



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Planning and Programming Committee (PPC)

Tuesday, June 25, 2024, 5:00 p.m.
2600 Park Tower Drive, Suite 601
Vienna, Virginia 22180

The meeting will be held in the First Floor Conference Room
The meeting will be live streamed on [NVTA's YouTube Channel](#)¹

AGENDA

- I. Call to Order/Welcome Chair Wilson

Action

- II. Summary Notes of May 6, 2024, Meeting Chair Wilson
Recommended action: Approve meeting notes
- III. Review FY2024-2029 Six Year Program Staff Recommendations Mr. Jasper,
Recommended action: Recommend the Authority to adopt the Principal
FY2024-2029 Six Year Program

Discussion/Information

- IV. Preliminary Deployment Plan for Regional BRT System Mr. Jasper,
Principal
- V. NVTA Update Ms. Backmon, CEO

Adjournment

- VI. Adjourn

Next Meeting: TBD

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



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE

Monday, May 6, 2024, at 5:00 p.m.

Northern Virginia Transportation Authority

Hosted in-person at NVTA offices, 2600 Park Tower Drive, Vienna, Virginia

Live-streamed on YouTube.

MEETING SUMMARY

I. Call to Order/Welcome:

- Chairman Wilson called the meeting to order at 5:04 p.m.
- Attendees: This meeting was conducted in-person and virtually via Zoom and streamed online via YouTube.
 - **PPC Members:** Mayor Wilson (City of Alexandria); Board Member de Ferranti (Arlington County), Mayor Olem (Town of Herndon) and Ms. Hynes (CTB Representative).
 - **NVTA Staff:** Monica Backmon (CEO), remotely; Keith Jasper (Principal); Sree Nampoothiri (Senior Transportation Planner), Ian Newman (Regional Transportation Planner)
 - **Jurisdiction/Agency Staff:** None.
 - **Others:** None.

II. Action Items:

- A. Summary Notes of April 8, 2024, Meeting:** The April 8, 2024, Planning and Programming Committee meeting summary was unanimously approved.

III. Discussion Items:

A. FY2024 Six Year Program Update:

- Dr. Nampoothiri presented an overview of the Six Year Program process focusing on the following topics:
 1. Qualitative Considerations
 2. NVTA's Core Values (Equity, Safety and Sustainability)
 3. Guidelines for Applicants
 4. Evaluation Method
 5. FY2024 – 2029 Six Year Program (SYP) Schedule.
- Dr. Nampoothiri discussed in detail NVTA's Core Values, with specific examples, in response to the request by the Committee members at the April 8 meeting. Dr. Nampoothiri emphasized that this is a pilot evaluation, and the results will not be considered for this Six Year Program funding recommendation. Dr. Nampoothiri suggested that when jurisdictions and agencies are developing applications for funding for the SYP, , they should consider incorporating these values into their projects to gain more points in the review process.
- Ms. Hynes discussed Equity Emphasis Areas (EEAs) established by the National Capital Region Transportation Planning Board (TPB). These EEAs are based on

an average. However, there are EEAs within the region that fall below TPB's average. Ms. Hynes suggested that NVTA should look at all areas of EEAs. Dr. Nampoothiri clarified that NVTA modified the TPB thresholds to include additional areas specific to Northern Virginia. Ms. Hynes suggested that clarification should be made regarding this.

- Board Member de Ferranti noted that there is some overlap between Equity and Sustainability, especially the social pillar of Sustainability. Ms. Hynes responded and explained that this is the first time NVTA has used this process. Dr. Nampoothiri affirmed that there is an overlap between the Core Values. He also added that this is the first time NVTA is using these the Core Values when evaluating projects for the Six Year Program and it is a learning curve for this information to be integrated, for both NVTA staff and jurisdictions and agency staff.
- Following the discussion of the evaluation method, Mayor Wilson asked why there was not a granular set of criteria to differentiate between the projects. Dr. Nampoothiri explained that the evaluation method related to the Core Values is based on a five-point scale. NVTA staff ranked projects with Core Value application submissions to evaluate how they match the specific guidelines. The maximum number of points per Core Value is 25. Three different reviewers scored the project separately, and the average of the scores was taken for the final score of each Core Value.
- Dr. Nampoothiri showed the results of the Core Value evaluation which displayed a color-coded average ranking table of all projects applied for the FY2024-2029 Six Year Program. Ms. Hynes asked if the results were surprising to NVTA staff since no projects were ranked low. Dr. Nampoothiri explained that there was an internal NVTA staff discussion regarding the results where reviewers differed in scores, there were meaningful conversations among internal staff on how they arrived at the results for each project. Dr. Nampoothiri explained that subjectivity was a part of the evaluation since there was not enough data for a more robust evaluation.
- Mayor Wilson expressed his concern that none of the projects were ranked low. He discussed that the goal of the Core Value evaluation is to differentiate projects and there is a meaningful way to differentiate these projects and they should not be in the same group. Dr. Nampoothiri reiterated that this was a pilot noting that NVTA staff are looking forward to feedback on how to improve the process for accuracy so that it can be modified in the future.
- Mayor Wilson suggested that the goals are how to differentiate between projects and encourage better submissions in the future. He explained that in order to do so, NVTA needs to show how they have evaluated projects, and within this evaluation, there does not seem to be enough differentiation among projects.
- Ms. Hynes discussed her experience going through the Transportation Alternatives Program (TAP) evaluation process with TPB. TPB struggled with the evaluation of equity. She explained that Virginia Department of Transportation (VDOT) used a ranking system that was based on the impact of the project. She explained that she was more inclined to fund projects that ranked higher with the evaluation of equity versus those with lower equity scores.
- Ms. Hynes explained that she was hoping to see a variety of rankings within the Core Values so a similar process could be conducted on how priorities could be

met better. She explained that the data set does not show enough information to allow her to better understand project priorities and how they would better our region. Board Member de Ferranti inquired if Ms. Hynes is suggesting to look into only two Core Values. Ms. Hynes explained that Equity and Safety would be easy to evaluate and rank, but Sustainability does not have a true concrete definition which makes it difficult to rank and evaluate.

- Mayor Wilson explained that within the graphic, those projects ranked high for Sustainability are Bicycle and Pedestrian projects. Mr. Jasper shared that for NVTA there is a challenge within ranking and evaluating projects because of the overarching factors with the state of Virginia Code, and there is nothing within the guidelines that state to include these Core Values. NVTA cannot change anything during this current cycle but could review this process for a potential update to the next Six Year Program. NVTA will look to see how this evaluation sways and determines the next steps in the process.
- Ms. Hynes suggested that when NVTA adopts the program, there could be language indicating how many underserved populations are now served, how many safety hotspots are addressed, etc.
- Mr. Jasper expressed that NVTA will draw attention to those projects with strong alignment with the Core Values.
- Ms. Hynes suggested adding the ranking numbers to the chart to determine the weight of the scores and which has a relatively higher ranking.
- Ms. Hynes inquired what the message to the Authority about this ranking will be. Mr. Jasper suggested that NVTA wants to acknowledge the differences between projects.
- Dr. Nampoothiri emphasized that these Core Value statements were not required for this cycle and can be made mandatory in the future. Some of the additional documents were very detailed, and others were vague.
- Board Member de Ferranti suggested if the mandatory Core Value ranking is required in the future, updates such as adding numbers within the rankings and engagement regarding the content should be made to the process. Mr. Jasper expressed that there will be a review following this Six Year Program, which will allow internal staff to evaluate and enhance the process for the next call-for-projects in May 2025.
- Ms. Hynes suggested using the values from the TransAction rating evaluation when comparing the performance measures and Core Values of the Six Year Program.
- Mayor Olem asked how influential the public comment is when it comes to the Six Year Program evaluation. Mr. Jasper explained that the comments can sway projects either way. In the past, projects were partially funded by NVTA depending on the public comments.
- Dr. Nampoothiri finished the discussion by reviewing the FY2024–2029 Six Year Program schedule, emphasizing the June 2024 committee meeting cycle where project recommendations will be presented and committee endorsement anticipated.
- Ms. Hynes noted that the new CTB appointment can be made by the Virginia Governor on June 17th. Ms. Backmon replied that NVTA is allowed to work with the current members until the official notification of appointment regarding the new member is received. .

B. Preliminary Deployment Plan for a Regional Bus Rapid Transit System (PDP-BRT):

- Mr. Jasper, Principal, Transportation Planning and Programming, briefed the Committee on the opening of the online survey for the PDP-BRT. This will open the day after the Six Year Program public comment period closes and will run for about six weeks. Mr. Jasper explained that NVTA is currently in Phase 1 of the PDP-BRT. Phase 2 will begin around July 2024 and will be a deeper analysis of data. Mr. Jasper explained that NVTA staff are hoping to have a joint work session with the Authority members in June and July. This will be a two-part session where a brief summary of the key takeaways from the Focus Groups, Peer Review, and outline of the Phase 2 approach will be shared. The staff is hoping to gain feedback from the Authority members regarding the Phase 2 approach during the June portion of the work session. In the July portion of the work session, the staff will provide the Authority with the preliminary results of the online survey and seek feedback from the Authority in terms of priorities. NVTA staff are currently awaiting the report from the Northern Virginia Transportation Commission (NVTC) on their regional transit analysis and Washington Metropolitan Area Transit Authority (WMATA) on their Better Bus Network study. Mr. Jasper noted that there will be a further round of public engagement in Spring 2025, when analysis from previous phases will be complete.
- Ms. Hynes posed if following the peer review of the PDP-BRT, is NVTA exploring what makes BRT successful within the region. Mr. Jasper replied that NVTA wants to understand densities within the corridors NVTA looks at compared to densities in corridors with existing BRT systems across the country. Ms. Hynes suggested that NVTA should also look at the destinations and hubs for larger employers when implementing BRT within the Northern Virginia Region. Ms. Hynes suggested that NVTA is trying to build the next generation of inter-jurisdictional travel, which is a different analysis than evaluating how people can get into a city center or the District of Columbia better. Mr. Jasper affirmed that such evaluations are being carried out. Ms. Backmon added that NVTA is looking to implement interconnectivity with the five BRT systems within the region and with jurisdictions outside Northern Virginia.

IV. NVTA Update:

- Ms. Backmon reminded members that NVTA's Public Hearing for the Six Year Program is on Thursday, May 9, 2024. The Authority meeting will be held following the Public Hearing. Currently, there is one person signed up to speak virtually. The staff will be sharing the comments from the public engagement at the June Authority meeting. .

V. Adjourn:

- The next meeting will be on Tuesday, June 25, 2024, at 5:00 p.m. in person at NVTA Offices, 2600 Park Tower Drive, Vienna, VA.
- The meeting was adjourned at 6:15 p.m..

FY2024-2029 Six Year Program

NVTA Staff Recommendations

Presented by: Keith Jasper, Principal, NVTA

Planning and Programming Committee, June 25, 2024

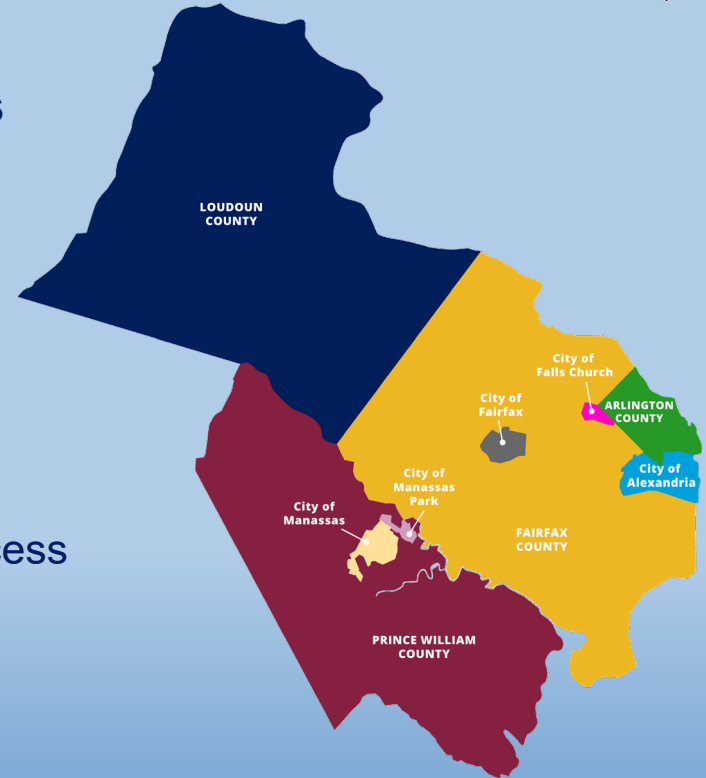


Topics



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

Reference Slides:
Context and Key Components of Project Selection Process



Overview of NVRTA Staff Recommendations



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

Overview of NVTA Staff Recommendations



- **Multimodal/Corridor Focus**

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

- **Transportation Technology**

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

- **Geographically and Modally Balanced**

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

Previous Funding Programs: Summary



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

Previous Funding Programs: New/Widened Roadways



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

Previous Funding Programs: Dedicated Transit ROW



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

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

Previous Funding Programs: Active Transportation



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

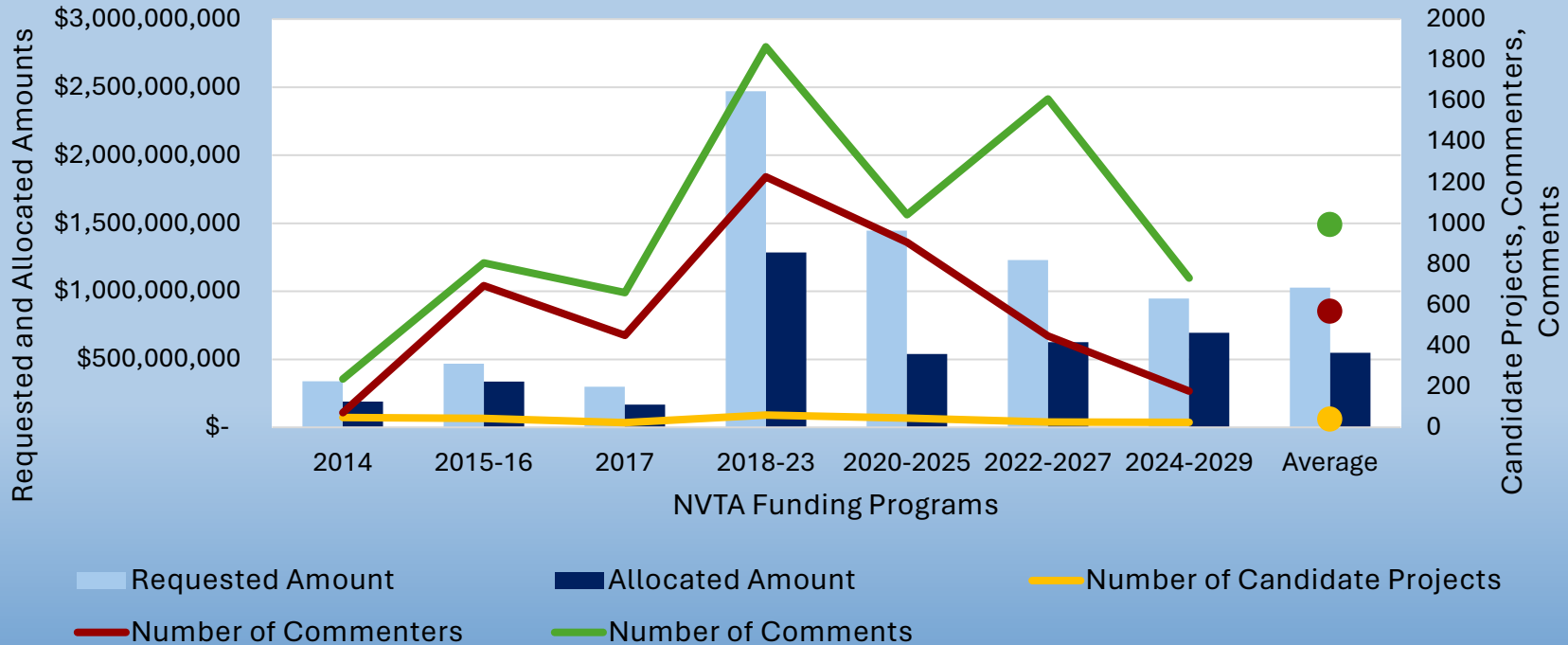
* Total does not add up since some projects include more than one type of active transportation infrastructure

Project Evaluation

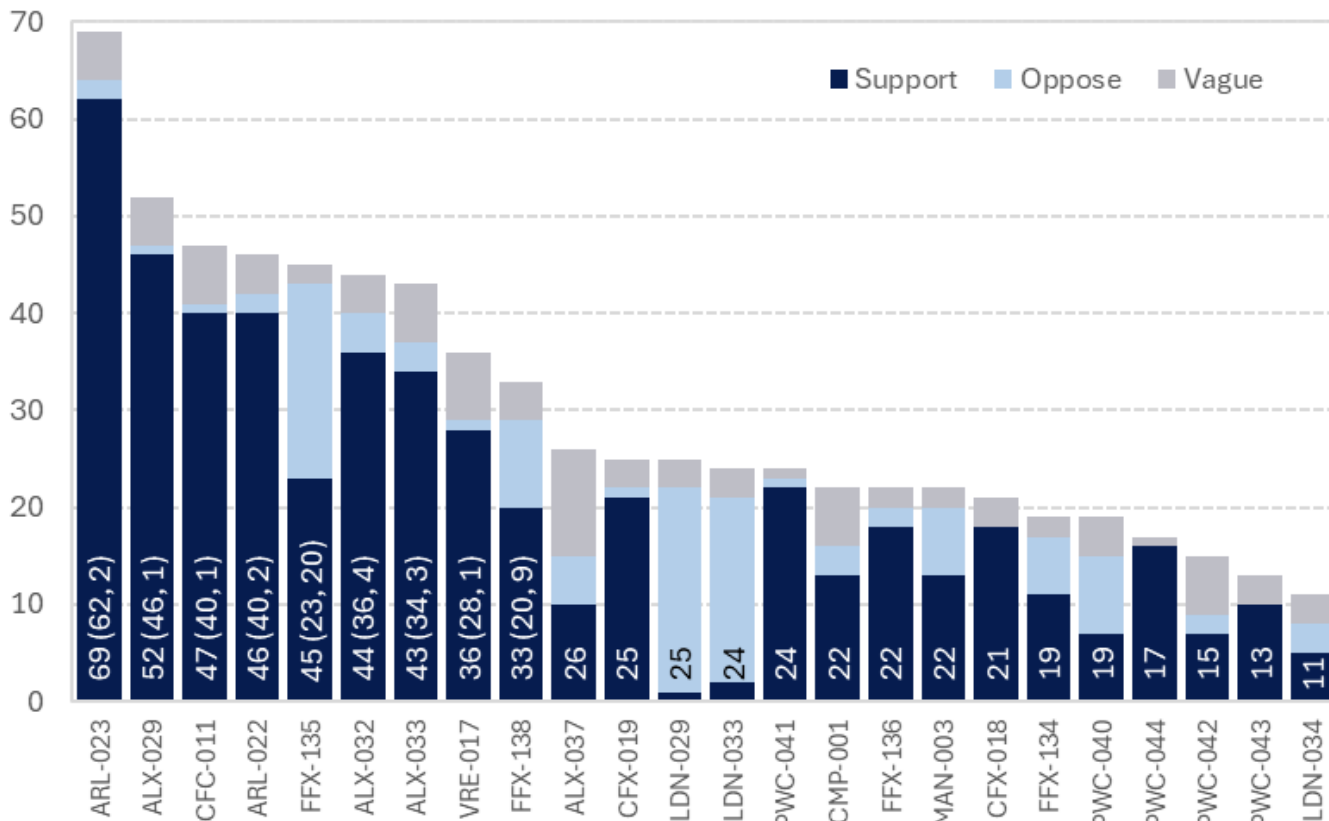
Application ID	Jurisdiction / Agency	Project	Primary and supporting modal components	Fund request	Previously Approved NVTA Regional Funds	Other committed funds	Total project cost	Phases for which funds are requested	Funding Gap	Phases for which there is still a funding gap	Local priority	External funds	Past performance (% of expected funds reimbursed by 12/31/2023)	Policy 29 non-compliance: # of projects - 18-month substantive progress	Policy 29 non-compliance: # of projects - SPA within three meetings of fund appropriation	SPA with no invoices for 12+ months	First fiscal year of expected drawdown	Year of opening	Alignment with Core Values			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	
																			Equity	Safety	Sustainability							
CFC-011	City of Falls Church	City of Falls Church Signal Prioritization Project		\$ 1,400,000		\$ -	\$ 1,400,000	PE, CN																25.70	9	653.57	1	
ALX-037	City of Alexandria	Smart & Connected Vehicle Infrastructure		\$ 5,000,000		\$ 50,000	\$ 5,050,000	PE, CN																21.70	15	277.60	2	
PWC-042	Prince William County	Route 234 Operational Improvements		\$10,000,000		\$ -	\$ 10,000,000	PE, CN, Acq																29.19	8	240.43	3	
FFX-138	Fairfax County	Seven Corners Ring Road Improvements		#####	\$ 4,200,000	\$ 6,261,000	\$132,690,417	PE, ROW, CN																66.61	1	114.19	4	
MAN-003	City of Manassas	Roundabout at Route 28 and Sudley Rd		\$ 4,020,000		\$ 1,475,000	\$ 5,495,000	CN																23.34	13	113.76	5	
VRE-017	VRE	VRE Backlick Road Station Improvements		\$ 6,145,103		\$ 2,500,000	\$ 8,645,103	CN																23.92	12	102.62	6	
ALX-032	City of Alexandria	South Van Dorn Street Bridge Enhancements		\$10,000,000	\$ 5,000,000	\$ 70,000	\$ 15,070,000	CN															Note A	38.61	2	33.00	7	
ALX-033	City of Alexandria	Alexandria Metroway Enhancements		\$ 7,000,000		\$ 7,924,792	\$ 14,924,792	ROW, CN																32.36	5	25.61	8	
CMP-001	City of Manassas Park	Route 28-Centreville Road Corridor Improvements		\$40,000,000		\$ -	\$ 40,000,000	PE, ROW, CN																15.59	21	24.75	9	
CFX-019	City of Fairfax	Blenheim Boulevard Multimodal Improvements (formerly, Old Lee Highway Multimodal Improvements)		\$ 5,400,000	#####	\$ 12,000,000	\$ 30,400,000	CN															Note B	13.38	23	24.56	10	
ALX-029	City of Alexandria	Safety Improvements at High-Crash Intersections		\$ 3,000,000		\$ 1,000,000	\$ 20,500,000	PE	#####	ROW, CN														24.25	11	24.07	11	
PWC-040	Prince William County	Route 234 and Sudley Manor Drive Interchange		#####		\$ -	\$115,000,000	PE, ROW, CN																37.41	3	23.29	12	
PWC-043	Prince William County	The Landing at Prince William Transit Center		\$25,000,000		\$ -	\$ 25,000,000	PE, ROW, CN																20.27	17	17.86	13	
LDN-034	Loudoun County	Route 15 at Braddock Road Roundabout		\$10,000,000		\$ 15,655,000	\$ 25,655,000	ROW, CN																15.86	20	16.34	14	
PWC-044	Prince William County	Triangle Mobility Hub and First/Last Mile Connection Improvements		\$10,000,000		\$ -	\$ 10,000,000	PE, ROW, CN																14.05	22	15.82	15	
ARL-022	Arlington County	Shirlington Bus Station Expansion		\$11,600,000		\$ 200,000	\$ 11,800,000	PE, ROW, CN																18.54	18	14.52	16	
PWC-041	Prince William County	Route 234 Bicycle and Pedestrian Facility Over I-95		\$12,000,000		\$ -	\$ 12,000,000	PE, ROW, CN																4.36	24	13.59	17	
CFX-018	City of Fairfax	Northfax Network Improvements: Northfax East, West Road		\$18,332,754		\$ -	\$ 18,332,754	PE, ROW, CN																32.54	4	13.46	18	
LDN-029	Loudoun County	Old Ox Road Widening - Shaw Road to Oakgrove Road		\$30,000,000		\$ 19,350,000	\$ 49,350,000	CN																20.49	16	11.22	19	
FFX-136	Fairfax County	Braddock Road Multimodal Improvements Phase II (Humphries Drive to Southampton Drive)		\$90,000,000		\$ 5,286,334	\$ 95,286,334	PE, ROW, CN																16.45	19	8.35	20	
FFX-134	Fairfax County	Frontier Drive Extension and Intersection Improvements		#####	#####	\$ 49,638,314	\$ 241,630,600	PE, ROW, CN															Note B	30.96	7	6.26	21	
LDN-033	Loudoun County	Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard		\$15,000,000		\$ 17,861,000	\$ 32,861,000	ROW, CN																22.94	14	5.19	22	
FFX-135	Fairfax County	Route 7 Multimodal Improvements (I-495 to I-56)		#####		\$ 34,407,921	\$ 244,407,921	PE, ROW, CN																Note A	31.53	6	2.24	23
ARL-023	Arlington County	CC2DCA Multimodal Connection (formerly known as CC2DCA Intermodal Connector)		\$21,100,000	#####	\$ 18,100,000	\$ 57,200,000	CN															Note B	24.99	10	0.96	24	
TOTAL				#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####

Note: Alignment with Core Values was not used in developing staff recommendations

Public Comments: Trends



Public Comments: Summary



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

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

NVTA Staff Recommendations



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

*CRRC = Congestion Reduction Relative to Cost

NVTA Staff Recommendations



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

NVTA Staff Recommendations



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

NVTA Staff Recommendations



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

NVTA Staff Recommendations: Modal Summary



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

NVTA Staff Recommendations: Jurisdictional/Agency Summary



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

NVTA Staff Recommendations: Cumulative New/Widened Roadways



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

NVTA Staff Recommendations: Cumulative Transit ROW



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

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

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

NVTA Staff Recommendations: Cumulative Active Transportation



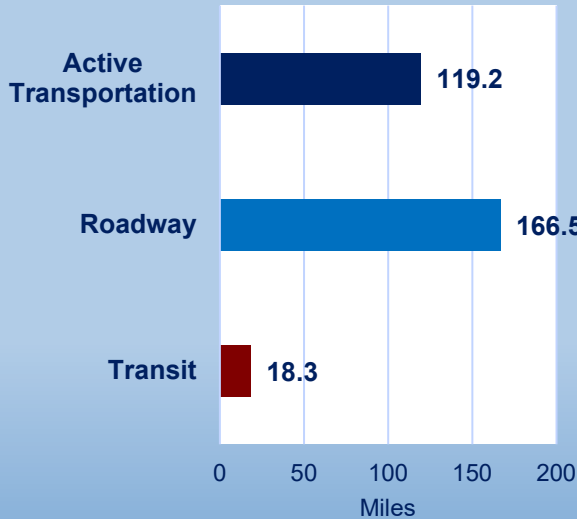
Project Type	NVTA-funded Projects	Dedicated Lane Miles
Sidewalks	20	22.62
Bicycle Paths	15	44.43
Shared Use Path	42	60.99
TOTAL	54*	128.05

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

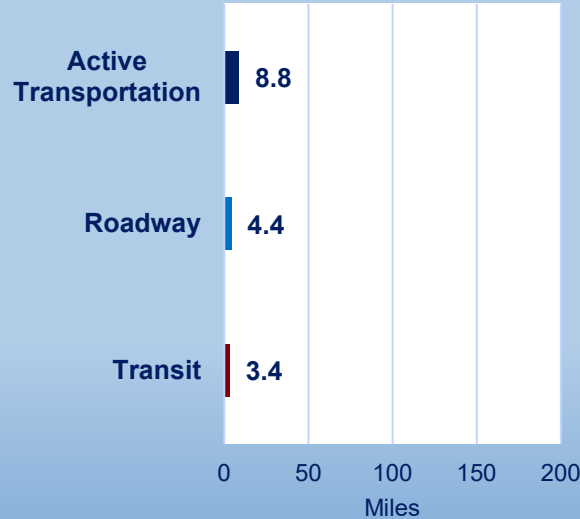
NVTA Staff Recommendations: Modal Summary



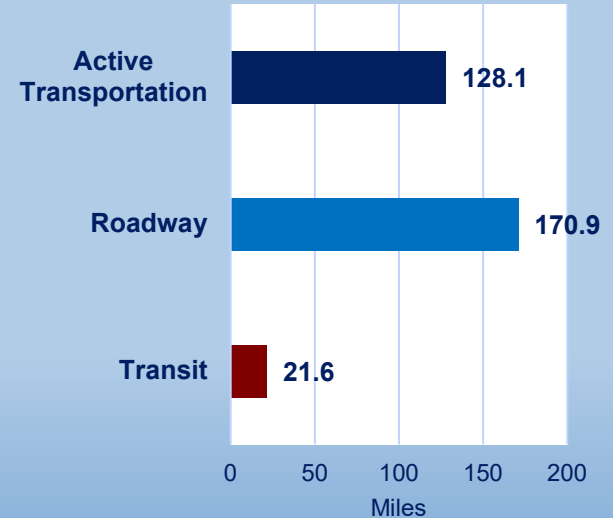
70% Regional Revenue Projects
FY2014-FY2027



70% Regional Revenue Projects
FY2024-FY2029 SYP staff
recommendations



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



Note: Totals may not add up due to rounding

NVTA's Core Values



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

Next Steps



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

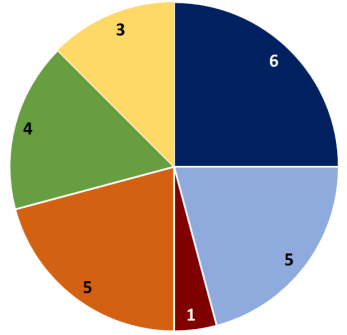
Reference Slides



Context: Summary of Candidate Projects

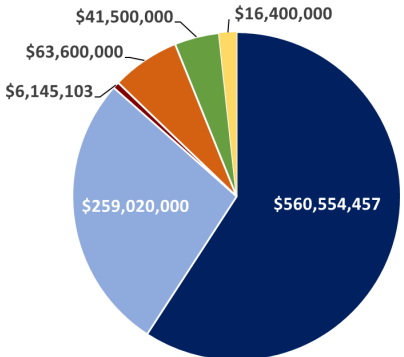


NVTA FY2024-2029 SYP: Number of Applications
 Total candidates - 24



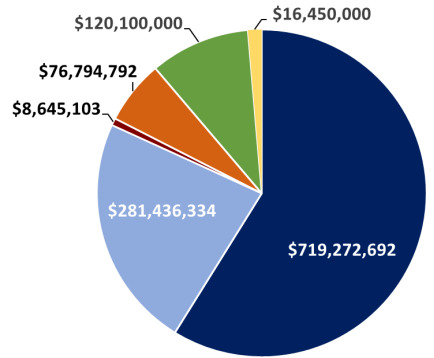
- Roadway
- Intersection/ Interchange
- Metrорail/VRE commuter rail
- BRT/Bus facility
- Bicycle & pedestrian facility
- Transportation Technology

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



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

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



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

Key Components of the Project Selection Process



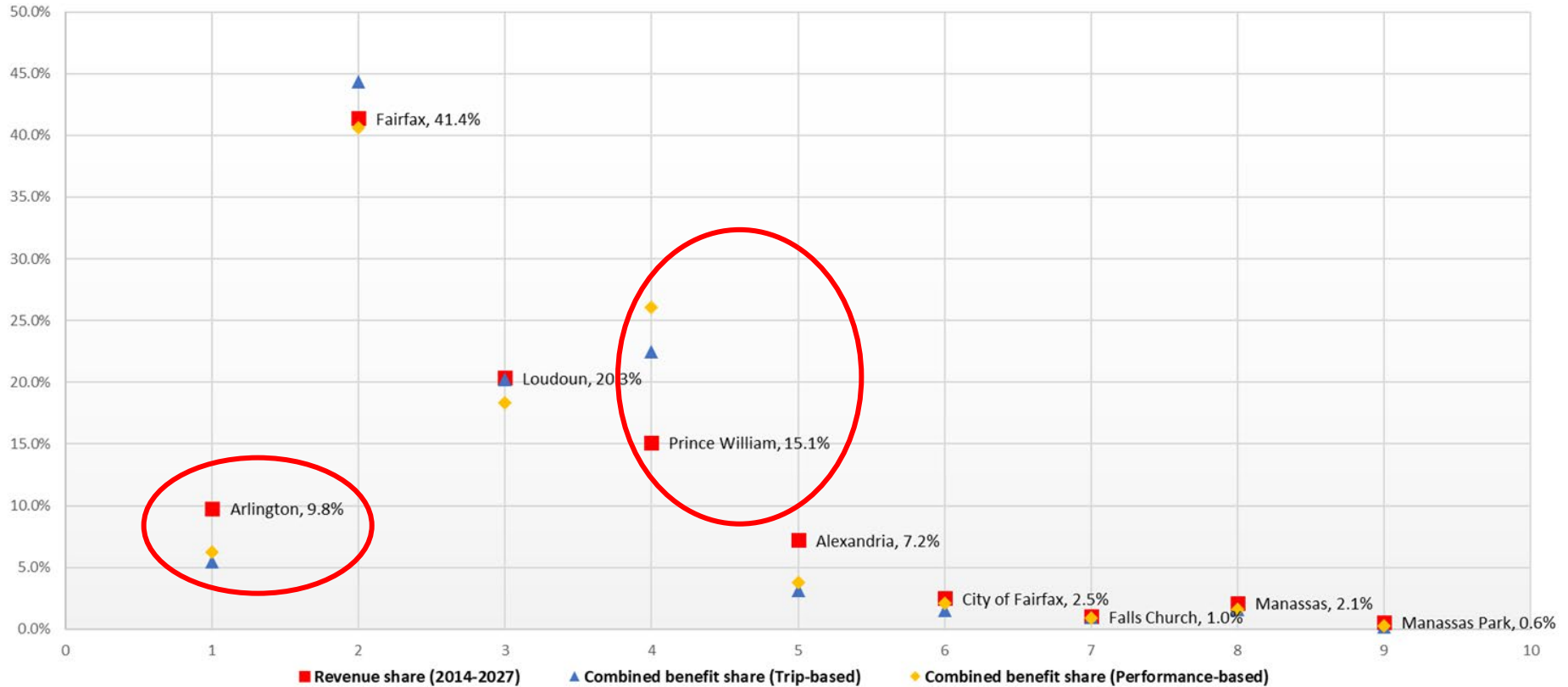
- While NVTA has no direct role in deciding which projects/modes are submitted by eligible applicants, projects submitted for funding consideration must be included in the current version of TransAction.
 - Each application must include a resolution of support from the Governing Body in order to be eligible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

Key Components of the Project Selection Process



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

Long Term Benefit Current Status





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

6/13/2024

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

Notes:

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

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

Summary By Jurisdiction/Agency

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

Summary By Mode

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