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

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

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

Note: Total adjusted for approved projects that were subsequently withdrawn.
# Context: Extent of Previous Funding Programs (Roadway)

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

<table>
<thead>
<tr>
<th>Project</th>
<th>Jurisdiction</th>
<th>Centerline Miles</th>
<th>Dedicated Lane Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duke Street Transitway</td>
<td>Alexandria</td>
<td>4.12</td>
<td>TBD</td>
</tr>
<tr>
<td>West End Transitway</td>
<td>Alexandria</td>
<td>8.22</td>
<td>TBD</td>
</tr>
<tr>
<td>Metroway Northern Extension</td>
<td>Arlington County</td>
<td>1.27</td>
<td>2.54</td>
</tr>
<tr>
<td>Route 1/Richmond Highway BRT</td>
<td>Fairfax County</td>
<td>7.40</td>
<td>14.80</td>
</tr>
<tr>
<td>Route 7 (Tysons to Alexandria)</td>
<td>Fairfax County, Falls Church, Arlington County, Alexandria</td>
<td>11.75</td>
<td>TBD</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>32.76</strong></td>
<td></td>
</tr>
</tbody>
</table>
Context: Summary of Candidate Projects

NVTA FY2022-2027 SYP: Number of Applications

- Total candidates - 26

- Roadway: 13
- Intersection/Interchange: 6
- MetroRail/VRE Commuter Rail: 3
- BRT/Bus Facility: 2
- Bicycle & Pedestrian Facility: 1
- Transportation Technology: 2

NVTA FY2022-2027 SYP: Requested Amount

- Total request - $1,229,166,553
- Transportation Technology: $747,551,714
- Bicycle & Pedestrian Facility: $276,614,839
- BRT/Bus Facility: $95,000,000
- MetroRail/VRE Commuter Rail: $27,500,000
- Intersection/Interchange: $2,500,000

NVTA FY2022-2027 SYP: Total Project Cost

- Total project cost - $3,054,420,091
- Transportation Technology: $1,486,080,021
- Bicycle & Pedestrian Facility: $605,563,630
- BRT/Bus Facility: $150,000,000
- MetroRail/VRE Commuter Rail: $780,999,440
- Intersection/Interchange: $3,777,000
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)
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

Long Term Benefit: All Projects

- Revenue Share (2014-2025)
- Combined benefit share (Trip-based)
- Combined benefit share (Performance-based)

- Arlington, 10.1%
- Fairfax, 41.6%
- Loudoun, 19.9%
- Prince William, 14.9%
- Alexandria, 7.2%
- City of Fairfax, 2.5%
- Falls Church, 1.0%
- Manassas, 2.1%
- Manassas Park, 0.6%
<table>
<thead>
<tr>
<th>Application ID</th>
<th>Jurisdiction / Agency</th>
<th>Project Details</th>
<th>Request to Reimb. (FY2021)</th>
<th>TransAction rating (incl. HB 599)</th>
</tr>
</thead>
<tbody>
<tr>
<td>PWC-028</td>
<td>Prince William Co</td>
<td>Richmond Highway (Route 9) I-66</td>
<td>$90,000,000</td>
<td>26.08 8 1.28</td>
</tr>
<tr>
<td>PWC-029</td>
<td>Prince William Co</td>
<td>Van Brunt Road North Extension: Route 234 to Cardinal Drive</td>
<td>$80,000,000</td>
<td>9.28 20 17.50</td>
</tr>
<tr>
<td>PWC-030</td>
<td>Prince William Co</td>
<td>Richmond Highway (Route 234)</td>
<td>$60,000,000</td>
<td>19.83 10 6.45</td>
</tr>
<tr>
<td>PWC-031</td>
<td>Prince William Co</td>
<td>Richmond Highway (Route 123) Interchange</td>
<td>$0.00</td>
<td>3 12</td>
</tr>
<tr>
<td>PWC-032</td>
<td>Prince William Co</td>
<td>Neabsco Road Improvements - Neabsco Road Widening: Route 1 to Daniel Ludwig Drive</td>
<td>$26,500,000</td>
<td>3.18 26 3.85</td>
</tr>
<tr>
<td>PWC-033</td>
<td>Prince William Co</td>
<td>Fairfax County Parkway Widening: Nomes Court to Route 123</td>
<td>$108,000,000</td>
<td>35.46 21 11.79</td>
</tr>
<tr>
<td>PWC-034</td>
<td>Prince William Co</td>
<td>Joint Interstate Improvements: Interstate 95 and Route 234</td>
<td>$23,793,000</td>
<td>15.000,000 N/A N/A</td>
</tr>
<tr>
<td>PWC-035</td>
<td>Prince William Co</td>
<td>Neabsco Road Improvements - Neabsco Road Widening: Route 1 to Daniel Ludwig Drive</td>
<td>$94,800,000</td>
<td>8.65 22 5.13</td>
</tr>
<tr>
<td>PWC-036</td>
<td>Prince William Co</td>
<td>Prince William Co</td>
<td>$27,000,000</td>
<td>26.08 8 1.28</td>
</tr>
<tr>
<td>PWC-037</td>
<td>Prince William Co</td>
<td>Van Brunt Road North Extension: Route 234 to Cardinal Drive</td>
<td>$14,500,000</td>
<td>33.32 5 110.79</td>
</tr>
<tr>
<td>PWC-038</td>
<td>Prince William Co</td>
<td>Van Brunt Road North Extension: Route 234 to Cardinal Drive</td>
<td>$10,000,000</td>
<td>19.83 10 6.45</td>
</tr>
<tr>
<td>PWC-039</td>
<td>Prince William Co</td>
<td>Joint Interstate Improvements: Interstate 95 and Route 234</td>
<td>$15,000,000</td>
<td>3.18 26 3.85</td>
</tr>
<tr>
<td>PWC-040</td>
<td>Prince William Co</td>
<td>Van Brunt Road North Extension: Route 234 to Cardinal Drive</td>
<td>$5,000,000</td>
<td>3.18 26 3.85</td>
</tr>
<tr>
<td>PWC-041</td>
<td>Prince William Co</td>
<td>Van Brunt Road North Extension: Route 234 to Cardinal Drive</td>
<td>$5,000,000</td>
<td>3.18 26 3.85</td>
</tr>
</tbody>
</table>

### Quantitative and Qualitative Analyses

**Phases for which funds have been approved:**

- PE, ROW, CN
- PE, ROW
- ROW, CN
- CN
- PE, CN
- ROW, CN 24 69.11
- PE, ROW, CN
- ROW, CN
- PE, ROW, CN 15.99 14 48.88
- PE, ROW, CN 12.80 17 6.87
- PE, ROW, CN
- PE, ROW, CN 13.75 16 13.55
- PE, ROW, CN

**Previously Approved NVTA Regional Funds:**

- $21,000,000
- $20,000,000
- $15,000,000
- $10,000,000
- $10,000,000
- $12,000,000
- $15,000,000
- $15,000,000
- $12,000,000
- $22,000,000

**Benefit Cost Ratio:**

- 2.62
- 2.62
- 2.62
- 2.62
- 2.62
- 2.62
- 2.62
- 2.62
- 2.62
- 2.62

**Project Details:**

- $21,000,000
- $20,000,000
- $15,000,000
- $10,000,000
- $10,000,000
- $12,000,000
- $15,000,000
- $15,000,000
- $12,000,000
- $22,000,000

**Phases for which funds are reimbursed:**

- PE, ROW, CN
- PE, ROW
- ROW, CN
- CN
- PE, ROW
- PE, ROW 24 69.11
- PE, ROW
- ROW, CN
- PE, ROW, CN
- ROW, CN 15.99 14 48.88

**Request to Reimb. (FY2021):**

- $21,000,000
- $20,000,000
- $15,000,000
- $10,000,000
- $10,000,000
- $12,000,000
- $15,000,000
- $15,000,000
- $12,000,000
- $22,000,000

**TransAction rating (incl. HB 599):**

- 26.08 8 1.28
- 9.28 20 17.50
- 19.83 10 6.45
- 3.18 26 3.85
- 8.65 22 5.13
- 17.97 11 1.83
- 6.20 25 0.20
- 14.44 11 0.15

**Continuation of: Jurisdiction / Agency:**

- Prince William Co
- Prince William Co
- Prince William Co
- Prince William Co
- Prince William Co
- Prince William Co
- Prince William Co
- Prince William Co
- Prince William Co
- Prince William Co

**Notes:**

- Note A
- Note A
- Note A
- Note A
- Note A
- Note A
- Note A
- Note A
- Note A
- Note A

**Phases for which funding gap is expected:**

- 3.18 26 3.85
- 8.65 22 5.13
- 17.97 11 1.83
- 6.20 25 0.20
- 14.44 11 0.15

**Funding Gap:**

- $26,500,000
- $20,000,000
- $15,000,000
- $10,000,000
- $10,000,000
- $12,000,000
- $15,000,000
- $15,000,000
- $12,000,000
- $22,000,000
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

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

Note:
* Unprogrammed
### Overview of NVTA Staff Recommendations

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

**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*
Four other continuation 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 #2
• $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 #1
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 not 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
Six projects are **not** 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)

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

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

**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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