



Northern Virginia Transportation Authority FY2022-2027 Six Year Program

Ballston-MU Metrorail Station West Entrance



Date Submitted: 09/30/2021

APPLICATION #: ARL-021

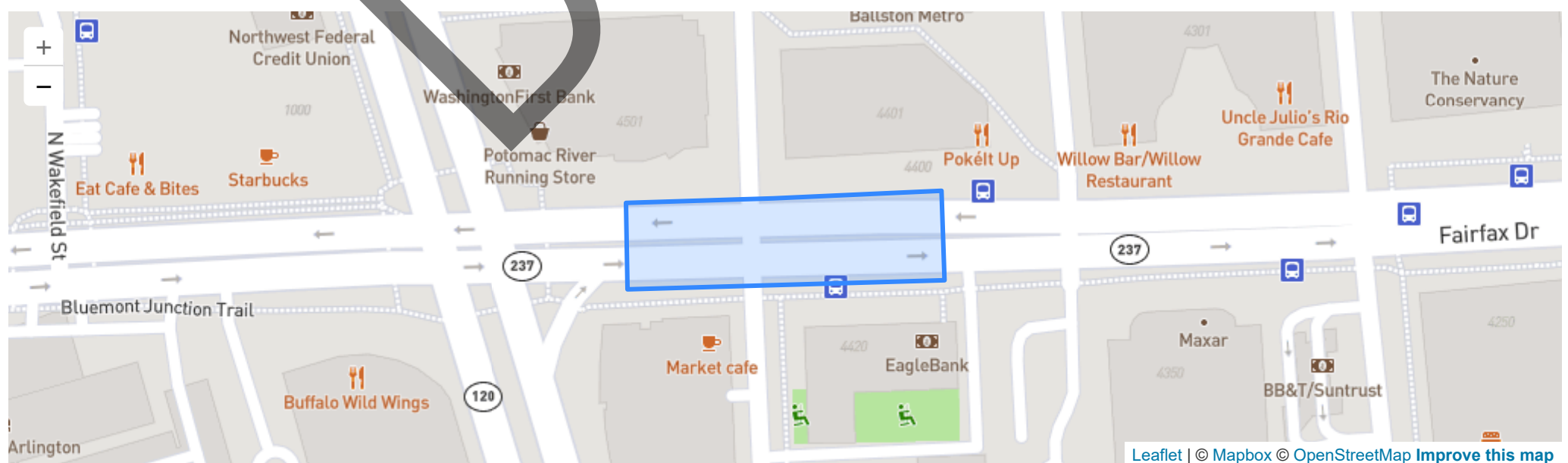
Intersection of North Fairfax Drive and North Vermont Street

Project Description

This project will construct a second entrance to the Ballston-MU Metrorail Station. The current entrance, at Fairfax Drive and North Stuart Street, is located at the far eastern edge of the train platform. The new entrance will be located nearly a quarter-mile to the west, at Fairfax Drive and North Vermont Street. The new entrance will include stairs and two street-level elevators connecting to the fare payment area, an underground passageway, and a new mezzanine with stairs and elevators to the train platform. The new entrance will have fare gates, fare vending machines, and an attended kiosk. This new entrance will provide more direct access to businesses and residences on the west side of Ballston where high-density redevelopment with lower parking ratios has continued since the County's previous application in 2019. It will relieve congested conditions at the current entrance, and provide for more even distribution along the train platform, enabling more efficient loading/unloading and thus reducing passenger crowding on trains. It will also provide adequate egress during emergency situations, and improve bus-to-Metro transfers for routes entering Ballston from I-66. Since the County's 2019 application to the NVTA, staff and County on-call consultants have continued to advance project development. A Project Construction Coordination Agreement (PCA) was executed with the Washington Metropolitan Area Transit Authority (WMATA) in October 2020. The updated 35 percent design plans are nearly completed and work on bridging documents for a planned design-build procurement will soon be under way. The updated design work, including detailed discussions with WMATA on required project elements and design waivers, has allowed the County's external cost estimator to refer to a greatly updated plan set and working assumptions for the project to provide a much firmer total cost estimate of \$140 million that will serve as the basis for the project's next update in the County's ten-year Capital Improvement Plan (CIP) later this year. Cost items that were unknown in the previous cost estimate and subject to WMATA design waivers are now known in the current estimate, as well as items required by WMATA that were previously unknown. The County's funding plan includes a \$30 million commitment of local funding to the project included in the governing body resolution of support that accompanies the application. The County is requesting \$80 million from the NVTA.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	ARL-021
Primary TransAction ID Number	63
Submitting Jurisdiction/Agency	Arlington County
Location	Fairfax Drive at North Vermont Street
Requested NVTA Funds	\$80,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$12,000,000.00
Total Cost to Complete Project	\$140,000,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier		X			
FY21		X			
FY22		X			
FY23		X			
FY24		X		X	
FY25				X	
FY26				X	
FY27				X	
Beyond					

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$15,366,000	\$0	\$124,634,000	\$0	\$140,000,000
NVTA Funds Applied	\$0	\$0	\$0	\$80,000,000	\$0	\$80,000,000
Previous NVTA 70%		\$12,000,000		\$0		\$12,000,000
Local		\$0		\$30,023,000		\$30,023,000
NVTA 30%		\$13,000		\$0		\$13,000
Private Contribution				\$7,964,000		\$7,964,000
SmartScale		\$3,353,000		\$6,647,000		\$10,000,000
Total Other	\$0	\$15,366,000	\$0	\$44,634,000	\$0	\$60,000,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	11.36%
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	22 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	34 %
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	1
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program



Frontier Drive Extension and Intersection Improvements

Date Submitted: 10/01/2021

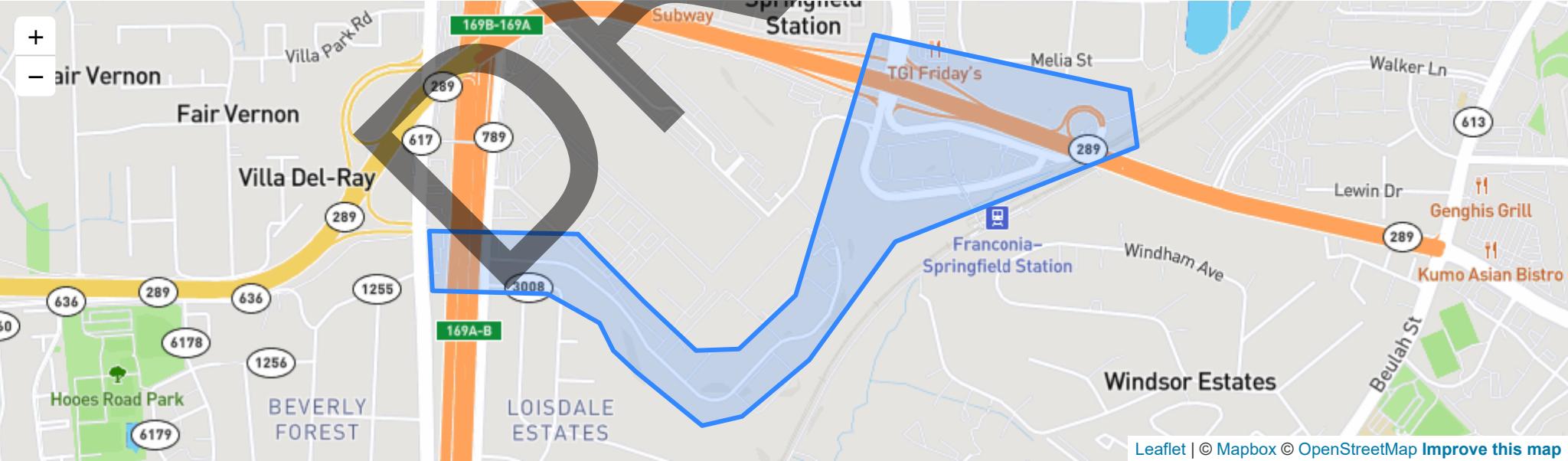
APPLICATION #: FFX-119
Frontier Drive terminus to Loisdale Road

Project Description

The project will extend Frontier Drive from its current southern terminus at the Joe Alexander Transit Center to Loisdale Road, through the Springfield Industrial Park, generally along the existing Spring Center Drive alignment. The extension and the proposed braided ramps to and from the Franconia- Springfield Parkway would facilitate traffic and transit access to the Transit Center, which includes the Franconia-Springfield Station serving both the Washington Metropolitan Area Transit Authority (WMATA) Metrorail and Virginia Railway Express Commuter Rail systems. The extension will provide a more direct connection for twenty transit routes and Greyhound bus service, some of which will operate between the Transit Center and the General Services Administration (GSA)/ Springfield Industrial Park Road network and the Northern Virginia Community College. The current disconnected roadway forces transit providers to develop circuitous routes to reach the GSA road network. The more direct routing is anticipated to reduce travel time by 3 to 4 minutes on each trip. The project will also provide pedestrian and bicycle facilities along Frontier Drive and will support the relocation of the Transportation Security Administration headquarters adjacent to the GSA site, which will be located in the vicinity of Springfield Center Drive. The proposed Frontier Drive Extension is envisioned to run on the western portion of the Transit Center property and would affect current station access and circulation. The new roadway would require conversion of the existing southbound entrance road from Frontier Drive and the Franconia- Springfield Parkway into a new, two-way, four-lane, divided, minor arterial facility, with associated turn lanes and a new entrance accessing the Transit Center.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	FFX-119
Primary TransAction ID Number	84
Submitting Jurisdiction/Agency	Fairfax County
Location	The limits for the Frontier Drive Extension Project are from the existing Frontier Drive terminus to Loisdale Road.
Requested NVTA Funds	\$145,200,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$27,000,000.00
Total Cost to Complete Project	\$180,200,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier		X			
FY21		X			
FY22		X			
FY23		X	X		
FY24		X	X		
FY25		X	X		
FY26		X	X	X	
FY27			X	X	
Beyond				X	

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$12,600,000	\$38,500,000	\$129,100,000	\$0	\$180,200,000
NVTA Funds Applied	\$0	\$2,600,000	\$13,500,000	\$129,100,000	\$0	\$145,200,000
Local		\$8,000,000	\$0			\$8,000,000
AIM						\$0
Previous NVTA 70%		\$2,000,000	\$25,000,000	\$0		\$27,000,000
Total Other	\$0	\$10,000,000	\$25,000,000	\$0	\$0	\$35,000,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	13.79%
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	48 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	4 %
Local Priority	4
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program

Soapstone Drive Extension

Date Submitted: 10/01/2021

APPLICATION #: FFX-121

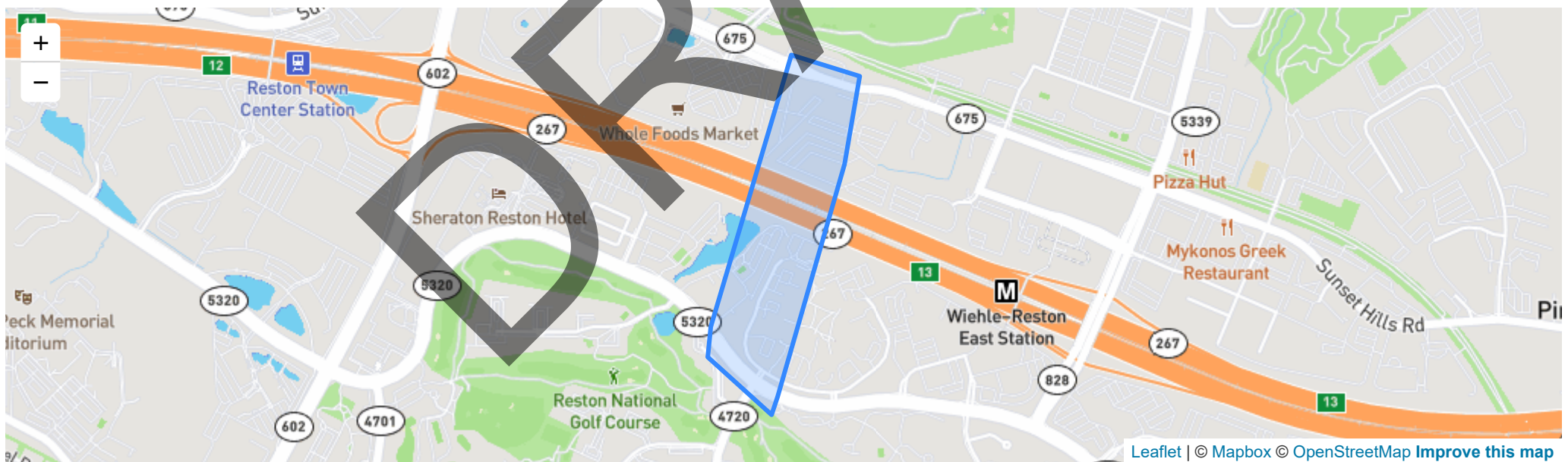
Soapston Drive Extension from Sunset Hills Road to Sunrise Valley Drive

Project Description

The Soapstone is a new roadway, approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road. The project is located just west of the Wiehle-Reston East Metrorail Station and would include a new (bridge) crossing over the Dulles Corridor. On the south, the proposed new road would be an extension of the existing north-south oriented Soapstone Drive where it intersects with Sunrise Valley Drive. After crossing the Dulles Corridor, the new roadway would terminate at a new intersection with Sunset Hills Road. The typical section of the new roadway features a three-lane cross-section (one travel lane in each direction and a two-way, left-turn-only lane); on-road bicycle lanes on each side; a concrete sidewalk on the west side; and a shared use path on the east side. The proposed roadway would provide an additional crossing to supplement two existing crossings of the Dulles Corridor in Reston: Reston Parkway and Wiehle Avenue. The project would provide additional capacity across the Dulles Corridor, reduce congestion and delay at intersections along Wiehle Avenue, and improve accessibility and mobility to and within the area surrounding the Wiehle-Reston East Metrorail Station. By including bike lanes, sidewalks and an additional facility for local and regional transit operators to utilize, the project improves multimodal connectivity to the Wiehle-Reston East Metrorail Station.

Primary Mode(s)	Secondary Mode(s)
Application Number	FFX-121
Primary TransAction ID Number	7
Submitting Jurisdiction/Agency	Fairfax County
Location	Extension of Soapstone Drive over the Dulles Toll Road in the Hunter Mill District. The extension spans from Sunrise Valley Drive in the south, to Sunset Hills Road in the north.
Requested NVT A Funds	\$73,793,037.00
NVT A Funds Approved	N/A
Previous NVT A Funds Received	\$15,000,000.00
Total Cost to Complete Project	\$235,000,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21		X			
FY22		X			
FY23		X			
FY24		X			
FY25		X	X		
FY26		X	X		
FY27			X	X	
Beyond				X	

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$9,200,000	\$136,806,963	\$88,993,037	\$0	\$235,000,000
NVTA Funds Applied	\$0	\$1,000,000	\$12,800,000	\$59,993,037	\$0	\$73,793,037
Local		\$8,200,000	\$111,349,963	\$4,800,000		\$124,349,963
Revenue Sharing		\$0	\$6,357,000			\$6,357,000
RSTP			\$6,300,000	\$9,200,000		\$15,500,000
Previous NVTA 70%				\$15,000,000		\$15,000,000
Total Other	\$0	\$8,200,000	\$124,006,963	\$29,000,000	\$0	\$161,206,963
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	48 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	62 %
Local Priority	3
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority

FY2022-2027 Six Year Program


Connector Buses (8 New) - Fairfax Connector Buses for Tysons to Franconia Service

Date Submitted:
10/01/2021

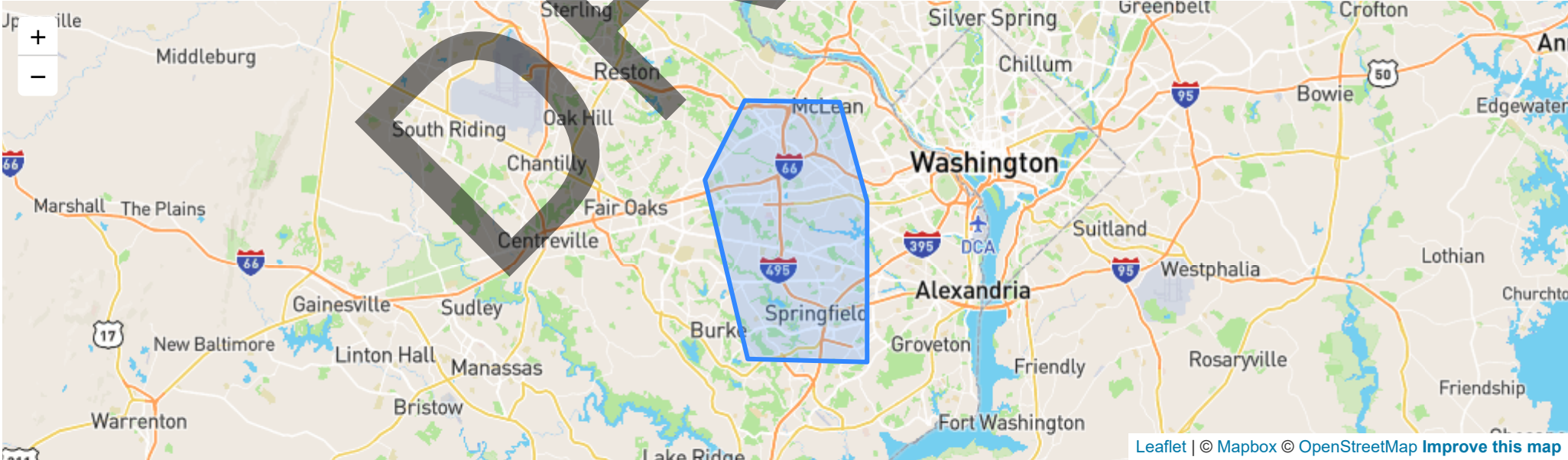
APPLICATION #: FFX-124
Tysons to Franconia-Springfield Limited Stop Express Bus Service

Project Description

Capital funding to purchase eight (8) Zero Emission Vehicle (ZEV) battery electric transit buses to support limited stop peak hour bus service connecting Tysons, Dunn Loring and Franconia-Springfield.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	FFX-124
Primary TransAction ID Number	331
Submitting Jurisdiction/Agency	Fairfax County
Location	Project corridor extends from Tysons Corner Metro on the north side of Fairfax County to Franconia-Springfield Metro on the south side of the County. Buses will operate on Backlick Road and Gallows Road serving Springfield, Annandale, Merrifield and Tysons.
Requested NVTA Funds	\$10,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$10,000,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22					
FY23					
FY24					
FY25					
FY26					X
FY27					X
Beyond					

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000
NVTA Funds Applied	\$0	\$0	\$0	\$0	\$10,000,000	\$10,000,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	48 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0 %
Local Priority	7
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program




Seven Corners Ring Road Improvements

Date Submitted: 10/01/2021

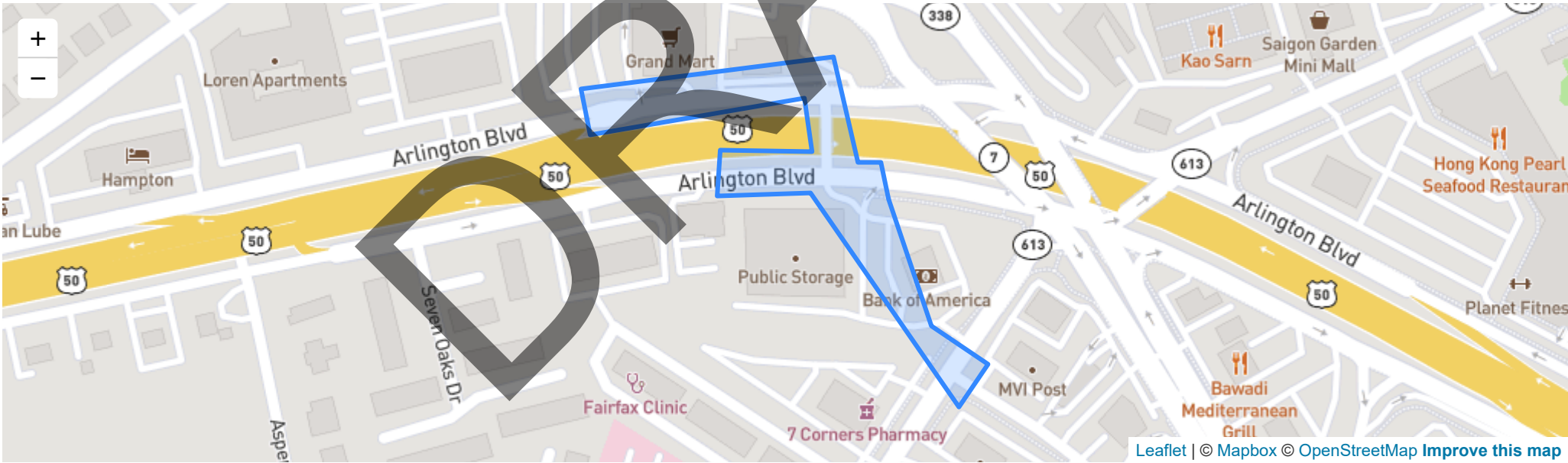
APPLICATION #: FFX-125
Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road

Project Description

Phase 1A, Segment A of the Seven Corners Ring Road Improvements project includes the construction of a portion of the Seven Corners “Ring Road” from Arlington Blvd (Route 50) Westbound Ramp to the intersection of Castle Place and Sleepy Hollow Road with travel lanes, a bi-directional cycletrack, and parking lanes. The existing Seven Corners Interchange is a confusing confluence of major roads (Arlington Blvd (Route 50), Leesburg Pike (Route 7), and Wilson Blvd/Sleepy Hollow Road), multiple signalized intersections, extremely limited pedestrian facilities and no bicycle facilities. The Seven Corners Transportation Study, Phase II (November 2014), identified that most of the intersections at the Seven Corners Interchange operate at level of service E or F during peak periods, due to the convergence of several regional commuting corridors at a single point. The interchange causes high levels of congestion, long periods of vehicular delay and safety concerns for pedestrians, bicyclists and transit users. The proposed Ring road concept will help move traffic around the interchange area, converting the section of Route 7 where it crosses over Route 50 into a one-way couplet, and closing some of the Seven Corners roads such as Hillwood Avenue to increase capacity for the other connections. This project application is to design the first phase of the new Seven Corners Interchange.

Primary Mode(s)	Secondary Mode(s)
	 
Application Number	FFX-125
Primary TransAction ID Number	18
Submitting Jurisdiction/Agency	Fairfax County
Location	Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road (see map)
Requested NVTAFunds	\$94,800,000.00
NVTAFunds Approved	N/A
Previous NVTAFunds Received	\$0.00
Total Cost to Complete Project	\$94,800,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22					
FY23					
FY24					
FY25					
FY26		X			
FY27		X			
Beyond		X	X		

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$4,200,000	\$63,200,000	\$27,400,000	\$0	\$94,800,000
NVTA Funds Applied	\$0	\$4,200,000	\$63,200,000	\$27,400,000	\$0	\$94,800,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0 %
Local Priority	6
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program

Fairfax County Parkway Widening (Nomes Court to Route 123)

Date Submitted: 10/01/2021

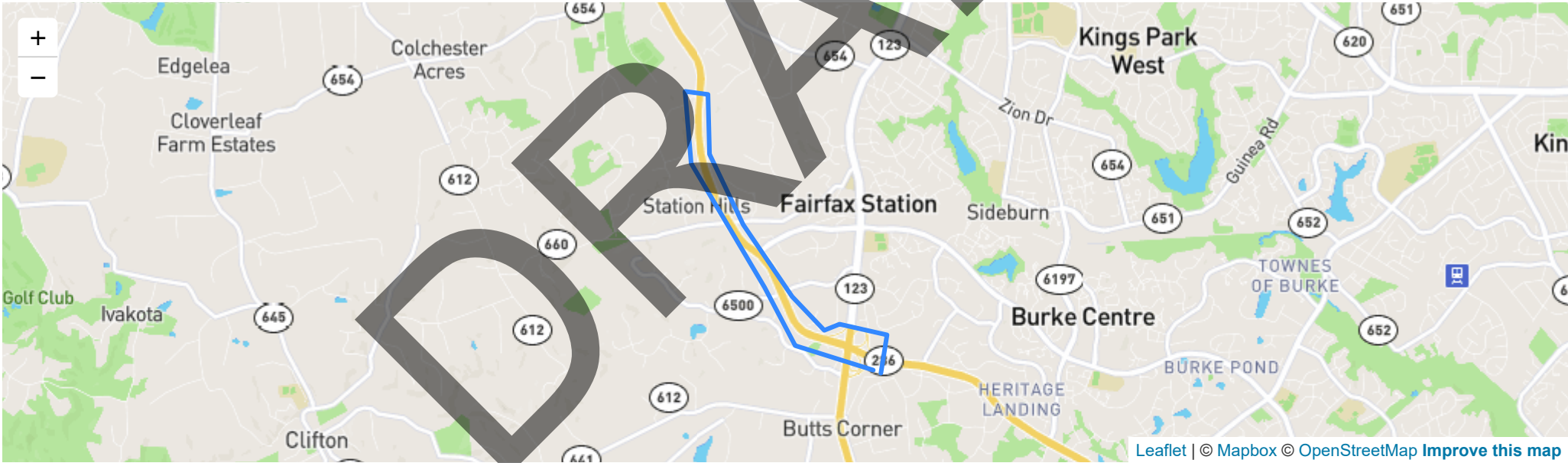
APPLICATION #: FFX-126

Project Description

The project widens Route 286 from a 4-lane divided roadway to a 6-lane divided roadway from south of Nomes Court to the Route 123 interchange (2 miles) by widening into the existing median. A raised grass median and/or positive separation by either median barrier or guardrail will be included. Route 123 interchange improvements (6 lanes on Route 123 and triple left-turn to Route 123 southbound) are included as well. Additionally, the terminus of the loop ramp from southbound Fairfax County Parkway to northbound Route 123 will become signal-controlled to eliminate the weave along northbound Route 123 between the two existing loop ramps to improve traffic operations and safety. At the intersection with Burke Center Parkway, left-turns from Burke Center Parkway will no longer be allowed, and left-turns from the Fairfax County Parkway will include time-of-day restrictions. An additional deceleration lane from the Fairfax County Parkway onto Burke Center Parkway and an additional acceleration lane for vehicles turning from Burke Center Parkway onto the Fairfax County Parkway will also be included. The project will also include a Shared-Use Path.

Primary Mode(s)	Secondary Mode(s)
Application Number	FFX-126
Primary TransAction ID Number	57
Submitting Jurisdiction/Agency	Fairfax County
Location	Project is location along the Fairfax County Parkway (Route 286), from Nomes Court in the north to the Route 123 interchange
Requested NVTA Funds	\$108,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$115,035,882.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22					
FY23					
FY24					
FY25					
FY26					
FY27		X			
Beyond		X			

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$8,132,000	\$4,720,000	\$102,183,882	\$0	\$115,035,882
NVTA Funds Applied	\$0	\$8,132,000	\$4,720,000	\$95,148,000	\$0	\$108,000,000
RSTP				\$7,035,882		\$7,035,882
Total Other	\$0	\$0	\$0	\$7,035,882	\$0	\$7,035,882
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	48 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	6 %
Local Priority	5
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority

FY2022-2027 Six Year Program



Richmond Highway (Route 1) Bus Rapid Transit

Date Submitted: 10/01/2021

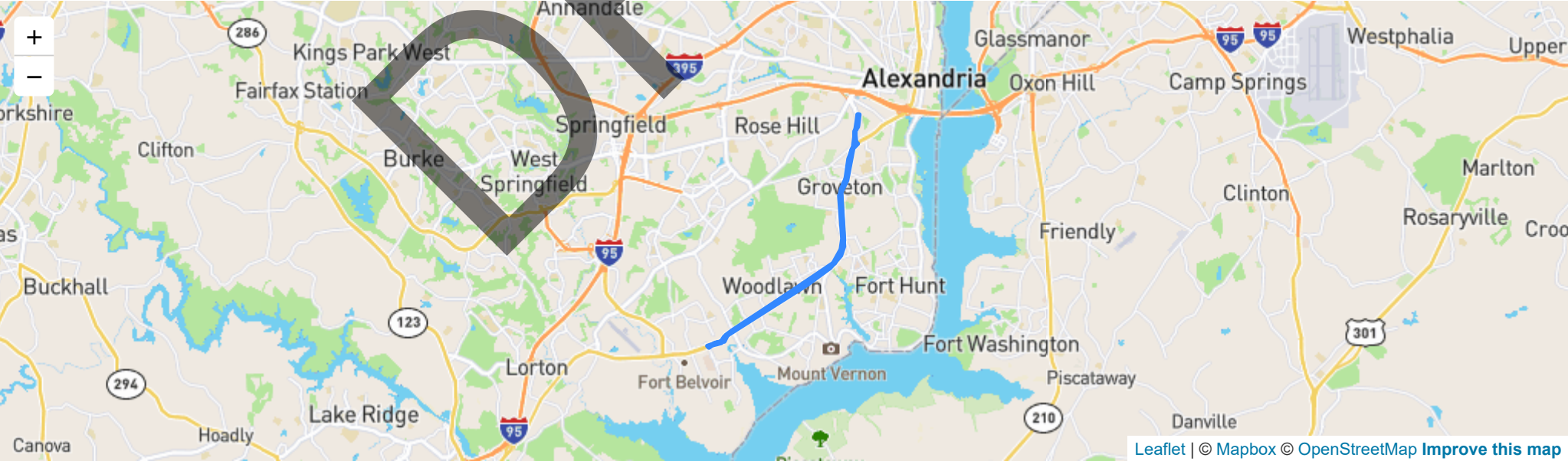
APPLICATION #: FFX-128
Huntington Metrorail Station to Fort Belvoir

Project Description

The Richmond Highway Bus Rapid Transit (BRT) Project is an approximately 7.4 mile transit project that will run from Huntington Metrorail Station along North Kings Highway and within the median of Richmond Highway (US Route 1) to Fort Belvoir. The project is currently in the NEPA and early design phases. As depicted in the attached, “Richmond Highway BRT-Typical Sections” pdf, the project matches the adopted Fairfax County Comprehensive Plan amendment, EMBARK Richmond Highway. This includes a median reserved for transit elements (i.e. stations, transitway, etc.), a sidewalk, grass buffer for utilities, two-way cycle track for cyclists, a grass median, and three travel lanes in each direction. The project includes nine BRT stations. The pedestrian and bicycle facilities will be constructed continuously within the project limits. Length of turn lanes, access management and other detail features will be determined as design continues.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	FFX-128
Primary TransAction ID Number	39
Submitting Jurisdiction/Agency	Fairfax County
Location	The first station will be co-located at the existing WMATA Huntington Metrorail Station. BRT will run in mixed traffic from North Kings Highway to Shields Avenue, approximately 3/4 of a mile. The alignment will then continue within the center of Richmond Highway, until Fort Belvoir (Belvoir Road).
Requested NVT A Funds	\$80,000,000.00
NVT A Funds Approved	N/A
Previous NVT A Funds Received	\$250,000,000.00
Total Cost to Complete Project	\$730,000,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier		X	X		
FY21		X	X		
FY22		X	X		
FY23		X	X		
FY24		X	X		
FY25		X	X		X
FY26		X	X	X	X
FY27		X	X	X	X
Beyond				X	X

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$114,000,000	\$119,000,000	\$453,000,000	\$44,000,000	\$730,000,000
NVTA Funds Applied	\$0	\$5,000,000	\$3,000,000	\$71,500,000	\$500,000	\$80,000,000
CMAQ		\$20,696,000			\$0	\$20,696,000
Other		\$4,000,000				\$4,000,000
SmartScale				\$50,000,000		\$50,000,000
Previous NVTA 70%		\$49,200,000	\$65,000,000	\$92,300,000	\$43,500,000	\$250,000,000
RSTP		\$19,000,000	\$6,000,000	\$16,437,000		\$41,437,000
Total Other	\$0	\$92,896,000	\$71,000,000	\$158,737,000	\$43,500,000	\$366,133,000
Gap	\$0	\$16,104,000	\$45,000,000	\$222,763,000	\$0	\$283,867,000

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	20.07%
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	48 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	16 %
Local Priority	2
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority

FY2022-2027 Six Year Program

Richmond Highway Widening From Route 235 North to Route 235 South

Date Submitted:
10/01/2021

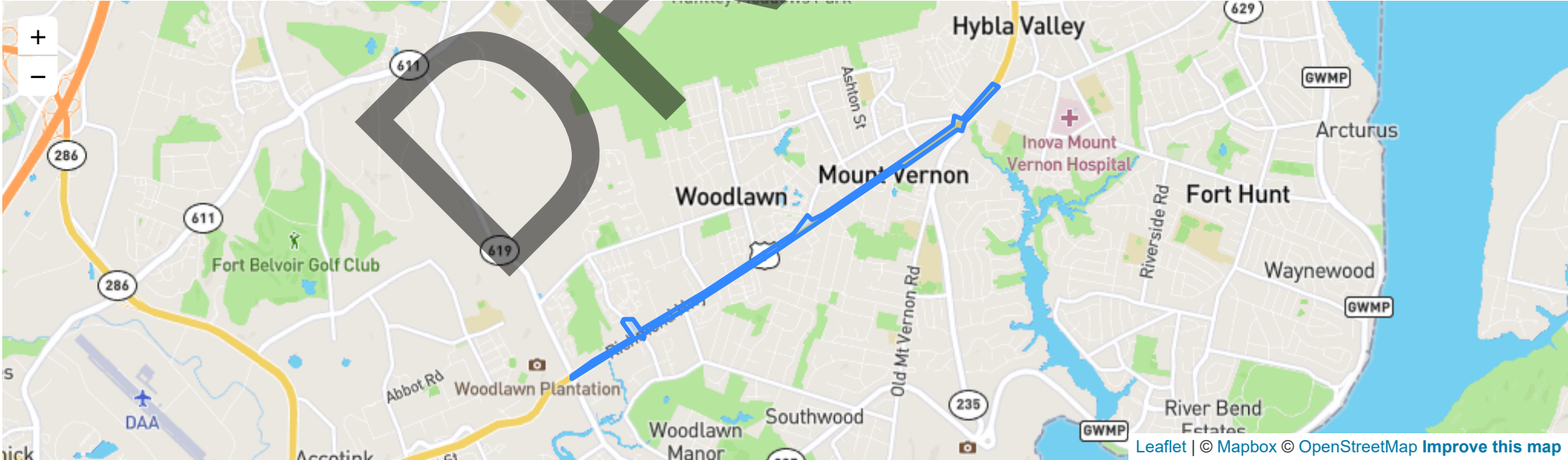
APPLICATION #: FFX-131
Richmond Highway Widening (Mount Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane)

Project Description

The project will provide multimodal improvements, including roadway widening, along the 3.1-mile section of Richmond Highway (US Route 1) between Mt. Vernon Memorial Highway/Jeff Todd Way and Sherwood Hall Lane in Fairfax County. This project will increase the number of through travel lanes along Richmond Highway from four lanes to six lanes. In addition, it will provide a median reservation for future Bus Rapid Transit (BRT), intersection improvements, the replacement of two existing bridges, the installation of a third bridge at the location of an existing culvert, secure pedestrian crossings, as well as off-road, two-way bicycle paths and sidewalks on both sides of the road.

Primary Mode(s)	Secondary Mode(s)
Application Number	FFX-131
Primary TransAction ID Number	214
Submitting Jurisdiction/Agency	Fairfax County
Location	The project constructs multimodal improvements including roadway widening along the 3.1-mile section of Richmond Highway between Mt. Vernon Memorial Highway/Jeff Todd Way and Sherwood Hall Lane in Fairfax County.
Requested NVTA Funds	\$60,207,038.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$248,387,962.00
Total Cost to Complete Project	\$415,000,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier		X			
FY21		X	X		
FY22		X	X		
FY23		X	X		
FY24		X	X		
FY25		X	X	X	
FY26		X	X	X	
FY27			X	X	
Beyond				X	

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$19,200,000	\$179,700,000	\$216,100,000	\$0	\$415,000,000
NVTA Funds Applied	\$0	\$200,000	\$4,312,038	\$55,695,000	\$0	\$60,207,038
RSTP		\$4,300,000	\$40,400,000	\$47,505,000		\$92,205,000
Revenue Sharing		\$10,000,000				\$10,000,000
Previous NVTA 70%		\$1,000,000	\$134,987,962	\$112,400,000		\$248,387,962
Local		\$3,700,000		\$500,000		\$4,200,000
Total Other	\$0	\$19,000,000	\$175,387,962	\$160,405,000	\$0	\$354,792,962
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	1.50%
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	48 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	26 %
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program

Northern Virginia ITS/ICM Improvements

Date Submitted: 09/30/2021

APPLICATION #: LDN-023


Route 7 Corridor ITS Implementation Program

Project Description

Loudoun County has been a rapidly-growing leader in various aspects of technology in community and business life and is the fastest-growing County in Virginia. This growth has coincided with a rapid increase in traffic congestion, roadway construction, and a rise in multimodal transportation options. Despite its status as a leader in technology in community and business life, however, Loudoun County lacks baseline technologies to provide improved traffic operations and information to travelers. This Implementation Plan defines a program of projects for the County to achieve this baseline of technology and provide situational awareness to operators and travelers. The following actions are proposed:

- Integrate with Waze via its Connected Citizens Program (CCP) to share information on work zones, road closures, planned events, and incidents.
- Provide additional camera coverage at known bottleneck and high-crash locations.
- Provide overhead and portable message sign deployments for traveler information and alerts.
- Implement systems for monitoring road conditions during severe weather events, including devices for monitoring flooding at known hotspot locations.
- Deploy intelligent safety improvements for bicycles and pedestrians at trail crossings and intersections.
- Deploy smart parking infrastructure at targeted garages, lots, or streets to inform travelers of parking space availability and aid in wayfinding.
- Provide dynamic traveler information displays at transit hubs and activity centers to inform users of travel options and enhance economic development.
- Build out a communication network to support transportation technology, including a County-owned fiber optic network for transportation.
- Improve incident management on Route 28, Route 7, and US 50 using County-funded safety service patrols.
- Increase use of novel data source for transportation planning, including third-party probe data and smart sensor data.
- Pilot active real-time traffic signal management of an arterial corridor.
- Pilot an autonomous shuttle circulator service in a transit-oriented urban development.
- Establish a Loudoun County Transportation Operations Center (TOC) of appropriate scale to actively monitor and manage the transportation network.

This application is specifically directed at the Route 7 Corridor in Loudoun County.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	LDN-023
Primary TransAction ID Number	339
Submitting Jurisdiction/Agency	Loudoun County
Location	Route 7 corridor in Loudoun County from Clarke County to Fairfax County
Requested NVTA Funds	\$2,500,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$3,777,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22					
FY23		X			
FY24		X	X		
FY25			X	X	
FY26				X	
FY27				X	
Beyond					

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$277,000	\$1,000,000	\$2,500,000	\$0	\$3,777,000
NVTA Funds Applied	\$0	\$0	\$0	\$2,500,000	\$0	\$2,500,000
Local		\$277,000	\$1,000,000	\$0		\$1,277,000
Total Other	\$0	\$277,000	\$1,000,000	\$0	\$0	\$1,277,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	56 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	34 %
Local Priority	5
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program


Ryan Road Widening (Phase 2)

Date Submitted: 09/30/2021

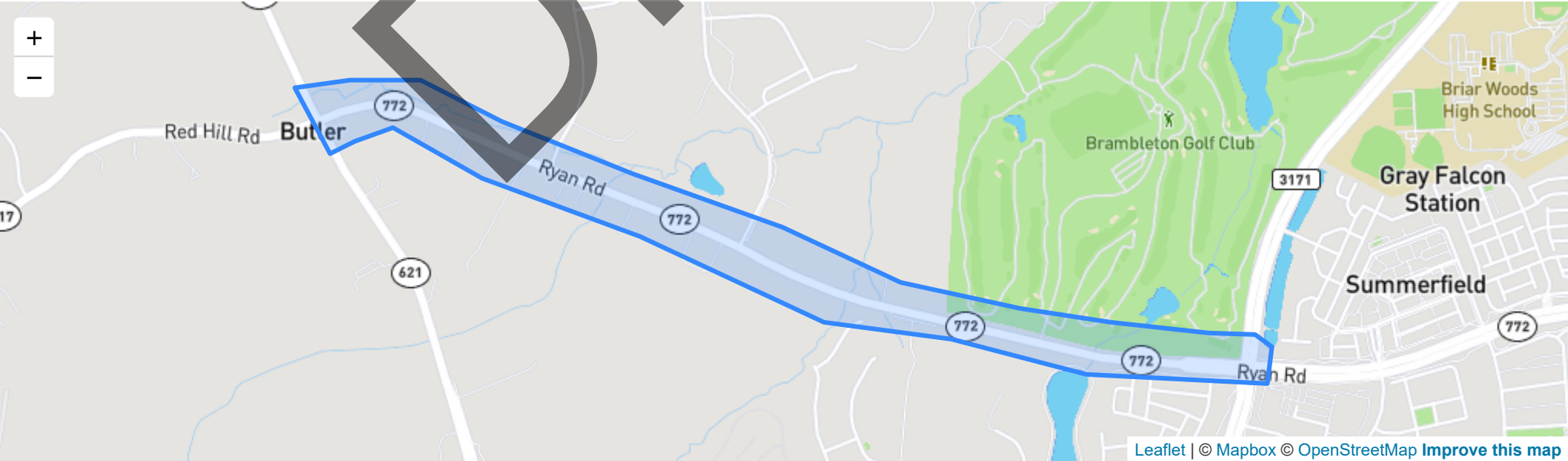
APPLICATION #: LDN-024
Evergreen Mills Road to Beaverdam Drive

Project Description

The project limits extends between Evergreen Mills Road and Northstar Boulevard. The total length of this portion of Ryan Road is approximately 1.45 miles long. Ryan Road is constructed as a 2-lane undivided roadway with shoulders between Evergreen Mills Road and Breezy Hollow Drive. Between Breezy Hollow Drive and Northstar Boulevard Ryan Road transitions to a 4-lane median divided section with curb and gutter. Left and right turn lanes have been constructed at Beaverdam Drive and Conservancy Drive. Signals are installed at the intersections with Evergreen Mills Road and Northstar Boulevard. Phase 1 of the project between Northstar Blvd and Beaverdam Road, includes widening of Ryan Road to a 4-lane divide roadway, and is proffered by the Brambleton developer. This phase is currently under construction . Phase 2 of the project provides for the planning, design, right-of-way acquisition, and widening of Ryan Road between Evergreen Mills Road (Route 621) and Beaverdam Drive (Route 2475). Ryan Road when completed will be a Major Collector with controlled access, on a four-lane, median divided facility with shared use paths on both sides of the road within a 120-foot-wide right-of-way. The scope of work also includes modifications at the Evergreen Mills Road intersection to accommodate the four-lane roadway.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	LDN-024
Primary TransAction ID Number	144
Submitting Jurisdiction/Agency	Loudoun County
Location	Ryan Road, State Route 772 runs between Loudoun County Parkway and Evergreen Mills Road. The project limits for this phase is Beaverdam Road to Evergreen Mills Road. The phase between Beaverdam Road and Northstar Boulevard will be constructed by the developer of Brambleton in conjunction with the County portion that is the subject of this application.
Requested NVTAFunds	\$16,000,000.00
NVTAFunds Approved	N/A
Previous NVTAFunds Received	\$0.00
Total Cost to Complete Project	\$31,500,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22		X			
FY23		X			
FY24		X	X		
FY25			X		
FY26			X		
FY27			X	X	
Beyond				X	

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$2,000,000	\$4,500,000	\$25,000,000	\$0	\$31,500,000
NVTA Funds Applied	\$0	\$0	\$2,000,000	\$14,000,000	\$0	\$16,000,000
NVTA 30%			\$200,000	\$0		\$200,000
Revenue Sharing		\$0	\$0	\$5,500,000		\$5,500,000
Local		\$2,000,000	\$2,300,000	\$5,500,000		\$9,800,000
Total Other	\$0	\$2,000,000	\$2,500,000	\$11,000,000	\$0	\$15,500,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	56 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	49 %
Local Priority	4
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program


Route 7 Improvements

Date Submitted: 09/30/2021

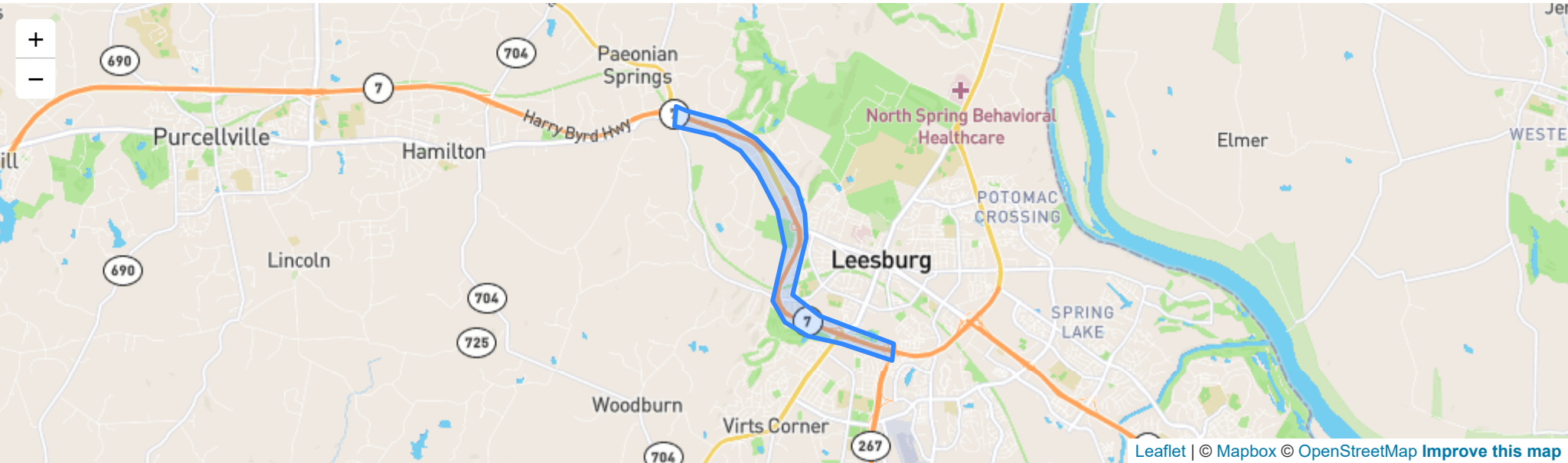
APPLICATION #: LDN-025
Route 9 to Dulles Greenway

Project Description

This project includes design, row acquisition, and construction to widen Route 7 from 2 to 3 lanes. The EB widening is about 4.2 mi long from the Route 9 interchange to the Dulles Greenway. Project includes: 12' lane and shoulder addition, access management reconstruction of two bridges, and bridge widening. The WB widening extends about 1.6 mi from the Dulles Greenway to the exit to Rte. 15 SB. The WB widening connects to the 3rd lane constructed in 2016 within the West Market St. Interchange. Independent projects within the Study Area are summarized below. VDOT is currently in the design phase for a project just east of Route 9 along Route 7. The Route 7 and Route 9 Interchange Improvements include extending the eastbound merge lane from Route 9 onto Route 7. The project is less than 1,000 feet in length. Currently, the corridor is primarily serving commuter traffic from western Loudoun County to points east such as Reston and Tysons. The existing congestion and access along the corridor has led to a history of crashes, which trends show are predominately property damage only in severity. The suggested improvements include the addition of a third lane eastbound between Route 9 and the Dulles Greenway, and a third lane westbound between the Dulles Greenway and W Market Street (Route 7 Business), where an existing third lane begins. Recommendations also include the removal of median left-turn lanes, addition of stormwater facilities, and retaining and sound walls. Future environmental work and permitting will be a necessary predecessor to any implementation. The proposed improvements are consistent with the 2017 VDOT STARS study report recommendations and the 2017 Loudoun County DTCI Route 7 Capacity and Congestion Study. The connection between the northbound Greenway and westbound Route 7 has planned improvements. The improvements will lengthen the acceleration lane on westbound Route 7 between the Dulles Greenway and S King Street, past the existing exit ramp to S King Street. The project will be administered by the operators of the Dulles Greenway.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	LDN-025
Primary TransAction ID Number	168
Submitting Jurisdiction/Agency	Loudoun County
Location	The study area for this project is along Route 7 from Route 9 to the Dulles Greenway, it is approximately 4.5 miles in length. There are grade separated interchanges, at-grade access points, and grade separated roadways without access to Route 7 in the project area. Route 7 is a divided highway with a grass median. Westbound Route 7 is two lanes between the Dulles Greenway and W Market Street, a third lane extends from W Market Street to Route 9. Eastbound Route 7 is two lanes for entire study area. The existing roadway has a grass median, asphalt roadway, paved shoulders, and ditches. No pedestrian facilities exist along the corridor.
Requested NVTAFunds	\$20,000,000.00
NVTAFunds Approved	N/A
Previous NVTAFunds Received	\$0.00
Total Cost to Complete Project	\$130,992,500.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22		X			
FY23		X			
FY24			X		
FY25			X		
FY26			X		
FY27			X	X	
Beyond				X	

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$18,088,000	\$10,360,000	\$102,544,500	\$0	\$130,992,500
NVTA Funds Applied	\$0	\$0	\$3,000,000	\$17,000,000	\$0	\$20,000,000
Local		\$16,150,000	\$3,400,000	\$53,850,000		\$73,400,000
Total Other	\$0	\$16,150,000	\$3,400,000	\$53,850,000	\$0	\$73,400,000
Gap	\$0	\$1,938,000	\$3,960,000	\$31,694,500	\$0	\$37,592,500

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	56 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	56 %
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	2
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program

Loudoun County Parkway Interchange at US 50

Date Submitted: 09/30/2021

APPLICATION #: LDN-028

Project Description

Located within the southern portion of Loudoun County, U.S. Route 50 is a critical link for east-west travel in Northern Virginia and in Loudoun County. Within Loudoun County, U.S. Route 50 serves rural land uses in the west, suburban master-planned developments such as South Riding (6,300 homes) and Stone Ridge (4,300 homes) and commercial land uses approaching eastern Loudoun County and into Fairfax County. In Loudoun County, near the corridor's densest locations, US Route 50 carries between 32,000 and 38,000 vehicles per day. East of Loudoun County and through the Sully Road (Route 28) interchange in Fairfax County, US Route 50 carries approximately 71,000 vehicles per day. The intersection with the highest traffic volumes and associated intersection delays is the intersection of U.S. Route 50 and Loudoun County Parkway (Rte. 606). The goal of the widening project was to relieve congestion, provide pedestrian and cyclist accommodations, and to improve safety along the corridor. A significant portion of this daily traffic is composed of commuters that travel to the east in the morning and return west during the evening. This daily commuting pattern and the volume of traffic involved contribute to recurring congestion on US Route 50, particularly during the weekday commuter peak hours of travel. In 2015, the Virginia Department of Transportation (VDOT), in coordination with Loudoun County and Fairfax County, widened US Route 50 from a four- to a six-lane cross-section between Poland Road and Route 28. Construction of the widening project was completed in December 2015. Even with the additional capacity that resulted from the widening, congestion remains a daily issue. A key contributing factor to the congestion along U.S. Route 50 is the number of at-grade, signalized intersections within the corridor. In recognition of the ongoing and increasing congestion, Loudoun County has, as part of its Countywide Transportation Plan, identified several intersections along the U.S. Route 50 corridor at which grade separated interchanges are to be constructed. The U.S. Route 50 / Loudoun County Parkway Interchange project will replace this failing at-grade, signalized intersection with a grade-separated interchange to improve traffic flow on both U.S. Route 50 and the Loudoun County Parkway as well as significantly improve safety conditions at this intersection.

Primary Mode(s)	Secondary Mode(s)
Application Number	LDN-028
Primary TransAction ID Number	169
Submitting Jurisdiction/Agency	Loudoun County
Location	The U.S. Route 50 /Loudoun County Parkway Interchange is located in southern Loudoun County, Virginia. The project is located at the intersection of two of Loudoun County's most heavily traveled roadways near the southern boundary of Washington Dulles International Airport. The project is also located adjacent to one of Loudoun County's largest master planned developments, South Riding. Containing more than 6,300 homes and more than 1,000,000 square feet of commercial development, South Riding is the most significant development in Loudoun County today.
Requested NVT A Funds	\$35,250,000.00
NVT A Funds Approved	N/A
Previous NVT A Funds Received	\$0.00
Total Cost to Complete Project	\$181,152,680.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22		X	X		
FY23		X	X		
FY24		X	X		
FY25		X	X		
FY26	X	X	X	X	
FY27			X	X	
Beyond				X	

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$250,000	\$16,692,800	\$14,453,200	\$149,756,680	\$0	\$181,152,680
NVTA Funds Applied	\$250,000	\$3,000,000	\$14,000,000	\$18,000,000	\$0	\$35,250,000
Local		\$13,692,800	\$453,200	\$131,756,680		\$145,902,680
Total Other	\$0	\$13,692,800	\$453,200	\$131,756,680	\$0	\$145,902,680
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	97.51%
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	56 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	81 %
Local Priority	3
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program

Van Buren Road North

Date Submitted: 09/28/2021

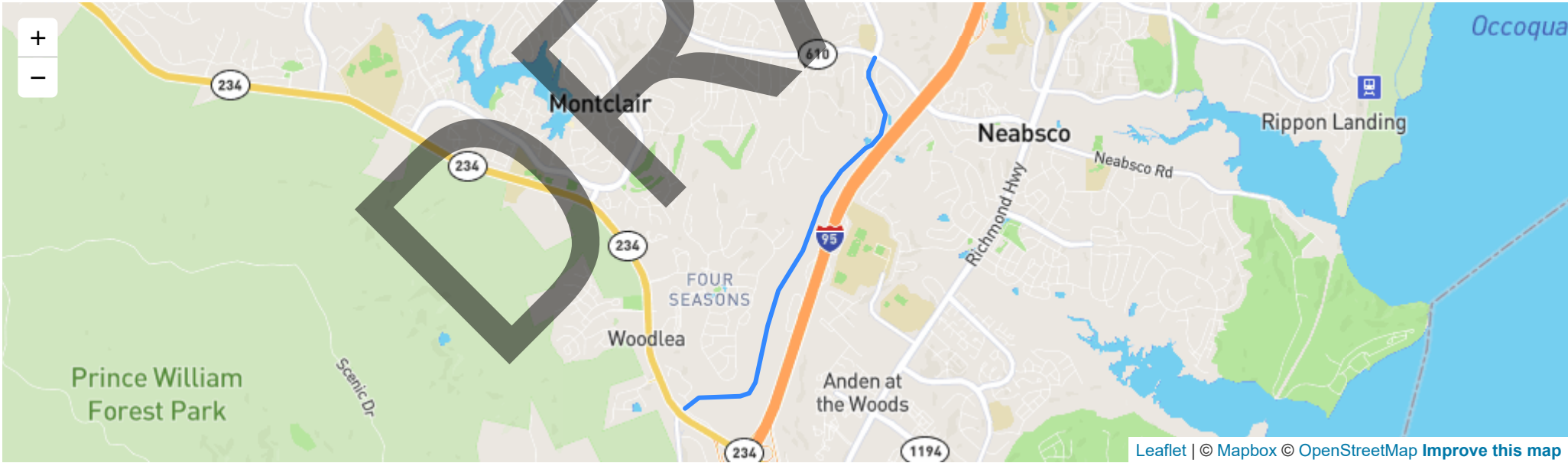
APPLICATION #: PWC-027
Van Buren Road North Extension: Route 234 to Cardinal Drive

Project Description

The Van Buren Road North Extension Project consists of extending and constructing a new section of Van Buren Road between Dumfries Road (Route 234) to Cardinal Drive at its intersection with Benita Fitzgerald Drive. The project includes the construction of a new bridge over Powell's Creek. The total project length is approximately 2.02 miles. The new roadway will be designed as a four-lane divided major collector, which includes a 10' shared-use path and 5' sidewalk (typical section attached) consistent with the Prince William County Comprehensive Plan (Project reference in the plan is attached). The proposed Van Buren Road North Extension Project is located immediately west of I-95 and runs parallel to I-95. The project will play a vital role in easing local and regional congestion by serving as a much-needed parallel facility along the congested I-95 and Route 1 Corridors. The project terminates at Route 234, which connects I-95 to I-66 in Prince William County. The extension of Van Buren Road will complete a full roadway connection from Dale Boulevard (via Benita Fitzgerald Road) to Route 234 and will provide an important bypass connection for local and regional traffic in eastern Prince William County. This new section will carry heavy volumes of traffic that would normally spill onto local roadways. This project relieves significant congestion along this corridor and improves accessibility to Route 234 and I-95.

Primary Mode(s)	Secondary Mode(s)
Application Number	PWC-027
Primary TransAction ID Number	273
Submitting Jurisdiction/Agency	Prince William County
Location	The proposed project will construct a new roadway connection between Dumfries Road (Route 234) and Cardinal Drive.
Requested NVTA Funds	\$80,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$82,000,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21	X				
FY22	X				
FY23					
FY24					
FY25					
FY26		X			
FY27		X			
Beyond			X		

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$2,000,000	\$8,000,000	\$17,000,000	\$55,000,000	\$0	\$82,000,000
NVTA Funds Applied	\$0	\$8,000,000	\$17,000,000	\$55,000,000	\$0	\$80,000,000
NVTA 30%	\$2,000,000					\$2,000,000
Total Other	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	2 %
Local Priority	3
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program

University Boulevard Extension: Devlin Road to Wellington Road

Date Submitted: 09/28/2021

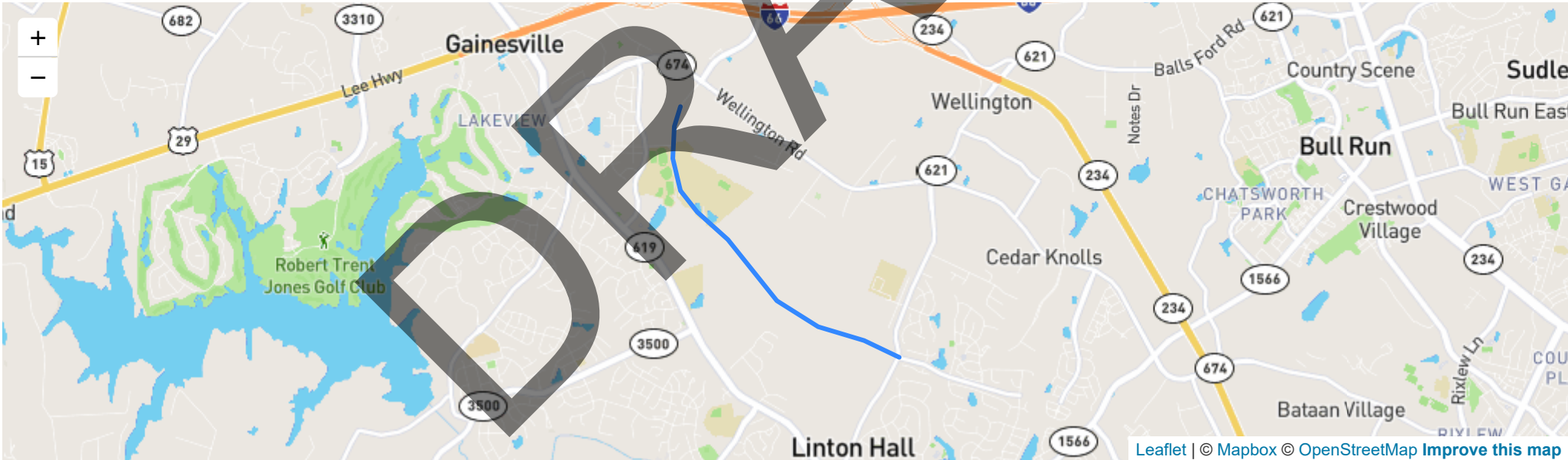
APPLICATION #: PWC-028

Project Description

The project consists of extending University Boulevard from Devlin Road to Wellington Road, as a 4-lane roadway with four (4) 12-foot travel lanes, 5' sidewalk, and a 10' shared use path. The total project length is 2.5 miles long. The funding requested for the project will cover the construction phase. Existing local, state, and federal funds have been programmed to cover the Design and Right-of-Way Phases. Ultimately, this project, will create a major intra-county connection between Lee Highway (Route 29) and Nokesville Road (Route 28). This new roadway will run roughly parallel to Wellington Road, which is classified as a minor arterial roadway with an Annual Average Daily Traffic (AADT) of 15,000, and Linton Hall Road which is classified as a minor arterial roadway with an AADT of 29,000. These segments of Wellington Road and Linton Hall Road carry intra-County traffic between the western and eastern portions of Prince William County. During peak hours of travel, these roadways experience significant congestion. Once completed, this section of University Boulevard will alleviate the congestion and crowding experienced by vehicles on Wellington Road and Linton Hall Road by providing additional capacity. Turn lanes will be provided at specific locations (coordinated with planned adjacent developments).

Primary Mode(s)	Secondary Mode(s)
Application Number	PWC-028
Primary TransAction ID Number	235
Submitting Jurisdiction/Agency	Prince William County
Location	The project will extend University Boulevard from Devlin Road to Wellington Road as a 4 lane roadway.
Requested NVTA Funds	\$53,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$100,000,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22					
FY23					
FY24		X			
FY25		X	X		
FY26			X	X	
FY27				X	
Beyond					

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$7,000,000	\$18,000,000	\$75,000,000	\$0	\$100,000,000
NVTA Funds Applied	\$0	\$0	\$0	\$53,000,000	\$0	\$53,000,000
RSTP		\$7,000,000	\$3,000,000	\$17,000,000		\$27,000,000
Revenue Sharing			\$5,000,000	\$5,000,000		\$10,000,000
Proffers			\$10,000,000			\$10,000,000
Total Other	\$0	\$7,000,000	\$18,000,000	\$22,000,000	\$0	\$47,000,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	47 %
Local Priority	5
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program

Devlin Road Widening: Linton Hall Road to University Boulevard



Date Submitted: 09/28/2021

APPLICATION #: PWC-029

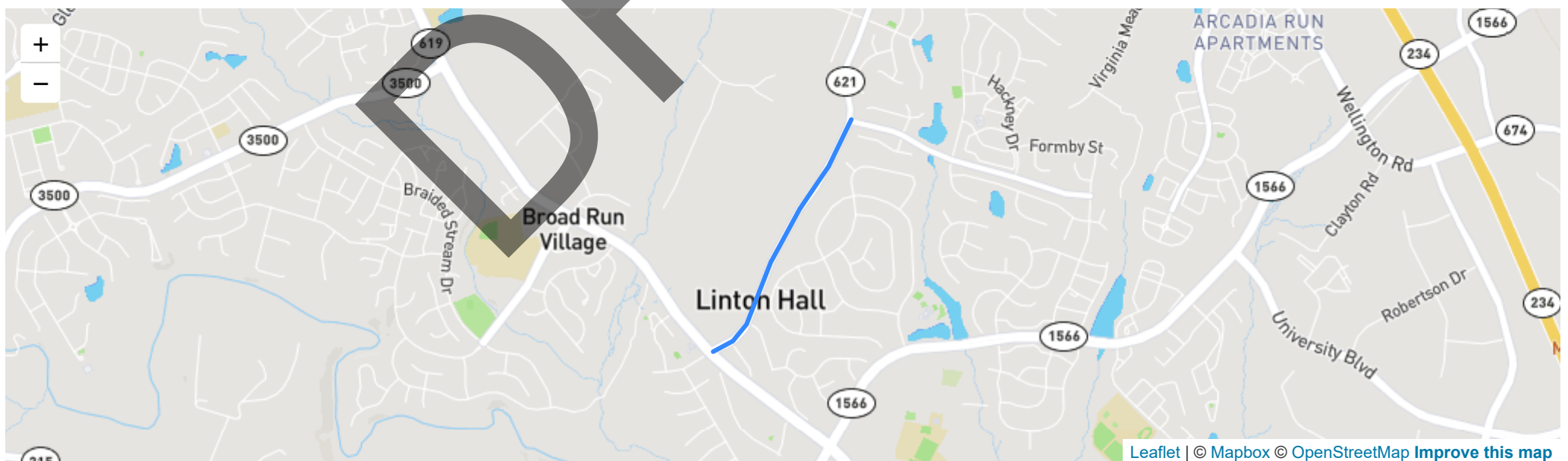
Devlin Road (South) Widening: Linton Hall Road to University Boulevard

Project Description

The project consists of widening Devlin Road between Linton Hall Road and University Boulevard from two lanes to four lanes. The length of the project is approximately 0.8 miles. The project will consist of four travel lanes and a 10' shared-use path on the west side of the roadway. The current two-lane undivided section of roadway lacks paved shoulders and has no bicycle or pedestrian facilities. Devlin Road currently experiences high volumes during peak hours. Devlin Road connects to two major roadways, Linton Hall Road, classified as a minor arterial roadway with an AADT of 29,000 and University Boulevard, classified as a major collector roadway with an AADT of 4,700. The section of Devlin Road from University Boulevard to Wellington Road is already a fully funded, active project and the proposed project will complete the scope of this TransAction project to increase roadway capacity on Devlin Road between Linton Hall Road and Wellington Road. The northern termini of this road with Balls Ford Road is being realigned for an improved connection to Prince William Parkway (Route 234), Sudley Road, and I-66. This will further support operations at the diverging diamond interchange being constructed at Balls Ford Road and Prince William Parkway. In addition, a total of 1.6 miles of combined new bicycle and pedestrian facilities will be constructed. This project will reduce congestion by increasing capacity and improving access between Wellington Road and Linton Hall Road, and providing motorized and non-motorized users with more route options. Marked crosswalks will be provided at all signalized intersections. Existing signals will be modified.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	PWC-029
Primary TransAction ID Number	242
Submitting Jurisdiction/Agency	Prince William County
Location	The Devlin Road widening project is located in Bristow, Virginia and adjacent to the Route 234, Route 29, and I-66 Corridors. Devlin Road will be widened between Linton Hall Road and University Boulevard, which is within project scope of TransAction ID 242.
Requested NVTAFunds	\$35,000,000.00
NVTAFunds Approved	N/A
Previous NVTAFunds Received	\$0.00
Total Cost to Complete Project	\$40,000,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22					
FY23					
FY24					
FY25		X			
FY26		X	X		
FY27			X	X	
Beyond				X	

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$5,000,000	\$8,500,000	\$26,500,000	\$0	\$40,000,000
NVTA Funds Applied	\$0	\$0	\$8,500,000	\$26,500,000	\$0	\$35,000,000
Proffers		\$5,000,000	\$0	\$0		\$5,000,000
Total Other	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	13 %
Local Priority	4
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority

FY2022-2027 Six Year Program

Route 1 at Route 123 Interchange

Date Submitted: 09/28/2021

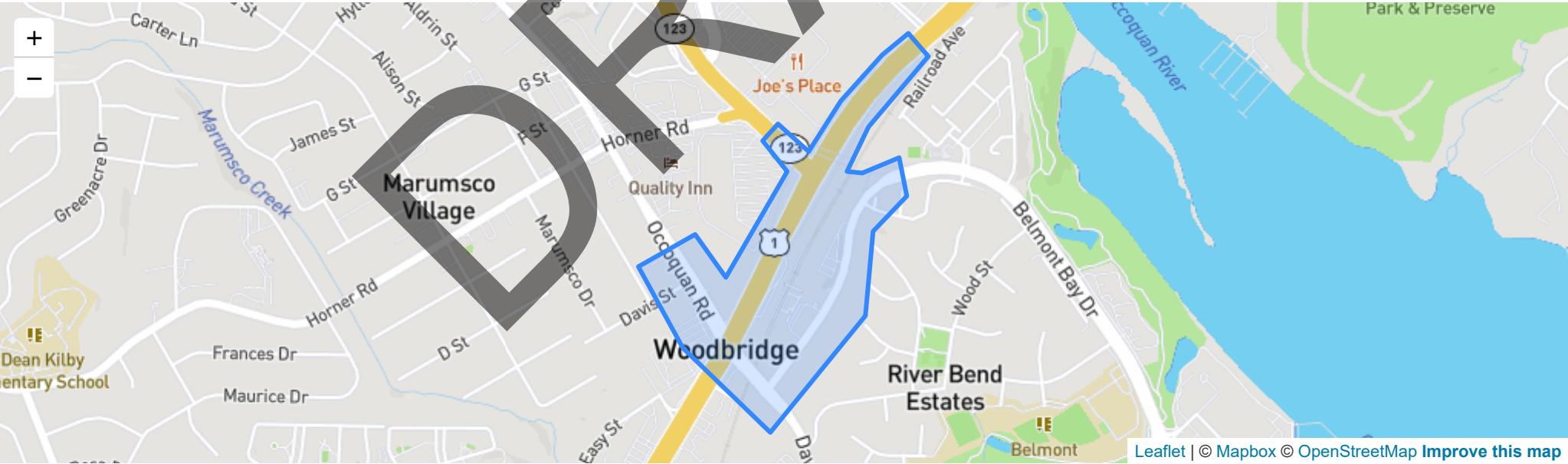
APPLICATION #: PWC-030

Project Description

The project will construct a four-lane overpass between Route 123 east of Horner Road to Belmont Bay Drive, crossing over Route 1 and existing railroad tracks, to form a new quadrant roadway with Route, Express Drive and Dawson Beach Road and a new T-intersection at Express Drive and Belmont Bay Drive. The overpass and new quadrant roadway will allow several at-grade conflicting movements that contribute to crashes, excessive delays and queuing in the project area to be grade separated. This will allow Route 1 to operate at near-free flow and improve access to transit at the Woodbridge VRE station. A NEPA Document along with the Right-of-Way/Utility Phase has already been completed by VDOT.

Primary Mode(s)	Secondary Mode(s)
Application Number	PWC-030
Primary TransAction ID Number	218
Submitting Jurisdiction/Agency	Prince William County
Location	The project is located in North Woodbridge and east of Interstate 95. The project limits are Route 123 east of Horner Road to Express Drive/Belmont Bay Drive, which serves the Woodbridge VRE station. The project area consists of six existing intersections and two new intersections.
Requested NVTA Funds	\$61,200,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$68,000,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22					
FY23					
FY24					
FY25					
FY26		X			
FY27		X		X	
Beyond				X	

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$8,000,000	\$0	\$60,000,000	\$0	\$68,000,000
NVTA Funds Applied	\$0	\$8,000,000	\$0	\$53,200,000	\$0	\$61,200,000
RSTP				\$6,800,000		\$6,800,000
Total Other	\$0	\$0	\$0	\$6,800,000	\$0	\$6,800,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	64 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	10 %
Local Priority	2
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority

FY2022-2027 Six Year Program

Construct Interchange at Prince William Parkway and Minnieville Road

Date Submitted:
09/28/2021

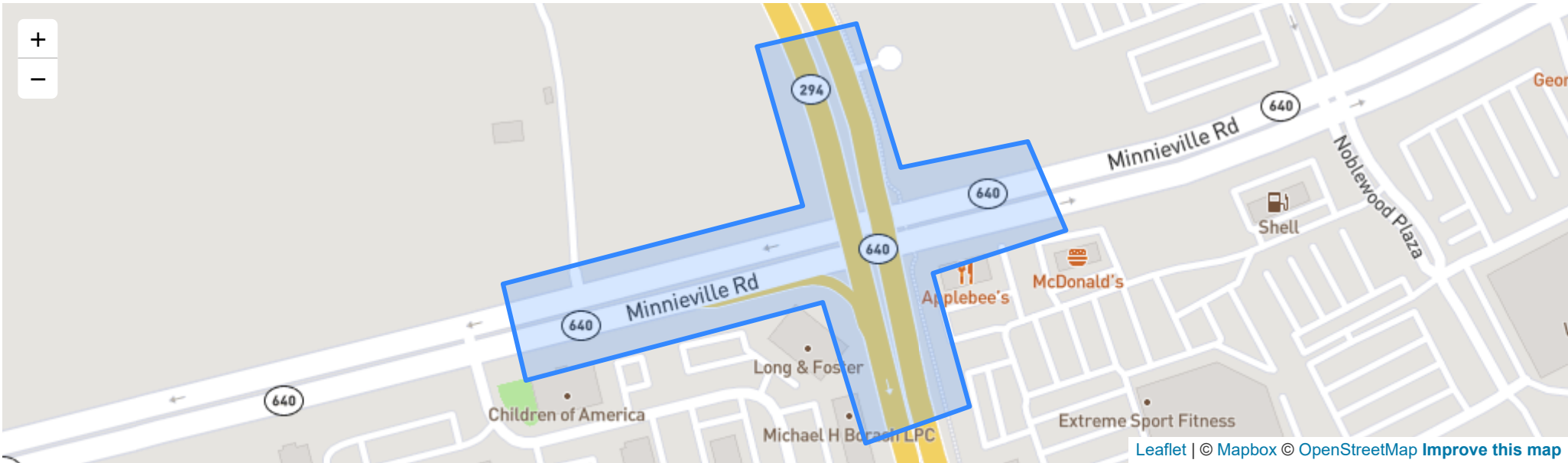
APPLICATION #: PWC-031

Project Description

The project constructs an innovative interchange at the intersection of Prince William Parkway (Route 294) and Minnieville Road (Route 640). The proposed concept is a Single Point Urban Interchange (SPUI)-Below Grade which will take Route 294 underground and bring Route 640 above the intersection. This concept will improve operations and safety of the intersection with less than 1 acre of ROW impact to minimize impacts and maintain the urban character of the area. The intersection serves regional traffic accessing I-95 and Benefit Cost Analysis of the project found the project had significant congestion reduction benefits, with a reduction of 2,089 hours of delay over the No Build Scenario for 2025. The intersection was a targeted location of the County Police's Roadway Incident Management Program (RIMP) due to the high number of incidents and the project's crash modification factors, including grade separation, addition of protected left turn, conversion to right-in/right-out and signal retiming/optimization, will substantially improve safety and further enhance travel time reliability along the corridor. This includes improving travel time reliability for the OmniRide commuter route operating at 20 to 35 minute service frequency through the intersection during AM and PM peak periods. The project includes a 10-foot shared use path along the north side of Prince William Parkway and a 5-foot sidewalk along the southside of Prince William Parkway and west side of Minnieville Road to enhance active mobility.

Primary Mode(s)	Secondary Mode(s)
Application Number	PWC-031
Primary TransAction ID Number	279
Submitting Jurisdiction/Agency	Prince William County
Location	The project is located 2.5 miles west of I-95 at the intersection of Prince William Parkway (Route 294) and Minnieville Road (Route 640). The project termini on Route 294 is Noblewood Plaza east of the intersection and approximately .25 miles west of the intersection. On Route 640, the termini are Hedgewood Drive to the south of the intersection and just south of Elm Farm Road to the north. The project is located within the boundaries of the Dale City Small Area Plan, which is a major gateway to Prince William County from I-95 that has been targeted for mixed-use transit-oriented development.
Requested NVTA Funds	\$67,500,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$70,000,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22					
FY23					
FY24					
FY25					
FY26		X			
FY27		X	X		
Beyond			X	X	

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$10,000,000	\$10,000,000	\$50,000,000	\$0	\$70,000,000
NVTA Funds Applied	\$0	\$7,500,000	\$10,000,000	\$50,000,000	\$0	\$67,500,000
NVTA 30%		\$2,500,000				\$2,500,000
Total Other	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	64 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	4 %
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program



Old Centreville Road Widening: Fairfax County Line to Route 28

Date Submitted: 09/28/2021

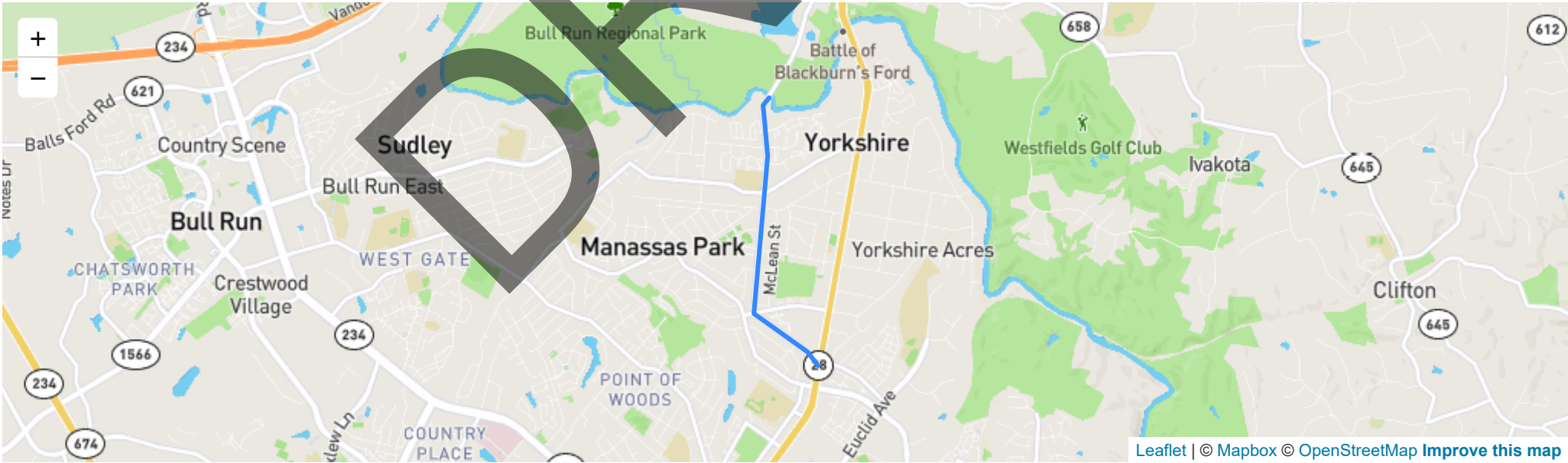
APPLICATION #: PWC-035

Project Description

The project will widen approximately 1.8 miles of Old Centreville Road from two to four lanes undivided between the Fairfax County Line and Centreville Road/Route 28. The project will construct two additional 12-foot travel lanes and a 10-foot shared use path along the east side of the roadway to increase capacity, and enhance access and safety for drivers, pedestrians and bicyclists. This project in Prince William County runs adjacent to the jurisdictional boundary with Manassas Park, and serves substantial interjurisdictional traffic. The proposed project is consistent with the Prince William County Comprehensive Plan.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	PWC-035
Primary TransAction ID Number	261
Submitting Jurisdiction/Agency	Prince William County
Location	The project's termini on Old Centerville Road (State Route 616) are the Fairfax County Line to the north and Centreville Road/Route 28 to the south. The project is located in Prince William County adjacent to the City of Manassas Park jurisdictional boundary, in the Yorkshire regional activity center.
Requested NVTAFunds	\$96,000,000.00
NVTAFunds Approved	N/A
Previous NVTAFunds Received	\$0.00
Total Cost to Complete Project	\$96,000,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22					
FY23					
FY24					
FY25					
FY26		X			
FY27		X	X		
Beyond			X	X	

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$6,000,000	\$45,000,000	\$45,000,000	\$0	\$96,000,000
NVTA Funds Applied	\$0	\$6,000,000	\$45,000,000	\$45,000,000	\$0	\$96,000,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	64 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0 %
Local Priority	8
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program


Old Bridge Road Widening: Colby Drive to Minnieville Road

Date Submitted: 09/28/2021

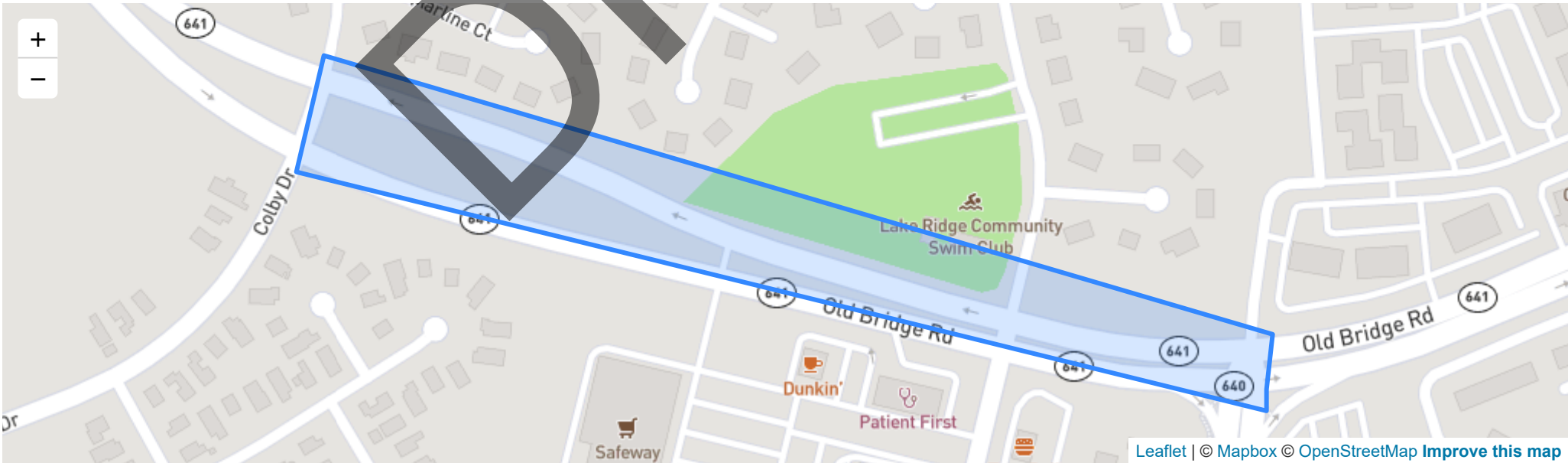
APPLICATION #: PWC-036

Project Description

This project widens approximately 0.4 miles of Old Bridge Road (Route 641) from Colby Drive to Minnieville Road from four to six lanes. The project includes improvements and signal modification to the intersection of Old Bridge Road and Minnieville Road to accommodate the additional lanes and further improve operations. Pedestrian facilities will be constructed on the north side to address existing gaps and provide a first/last mile connection to the Lake Ridge Commuter Lot. Old Bridge Road carries substantial intra County and regional traffic volumes, with an average of 43,000 vehicles daily in the project area, and serves as a key gateway to the I-95 and US Route 1 corridors in Prince William County. The added capacity will bring significant congestion reduction benefits to the corridor. There are two OmniRide Commuter Bus Routes that operate in the project area and will benefit from the reduced congestion and improved travel time reliability.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	PWC-036
Primary TransAction ID Number	259
Submitting Jurisdiction/Agency	Prince William County
Location	The project is on Old Bridge Road (Route 641) between Colby Drive (Route 2125) and Minnieville Road (Route 640). The project is adjacent to the Lake Ridge Commuter Lot at the intersection of Minnieville Road and Old Bridge Road. The project is located approximately 2 miles west of Interstate 95, the North Woodbridge Regional Activity Center and US Route 1.
Requested NVTAFunds	\$25,000,000.00
NVTAFunds Approved	N/A
Previous NVTAFunds Received	\$0.00
Total Cost to Complete Project	\$25,000,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22					
FY23					
FY24					
FY25					
FY26		X			
FY27		X	X		
Beyond			X	X	

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$3,000,000	\$8,000,000	\$14,000,000	\$0	\$25,000,000
NVTA Funds Applied	\$0	\$3,000,000	\$8,000,000	\$14,000,000	\$0	\$25,000,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	64 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0 %
Local Priority	6
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority

FY2022-2027 Six Year Program


Neabsco Road Improvements

Date Submitted: 09/28/2021

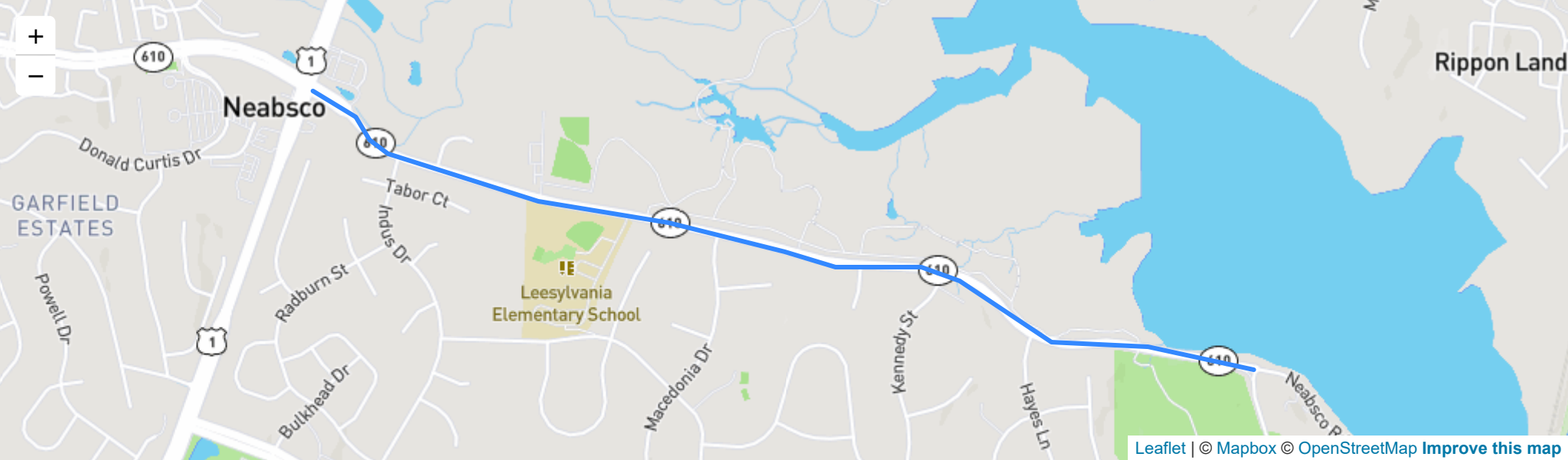
APPLICATION #: PWC-037
Neabsco Road Widening: Route 1 to Daniel Ludwig Drive

Project Description

The project constructs a third lane on Neabsco Road eastbound between US Route 1 and Daniel Ludwig Drive. The project will provide additional capacity on this roadway, which serves regional traffic accessing the Leesylvania State Park, Neabsco Regional Park and marinas operating on the Potomac River, to reduce congestion. The project will provide a third lane for approximately 1.5 miles along the existing two lane facility that can accommodate the queuing from the State park and enable enhanced traffic flow for through traffic. Additionally, it will enhance access to a regional trail system. This project is a phased part of the widening of Neabsco Road, which will ultimately have four lanes.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	PWC-037
Primary TransAction ID Number	256
Submitting Jurisdiction/Agency	Prince William County
Location	The project is located on Neabsco Road (SR 610) and the termini is US Route 1 to the west and Daniel Ludwig Drive to the east. The project area is bordered by residential communities, a school and Leesylvania State park on the south, a Regional Park and residential community on the north and access to four marinas operating on the Potomac River to the east. The project area connects to the regional Potomac Heritage National Scenic Trail network. The project is located approximately 0.6 miles east of Interstate 95 and 2.5 miles north of the Town of Dumfries.
Requested NVTAFunds	\$26,500,000.00
NVTAFunds Approved	N/A
Previous NVTAFunds Received	\$0.00
Total Cost to Complete Project	\$26,500,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22					
FY23					
FY24					
FY25					
FY26		X			
FY27		X	X		
Beyond			X	X	

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$2,500,000	\$7,000,000	\$17,000,000	\$0	\$26,500,000
NVTA Funds Applied	\$0	\$2,500,000	\$7,000,000	\$17,000,000	\$0	\$26,500,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	64 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0 %
Local Priority	7
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program



West End Transitway Phase 1b

Date Submitted: 10/01/2021

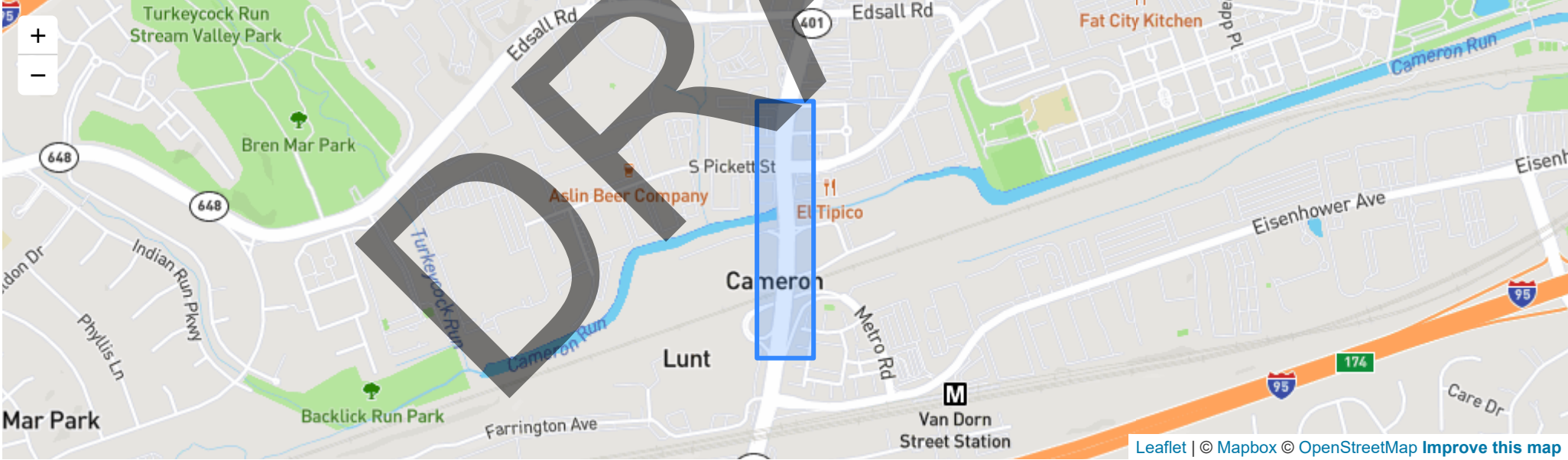
APPLICATION #: ALX-018
South Van Dorn Street and Bridge Design

Project Description

This project will design South Van Dorn Street and the Van Dorn bridges between Metro Road and McConnell Avenue to accommodate dedicated transit lanes for the future West End Transitway as well as improve non-motorized facilities along the bridges for better connections between new developments, transit stops/stations and the Van Dorn Metrorail station. Design would include structural, civil and traffic engineering as well as community engagement, environmental work, staff time and substantial contingency funds. The existing Van Dorn Street bridge currently includes a narrow sidewalk along the east side, and no bicycle facilities. In 2016, the City completed the West End Transitway Alternatives Analysis and the Environmental Documentation was completed in 2017. A conceptual plan for the full build out of the transitway included dedicated bus lanes on Van Dorn Street for the transitway from Metro Road to the north and maintained existing vehicle travel lanes. The Eisenhower West Small Area Plan also recommends multimodal improvements to the South Van Dorn Street bridge. In FY 2022, the City will conduct a feasibility study that looks at traffic, concept options and develops more refined cost estimates to better understand the level of funding needed for design and construction in future years. Beginning the design of this portion of the transitway, where the City has already acquired right of way makes the City very competitive for construction funds for this project.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	ALX-018
Primary TransAction ID Number	42
Submitting Jurisdiction/Agency	City of Alexandria
Location	The project is located on South Van Dorn Street between Metro Road and McConnell Avenue
Requested NVTAFunds	\$5,000,000.00
NVTAFunds Approved	N/A
Previous NVTAFunds Received	\$0.00
Total Cost to Complete Project	\$40,999,440.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22	X				
FY23	X				
FY24					
FY25					
FY26		X			
FY27		X			
Beyond		X			

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$70,000	\$5,000,000	\$1,500,000	\$34,429,440	\$0	\$40,999,440
NVTA Funds Applied	\$0	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Local	\$70,000					\$70,000
Total Other	\$70,000	\$0	\$0	\$0	\$0	\$70,000
Gap	\$0	\$0	\$1,500,000	\$34,429,440	\$0	\$35,929,440

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	90 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0 %
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program


Alexandria Bike and Pedestrian Trails Construction and Reconstruction

Date Submitted:
10/01/2021

APPLICATION #: ALX-020
Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge

Project Description

This project would replace an existing fair-weather crossing for the Holmes Run Trail with a prefabricated steel pedestrian and bicycle bridge to allow trail users continuous, safe, and reliable access to the City's off-street trail facilities.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	ALX-020
Primary TransAction ID Number	90
Submitting Jurisdiction/Agency	City of Alexandria
Location	This project is located on Holmes Run Trail, at the existing fair-weather crossing located approximately 400' north of the intersection of North Beauregard Street and North Morgan Street, in Dora Kelley Park.
Requested NVTAFunds	\$5,000,000.00
NVTAFunds Approved	N/A
Previous NVTAFunds Received	\$0.00
Total Cost to Complete Project	\$5,500,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22					
FY23					
FY24		X			
FY25		X			
FY26				X	
FY27				X	
Beyond					

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$500,000	\$0	\$5,000,000	\$0	\$5,500,000
NVTA Funds Applied	\$0	\$0	\$0	\$5,000,000	\$0	\$5,000,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$500,000	\$0	\$0	\$0	\$500,000

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	90 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0 %
Local Priority	2
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program



North Washington Street Multimodal Improvements Project

Date Submitted: 10/01/2021

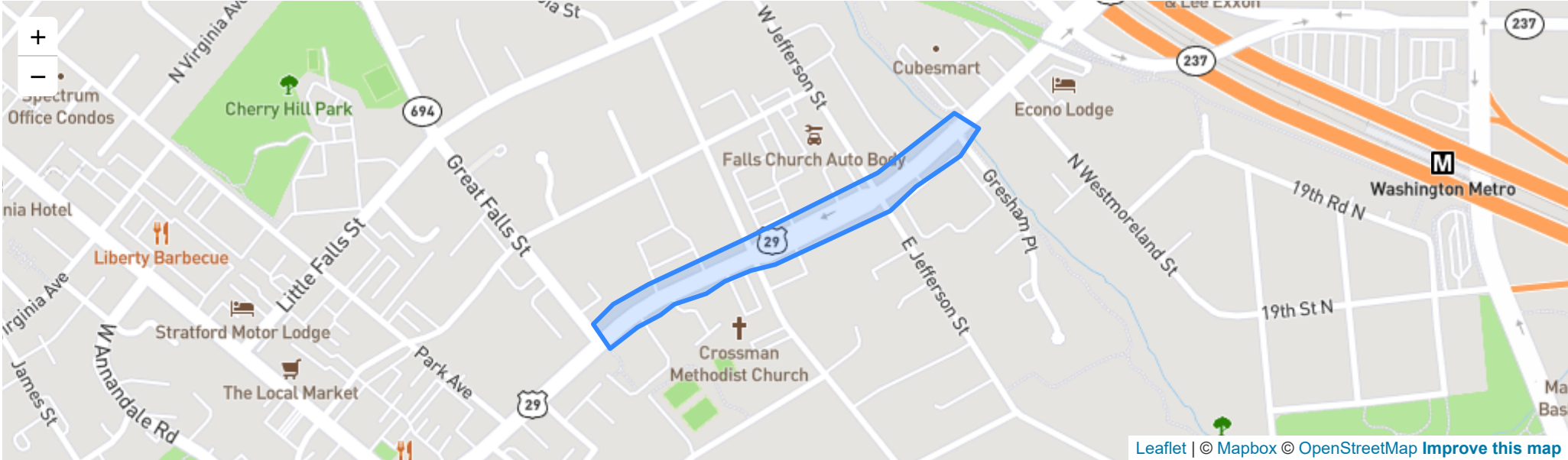
APPLICATION #: CFC-008
Great Falls Street to Gresham Place

Project Description

Increasingly, State, Regional and Local Plans are recognizing the effectiveness and cost efficiency of investing in multimodal transportation options. Multimodal options have been repeatedly shown to be the most cost effective transportation investments. This project reflects that trend by investing in multimodal transportation options near the East Falls Church Metrorail Station. The scope of this project includes intersection and signal improvements, pedestrian access improvements, bicycle access improvements, bus stop enhancements, traffic calming, and utility relocation/undergrounding. The North Washington Street Multimodal Transportation project is included in the City's adopted Fiscal Year 2022-2027 Capital Improvements Program (CIP). The North Washington Street/Route 29 project will allow for improved safety between Great Falls Street and Gresham Place. Signal improvements will be made at the North Washington Street/Route 29 and Gresham Place intersection. A high-intensity activated crosswalk (HAWK) signal will be installed at or near the intersection of North Washington Street/Route 29 and East Jefferson Street to allow better connectivity and access to both the East Falls Church Metrorail Station and downtown Falls Church. Utility relocation/undergrounding will be undertaken throughout the project area, as will traffic calming improvements, pedestrian improvements and bicycle access improvements. The City is designated as a regional activity center and has recently been a focus of infill development. Without viable travel alternatives, new City residents and workers will have little choice but to add to the automobile congestion on the already crowded regional road and highway network in the I-66/29 Corridor. Expanding multimodal transportation options and extending the catchment area of the East Falls Church Metro Station will increase travel options and reduce pressure on the regional road and highway system.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	CFC-008
Primary TransAction ID Number	334
Submitting Jurisdiction/Agency	City of Falls Church
Location	The North Washington Street/Route 29 project will allow for improved safety and accessibility between Great Falls Street and Gresham Place. Signal improvements will be made at the North Washington Street/Route 29 and Gresham Place intersection. A high-intensity activated crosswalk (HAWK) signal will be installed at or near the intersection of North Washington Street/Route 29 and East Jefferson Street to allow better connectivity and access to both the East Falls Church Metrorail Station and downtown Falls Church. Utility relocation/undergrounding will be undertaken throughout the project area, as will traffic calming improvements, pedestrian improvements and bicycle access improvements.
Requested NVTA Funds	\$22,500,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$22,500,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22					
FY23					
FY24					
FY25					
FY26		X			
FY27		X	X		
Beyond			X	X	

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$1,501,000	\$612,200	\$20,386,800	\$0	\$22,500,000
NVTA Funds Applied	\$0	\$1,501,000	\$612,200	\$20,386,800	\$0	\$22,500,000
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	58 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0 %
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority

FY2022-2027 Six Year Program




Liberia Avenue 3rd Lane Eastbound

Date Submitted: 10/01/2021

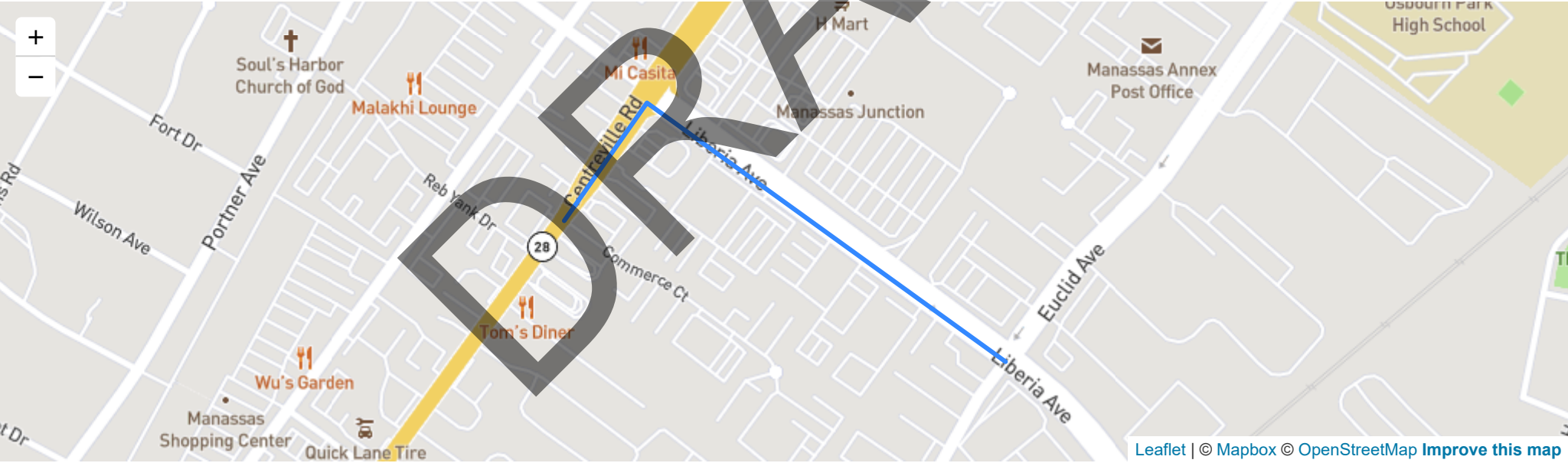
APPLICATION #: MAN-002
Route 28 to Euclid Avenue

Project Description

Project Description: Liberia Avenue is planned to be widened to three through lanes in the eastbound direction between Route 28 (Centreville Road) and Euclid Avenue. This project will also include the widening of a portion of northbound Route 28 to extend the existing northbound left turn lane on Liberia Avenue. These improvements are in accordance with the City of Manassas Transportation Master Plan (TMP). In addition to these roadway improvements, sidewalk improvements are planned along the south side of Liberia Avenue and along the east side of Route 28, along with the necessary utility relocations to make way for the relocated sidewalk and additional travel lane.

Primary Mode(s)	Secondary Mode(s)
	 
Application Number	MAN-002
Primary TransAction ID Number	277
Submitting Jurisdiction/Agency	City of Manassas
Location	The project is located on eastbound Liberia Avenue from the Route 28 to Euclid Avenue as well as northbound route 28 at the intersection with Liberia.
Requested NVTAFunds	\$8,851,639.00
NVTAFunds Approved	N/A
Previous NVTAFunds Received	\$0.00
Total Cost to Complete Project	\$8,851,639.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier	X				
FY21	X				
FY22	X				
FY23					
FY24					
FY25					
FY26		X			
FY27		X	X		
Beyond			X	X	

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$0	\$1,607,541	\$1,901,157	\$5,342,941	\$0	\$8,851,639
NVTA Funds Applied	\$0	\$1,607,541	\$1,901,157	\$5,342,941	\$0	\$8,851,639
Total Other	\$0	\$0	\$0	\$0	\$0	\$0
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	92 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	0 %
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program



Herndon Parkway Improvements at Worldgate Drive Extension

Date Submitted: 10/01/2021

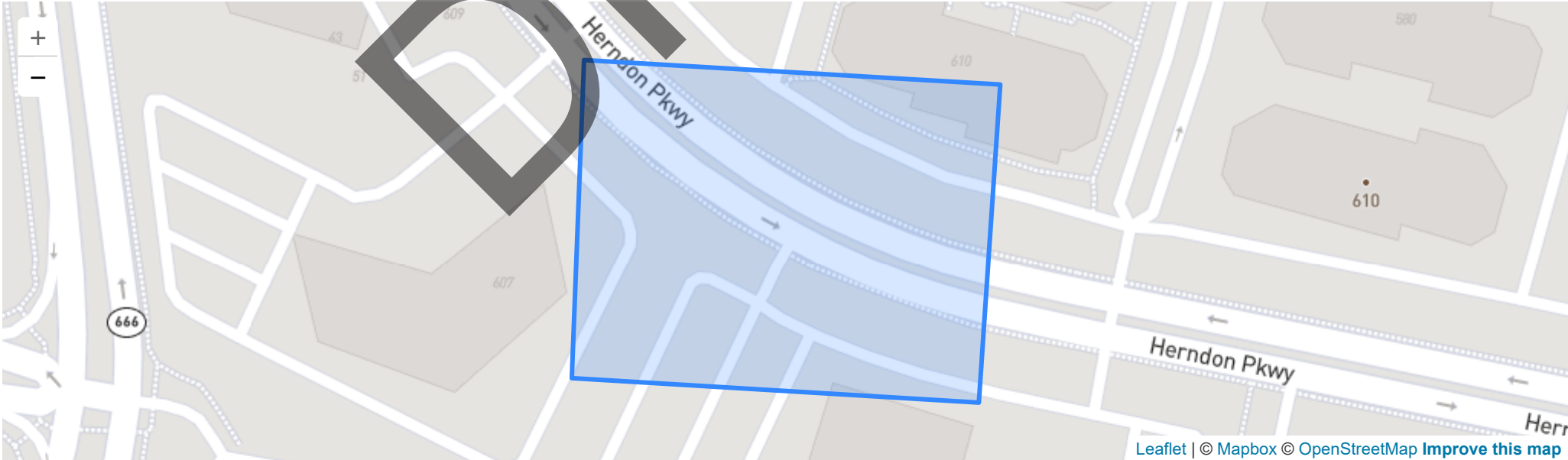
APPLICATION #: HND-005
12(e) - Herndon Metrorail Multimodal Improvements to include new intersection signalization

Project Description

This project includes new intersection signalization improvements at Herndon Parkway and Worldgate Drive Extension. The improvements include LED traffic/bike/pedestrian signalization, dedicated turning lane capacity improvements, street-lighting, cycle tracks, ADA curb cuts/sidewalks, and paver crosswalks. The pedestrian crossings and improved traffic flow will provide additional safety measures for motorized and non-motorized traffic modes. Safety is a critical component for this project, emphasizing a seamless and safer multimodal environment for pedestrians and cyclists. The project design and its safety countermeasures associated with the mode-separated cycle track and ADA sidewalk streetscape will assist in fulfilling the Town's priority of implementing safer infrastructure and equitable access in traveling along Herndon Parkway and to and from the town's Equity Economic Emphasis Area (EEA), Metrorail Station and surrounding region. The purpose of this arterial intersection signalization project is to relieve peak-hour congestion by increasing roadway capacity, via additional turning lane configuration, raised median and mode separated pedestrian/bike facilities (ie. ADA streetscape/cycle track), resulting in improved traffic flow, safety and multi-modal circulation for drivers, pedestrians, bicyclists, and transit riders for access to Metrorail as well as local and regional destinations. The town has prepared a concept design to determine the right-of-way needed for both roadway and multimodal improvements. The project's capacity improvements are to relieve significant future congestion and provide improved multimodal and intermodal access between the town's Metrorail Station and the high density, multi-residential and major commercial/office land use. These developments are now underway and are currently in the pipeline and anticipated in the near future. When implemented, the project design decreases the need for motor vehicle reliance within the TOD, addresses first mile/last mile connections, and brings transportation options with improved, safer multimodal infrastructure for all users.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	HND-005
Primary TransAction ID Number	12
Submitting Jurisdiction/Agency	Town of Herndon
Location	1000 feet east of the Herndon Parkway and Van Buren Street intersection, 250 feet west of the Metrorail Station sidewalk access
Requested NVTA Funds	\$4,581,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$6,536,000.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier		X			
FY21		X			
FY22		X			
FY23		X			
FY24		X			
FY25			X		
FY26			X		
FY27			X	X	
Beyond				X	

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$150,000	\$285,750	\$2,756,250	\$3,344,000	\$0	\$6,536,000
NVTA Funds Applied	\$0	\$0	\$1,862,000	\$2,719,000	\$0	\$4,581,000
Other	\$150,000	\$285,750	\$894,250	\$625,000		\$1,955,000
Total Other	\$150,000	\$285,750	\$894,250	\$625,000	\$0	\$1,955,000
Gap	\$0	\$0	\$0	\$0	\$0	\$0

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	N/A
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	43 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	30 %
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	1
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A



Northern Virginia Transportation Authority FY2022-2027 Six Year Program



Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road

Date Submitted:
09/27/2021

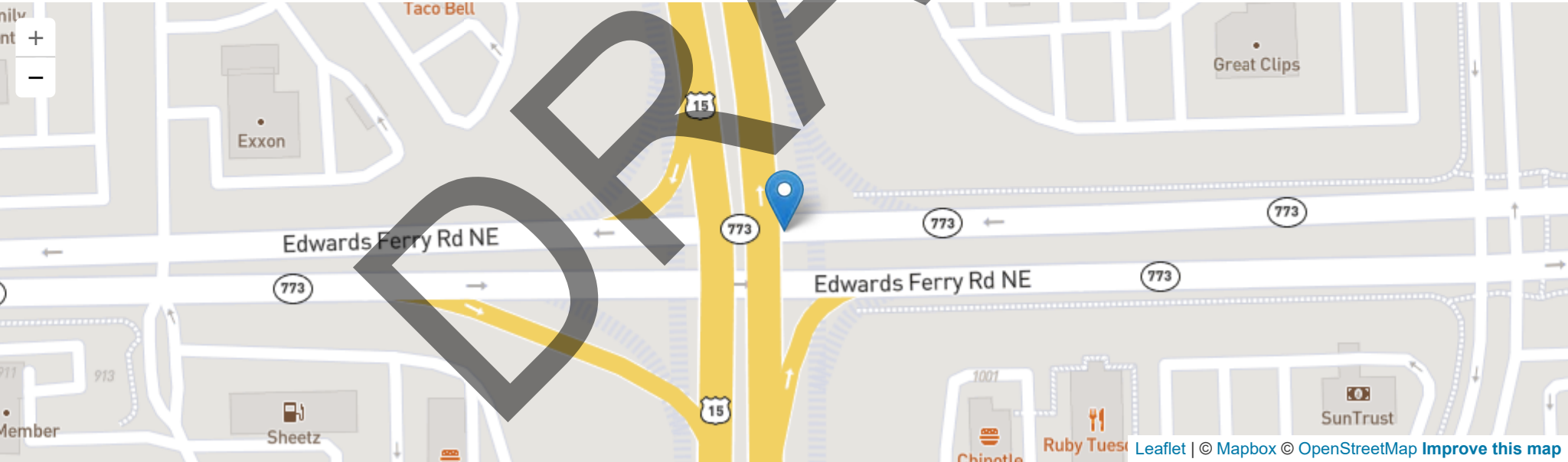
APPLICATION #: LEE-010
Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road

Project Description

This project consists of the development of a new grade-separated interchange on Edwards Ferry Road/Fort Evans Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersections at these locations (Rt. 15/Edwards Ferry Rd. and Rt. 15/Fort Evans Rd.) are heavily congested. The preferred alternative includes northbound and southbound frontage roads to provide direct connections between Fort Evans Road and Edwards Ferry Road. In addition, the project provides new facilities to enhance mobility and safety for pedestrians and bicyclists. These include sidewalks, shared use paths, crosswalks, and crossing signals. Continuous lighting will be provided along Route 15 within the limits of mainline improvements. Route 15 serves as a major commuter route and there are numerous large retail developments in the area that generate significant traffic volumes. The proposed project is consistent with the VDOT Six-Year Improvement Program, the Metropolitan Washington Council of Governments (MWCOC) Constrained Long-Range Plan, and transportation plans adopted by the Town of Leesburg and Loudoun County.

Primary Mode(s)	Secondary Mode(s)
	
Application Number	LEE-010
Primary TransAction ID Number	131
Submitting Jurisdiction/Agency	Town of Leesburg
Location	The project will begin on Route 15 Bypass from Edwards Ferry Road to Fort Evans Road.
Requested NVTAFunds	\$13,283,839.00
NVTAFunds Approved	N/A
Previous NVTAFunds Received	\$7,400,000.00
Total Cost to Complete Project	\$185,074,950.00

Project Location



Project Milestones

	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition
Earlier					
FY21					
FY22		X			
FY23		X			
FY24		X			
FY25			X		
FY26			X		
FY27			X		
Beyond				X	

Project Funding

Source	Study	Design/Engineering/Environmental	ROW and Utilities	Construction	Asset Acquisition	Total
Total Cost	\$2,000,000	\$12,689,000	\$13,388,856	\$156,997,094	\$0	\$185,074,950
NVTA Funds Applied	\$0	\$0	\$13,283,839	\$0	\$0	\$13,283,839
RSTP	\$0	\$7,289,000	\$105,017	\$0		\$7,394,017
Previous NVTA 70%	\$2,000,000	\$5,400,000	\$0	\$0		\$7,400,000
Total Other	\$2,000,000	\$12,689,000	\$105,017	\$0	\$0	\$14,794,017
Gap	\$0	\$0	\$0	\$156,997,094	\$0	\$156,997,094

Project Analysis Highlights

Congestion Reduction Relative to Cost (CRRC) Rating	N/A
Congestion Reduction Relative to Cost (CRRC) Rank	N/A
TransAction Project Rating	N/A
TransAction Project Rank	N/A
Project's Past Performance (Percentage of expected funds that was reimbursed by 12/31/2021)	59.70%
Jurisdiction/Agency's Past Performance on All Projects (Percentage of expected funds that was reimbursed by 12/31/2021)	88 %
Percentage of Total Project Cost Covered by Funds from Sources Other than NVTA	4 %
Local Priority	1
Number of Supporting Resolutions (does not include resolution from applicant's own Board/Council)	0
Number of NVTA-Funded Project(s) Nearby	N/A
Regional Funds allocated to NVTA-Funded Project(s) Nearby	N/A