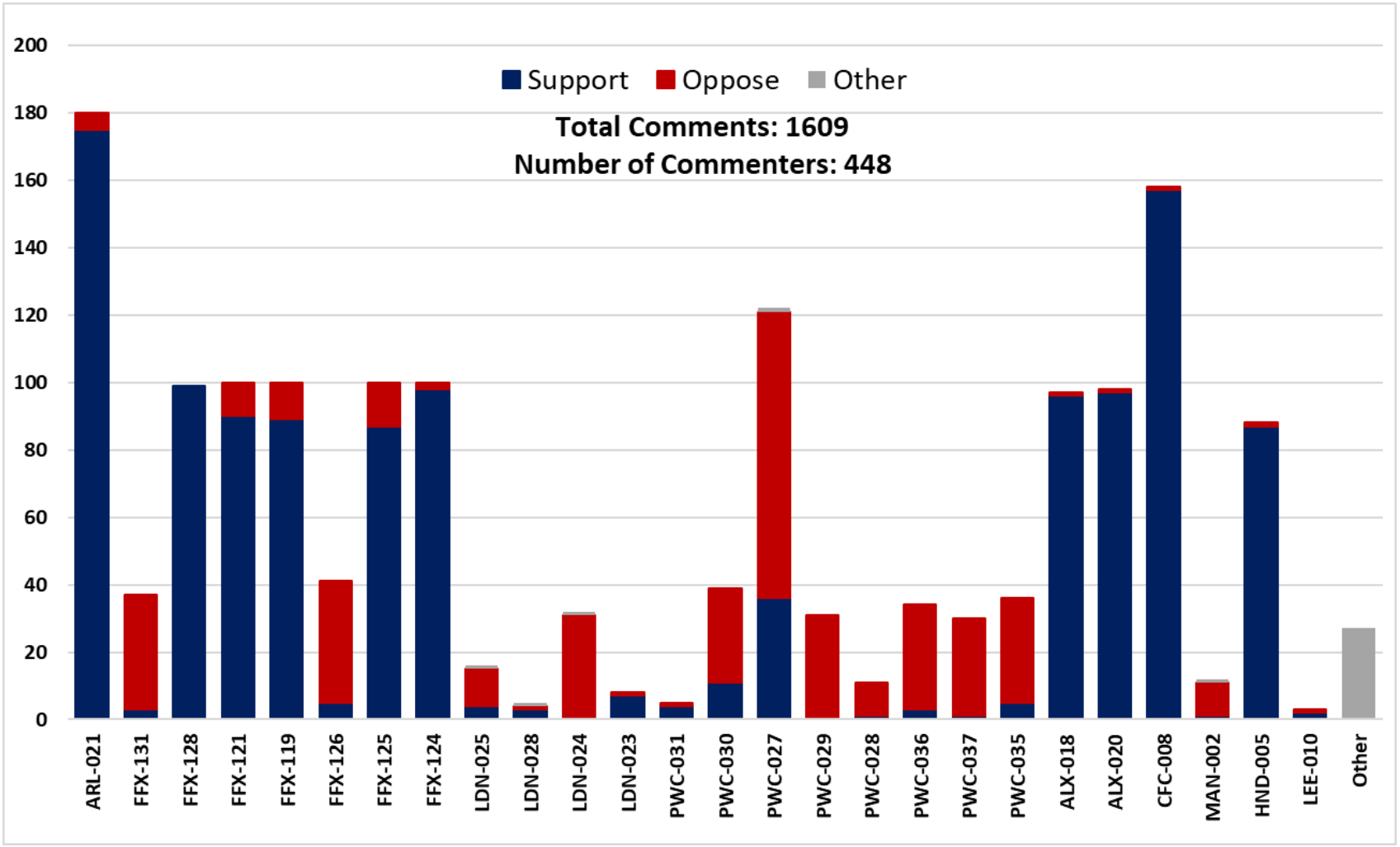
Quantitative and Qualitative Analyses



Application ID	Jurisdiction / Agency	Project	Primary and supporting modal components	Fund request	Total project cost	Phases for which funds are requested	Previously Approved NVTA Regional Funds	Phases for which there is still a funding gap	Local priority	External funds	Past performance (% of expected funds reimbursed by FY2022 Q2) Continuation Projects	Past performance (% of expected funds reimbursed by FY2022 Q2) Jurisdiction/ Agency	Past performance (% of allocated funds reimbursed by FY2022 Q2) Continuation Projects	Past performance (% of allocated funds reimbursed by FY2022 Q2) Jurisdiction/ Agency	Reimb. Request to SPA ratio (FY2021)	First fiscal year of expected drawdown	Year of opening	Long Term Benefit	Other	TransAction project rating (incl. HB 599)	TransAction project rating rank (incl. HB 599)	CRRC (Reduction in annual person hours of delay / Total project cost in $1000's)	CRRC rank
LDN-023	Loudoun Co	Route 7 Corridor ITS Implementation Program		$ 2,500,000	$ 3,777,000	CN														20.10	9	2064.26	1
LDN-025	Loudoun Co	Route 7 Improvements: Route 9 to Dulles Greenway		$ 20,000,000	$ 130,992,500	ROW, CN		PE, ROW, CN												33.32	5	110.79	2
FFX-126	Fairfax Co	Fairfax County Parkway Widening: Nomes Court to Route 123		$ 108,000,000	$ 115,035,882	PE, ROW, CN														56.20	1	105.22	3
PWC-035	Prince William Co	Old Centreville Road Widening: Fairfax County Line to Route 28		$ 96,000,000	$ 96,000,000	PE, ROW, CN													Note A	36.15	4	104.72	4
PWC-028	Prince William Co	University Boulevard Extension: Devlin Road to Wellington Road		$ 53,000,000	$ 100,000,000	CN														27.21	7	88.43	5
PWC-027	Prince William Co	Van Buren Road North Extension: Route 234 to Cardinal Drive		$ 80,000,000	$ 82,000,000	PE, ROW, CN														17.16	13	70.77	6
MAN-002	City of Manassas	Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue		$ 8,851,639	$ 8,851,639	PE, ROW, CN														7.79	24	69.11	7
PWC-036	Prince William Co	Old Bridge Road Widening: Colby Drive to Minnieville Road		$ 25,000,000	$ 25,000,000	PE, ROW, CN														12.03	18	64.48	8
FFX-124	Fairfax Co	8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service		$ 10,000,000	$ 10,000,000	Asset Acq														15.99	14	48.88	9
PWC-029	Prince William Co	Devlin Road (South) Widening: Linton Hall Road to University Boulevard		$ 35,000,000	$ 40,000,000	ROW, CN														9.04	21	28.99	10
FFX-131	Fairfax Co	Richmond Highway Widening From Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane		$ 60,207,038	$ 415,000,000	PE, ROW, CN	$ 248,387,962													37.98	3	21.95	11
HND-005	Town of Herndon	Herndon Parkway Improvements at Worldgate Drive Extension		$ 4,581,000	$ 6,536,000	ROW, CN														17.52	12	17.94	12
LDN-024	Loudoun Co	Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive		$ 16,000,000	$ 31,500,000	ROW, CN														9.28	20	17.50	13
PWC-031	Prince William Co	Construct Interchange at Prince William Parkway and Minnieville Road		$ 67,500,000	$ 70,000,000	ROW, CN														13.75	16	13.55	14
PWC-030	Prince William Co	Route 1 at Route 123 Interchange		$ 61,200,000	$ 68,000,000	PE, CN														10.91	19	7.37	15
LDN-028	Loudoun Co	Loudoun County Parkway Interchange at US 50		$ 35,250,000	$ 181,152,680	PE, ROW, CN														12.80	17	6.87	16
FFX-128	Fairfax Co	Richmond Highway (Route 1) BRT		$ 80,000,000	$ 730,000,000	PE, ROW, CN	$ 250,000,000	PE, ROW, CN												44.50	2	5.97	17
FFX-125	Fairfax Co	Seven Corners Ring Road Improvements: Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road		$ 94,800,000	$ 94,800,000	PE, ROW, CN														8.83	22	5.13	18
FFX-121	Fairfax Co	Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive		$ 73,793,037	$ 235,000,000	PE, ROW, CN	$ 15,000,000				N/A		N/A							19.65	10	4.65	19
PWC-037	Prince William Co	Neabsco Road Improvements - Neabsco Road Widening: Route 1 to Daniel Ludwig Drive		$ 26,500,000	$ 26,500,000	PE, ROW, CN														3.12	26	3.85	20
FFX-119	Fairfax Co	Frontier Drive Extension and Intersection Improvements		$ 145,200,000	$ 180,200,000	PE, ROW, CN	$ 27,000,000													8.46	23	3.79	21
ALX-018	City of Alexandria	West End Transitway Phase 1b: South Van Dorn Street and Bridge Design		$ 5,000,000	$ 40,999,440	PE		ROW, CN												30.73	6	2.77	22
LEE-010	Town of Leesburg	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road		$ 13,283,839	$ 185,074,950	ROW	$ 7,400,000	CN												17.97	11	1.83	23
ARL-021	Arlington Co	Ballston-MU Metrorail Station West Entrance		$ 80,000,000	$ 150,000,000	CN	$ 12,000,000	CN											Note B	26.08	8	1.28	24
ALX-020	City of Alexandria	Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge		$ 5,000,000	$ 5,500,000	CN		PE												6.35	25	0.20	25
CFC-008	City of Falls Church	North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place		$ 22,500,000	$ 22,500,000	PE, ROW, CN														14.49	15	0.15	26
		TOTAL		**$ 1,229,166,553**	**$ 3,054,420,091**		**$ 559,787,962**																

Public Comments





Note: Approximately 85 commenters stated a general opposition to roadway projects without naming any specific projects.

Overview of NVTA Staff 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 NVTA Staff 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 NVTA Staff 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 NVTA Staff 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%
					624,883,714	
N/A*					1,408,156	0.2%
Total	**26**	**1,229,166,553**	**100%**	**20**	**626,290,870**	**100%**

Note:

* Unprogrammed

NVTA Staff Recommendations



Three largest recommended funding allocations to continuation projects (adding to previously funded projects) or projects closely related to a previously funded project – **43% of total**:

- **$108,000,000** – Fairfax County Parkway Widening (Fairfax County)
  - CRRC* rank #3
- **$80,000,000** – Richmond Highway (Route 1) BRT (Fairfax County)
  - CRRC rank #17
- **$80,000,000** – Ballston-MU Metrorail Station West Entrance (Arlington County)
  - CRRC rank #24

*CRRC = Congestion Reduction Relative to Cost

NVTA Staff Recommendations



Four other <u>continuation</u> projects, or projects closely related to a previously funded project, are recommended – **28% of total**:

- **$73,793,037** – Soapstone Drive Extension: Sunset Hills Road to Sunrise Valley Drive (Fairfax County) – CRRC rank #19
- **$60,207,038** – Richmond Highway Widening From Mt. Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane (Fairfax County) – CRRC rank #11
- **$35,250,000** – Loudoun County Parkway Interchange at US 50 (Loudoun County) – CRRC rank #16
- **$5,000,000** – West End Transitway Phase 1b: South Van Dorn Street and Bridge Design (City of Alexandria) – CRRC rank #22

NVTA Staff Recommendations



Ten projects that are recommended for the first time – **27% of total**:

- **$53,000,000** – University Boulevard Extension: Devlin Road to Wellington Road (Prince William County) – CRRC rank #5
- **$25,000,000** – Old Bridge Road Widening: Colby Drive to Minnieville Road (Prince William County) – CRRC rank #8
- **$22,500,000** – North Washington Street Multimodal Improvements Project: Great Falls Street to Gresham Place (City of Falls Church) – CRRC rank #26
- **$20,000,000** – Route 7 Improvements: Route 9 to Dulles Greenway (Loudoun County) – CRRC rank #15
- **$16,000,000** – Ryan Road Widening (Phase 2): Evergreen Mills Road to Beaverdam Drive (Loudoun County) – CRRC rank #13
- **$10,000,000** – 8 New Battery Electric Buses - Fairfax Connector Buses for Tysons to Franconia Service (Fairfax County) – CRRC rank #9
- **$8,851,639** – Liberia Avenue 3rd Lane Eastbound: Route 28 to Euclid Avenue (City of Manassas) – CRRC rank #7
- **$5,000,000** – Alexandria Bike and Pedestrian Trails Construction and Reconstruction: Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge (City of Alexandria) – CRRC rank #25
- **$4,581,000** – Herndon Parkway Improvements at Worldgate Drive Extension (Town of Herndon) – CRRC rank #12
- **$2,500,000** – Route 7 Corridor ITS Implementation Program (Loudoun County) – CRRC rank #2

NVTA Staff Recommendations



Partial funding allocation recommendations (for Preliminary Engineering phase only) to three additional new NVTA projects – **2% of total**:

- **$8,000,000** (requested $80,000,000) – Van Buren Road North Extension: Route 234 to Cardinal Drive (Prince William County) – CRRC rank #6
  - Public comment
- **$4,200,000** (requested $94,800,000) – Seven Corners Ring Road Improvements: Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road (Fairfax County) – CRRC rank #18
- **$3,000,000** (requested $61,200,000) – Route 1 at Route 123 Interchange (Prince William County) – CRRC rank #15

NVTA Staff Recommendations



Six projects are <u>not</u> being recommended for funding:

- **$96,000,000** – Old Centreville Road Widening: Fairfax County Line to Route 28 (Prince William County) – CRRC rank #4
  - Coordination between Prince William County and Fairfax County not sufficiently advanced
  - Overlapping functionality with an adjacent NVTA-funded project
- **$35,000,000** – Devlin Road (South) Widening: Linton Hall Road to University Boulevard (Prince William County) – CRRC rank #10
  - Approved for funding via the County Bond Referendum
- **$67,500,000** – Construct Interchange at Prince William Parkway and Minnieville Road (Prince William County) – CRRC rank #14
  - Approved for funding via the County Bond Referendum

NVTA Staff Recommendations (Continued)



Six projects are <u>not</u> being recommended for funding:

- **$26,500,000** – Neabsco Road Improvements - Neabsco Road Widening: Route 1 to Daniel Ludwig Drive (Prince William County) – CRRC rank #20
  - Long-Term Benefit
- **$145,200,000** – Frontier Drive Extension and Intersection Improvements (Fairfax County) – CRRC rank #21
  - Continuation project ($27,000,000)
  - Scale of request (largest in candidate pool); previous funding/project performance
- **$13,283,839** – Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road (Town of Leesburg) – CRRC rank #23
  - Continuation project ($7,400,000)
  - Funding request is for ROW – not able to commit without a clear pathway to secure construction funding of $185M

NVTA Staff 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.

Extent of Previous Plus Recommended Funding Programs (Roadway)



Functional Classification	NVTA-funded Projects	New/Widened Facility	New Lane Miles	NoVA Lane Miles	Increase in Lane Miles (%)	Example Facility Type
Interstate	0	0	0.00	442.30	0.00	I-66, I-95, I-395, I-495
Principal Arterial (Limited Access)	4	0/4	16.54	144.31	11.46	Route 28 (N of Route 50)
Principal Arterial	12	1/11	75.31	695.80	10.82	Routes 1, 7, 15, 28, Fairfax County Parkway
Minor Arterial	10	3/7	34.83	1585.54	2.20	Loudoun County Parkway, Rolling Road, Elden St., Ryan Rd.
Major Collector	5	4/1	19.11	1219.69	1.57	Frontier Drive, Soapstone Drive, Dulles West Blvd., Univ. Blvd.
Minor Collector	9	7.5/1.5	25.86	627.38	4.12	Rock Hill Road, Summit School Road, Van Buren Road
Local	0	0	0.00	4718.60	0.00	
Total	**40**	**15.5/24.5**	**171.65**	**9433.62**	**1.82**	
Total (excluding Interstate and Local)	40	15.5/24.5	171.65	**4272.72**	4.02	

Extent of Previous Plus Recommended Funding Programs (BRT)



Project	Jurisdiction	Centerline Miles	Dedicated Lane Miles
Duke Street Transitway	Alexandria	4.12	TBD
West End Transitway	Alexandria	8.22	TBD
Metroway Northern Extension	Arlington County	1.27	2.54
Route 1/Richmond Highway BRT	Fairfax County	7.40	14.80
Route 7 (Tysons to Alexandria)	Fairfax County, Falls Church, Arlington County, Alexandria	11.75	TBD
		32.76	

Note: Although additional funds are recommended for West End Transitway and Route 1/Richmond Highway BRT, no new centerline miles or dedicated lane miles are added.

Next Steps



- NVTA Staff recommendations will be shared with committees for endorsement:
  - **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.)

- **No later than June 29, 2022** Final Recommendations posted on NVTA website
  - Note: PPC recommendations to the NVTA prior to June 29, 2022 to meet posting deadline

- **July 14, 2022** Authority adopts FY2022-2027 SYP
- **May 2023** (Anticipated) Call for Regional Transportation Projects for FY2024-2029 SYP



Thank you!

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