



Northern Virginia Transportation Authority FY2022-2027 Six Year Program

Ballston-MU Metrorail Station West Entrance

Date Submitted: 09/30/2021

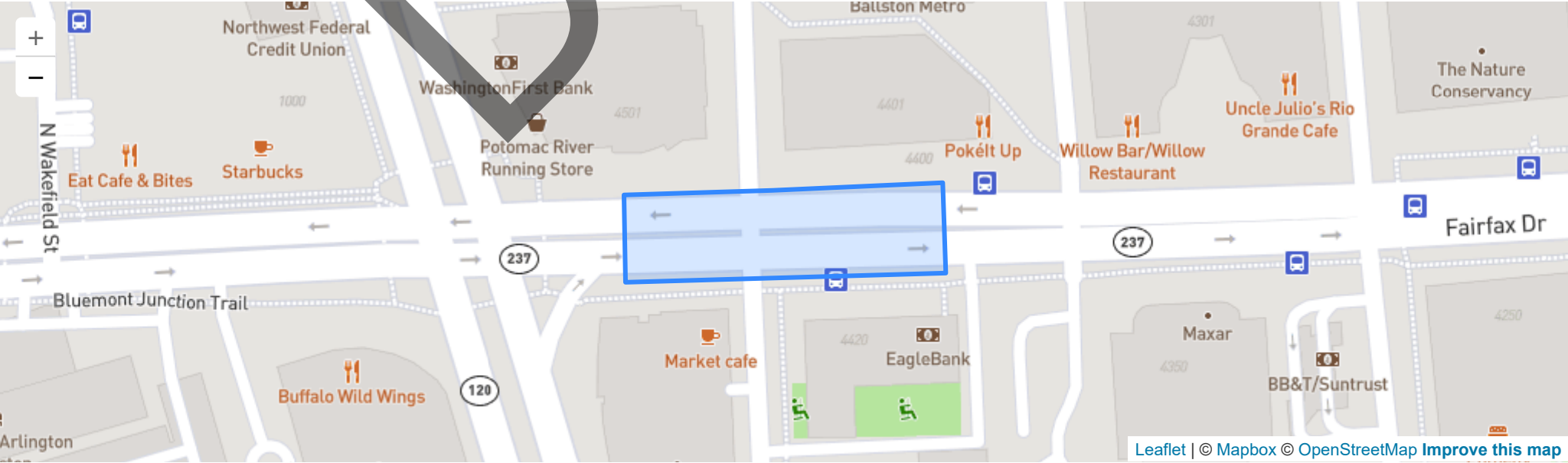
APPLICATION #: ARL-021
Intersection of North Fairfax Drive and North Vermont Street

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

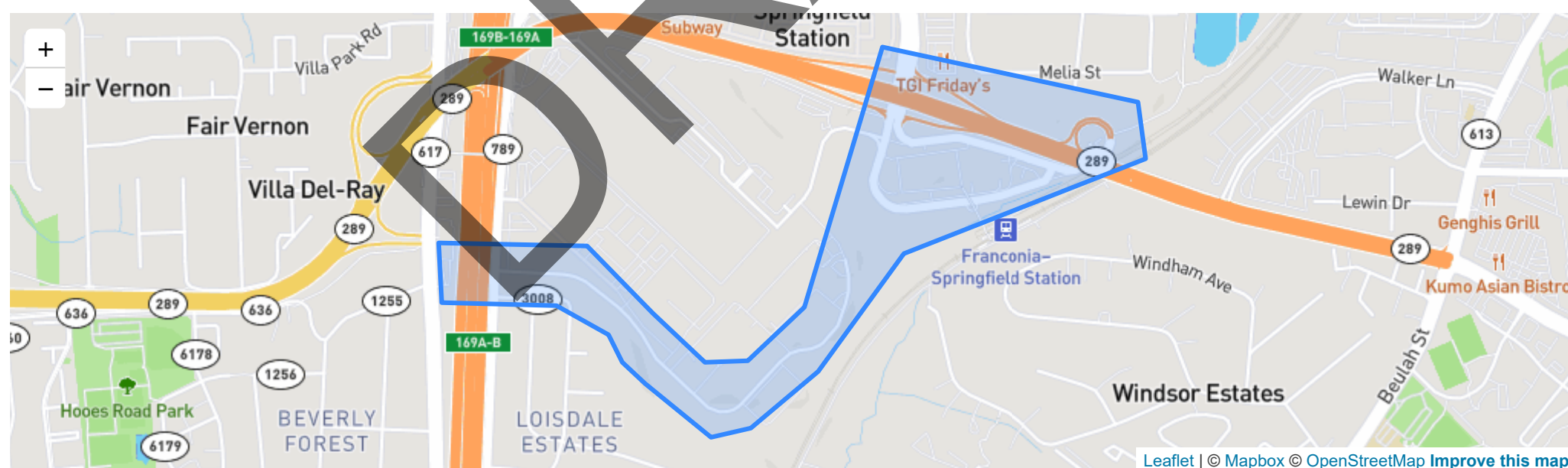


Date Submitted: 10/01/2021

Frontier Drive terminus to Loisdale Road

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 Springfield 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 (TSA) building located in the vicinity of Springfield Center Drive. The proposed Frontier Drive extension would affect current station access and circulation from the existing entrance road from Frontier Drive and the Franconia- Springfield Parkway, including associated turn lanes and a new entrance accessing the Transit Center.

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

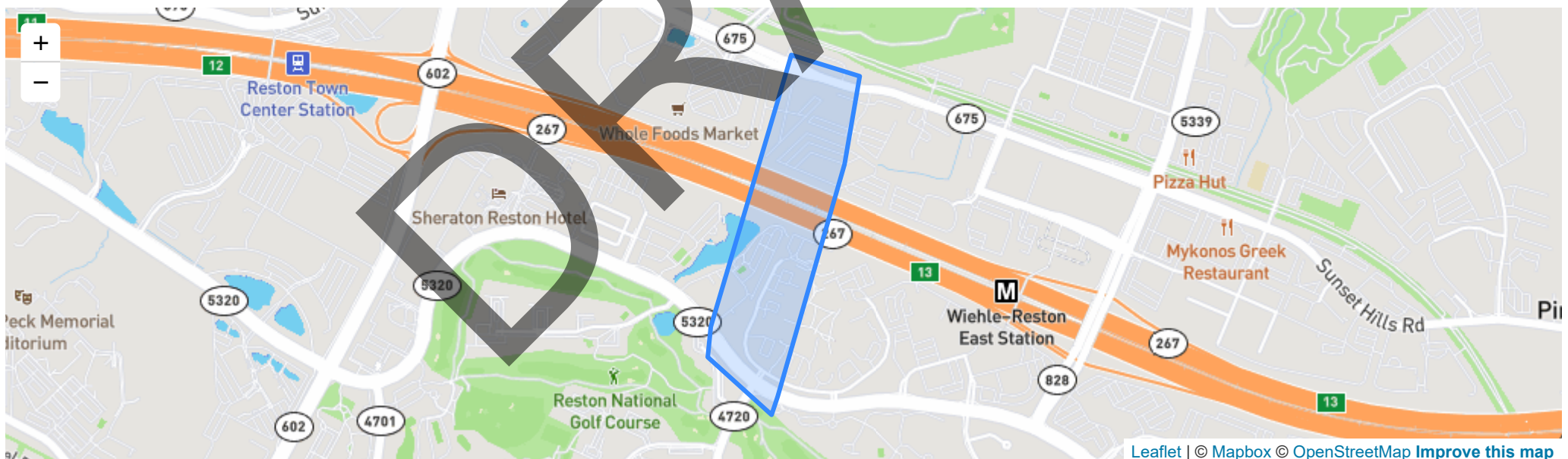
Soapston Drive Extension from Sunset Hills Road to Sunrise Valley Drive

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

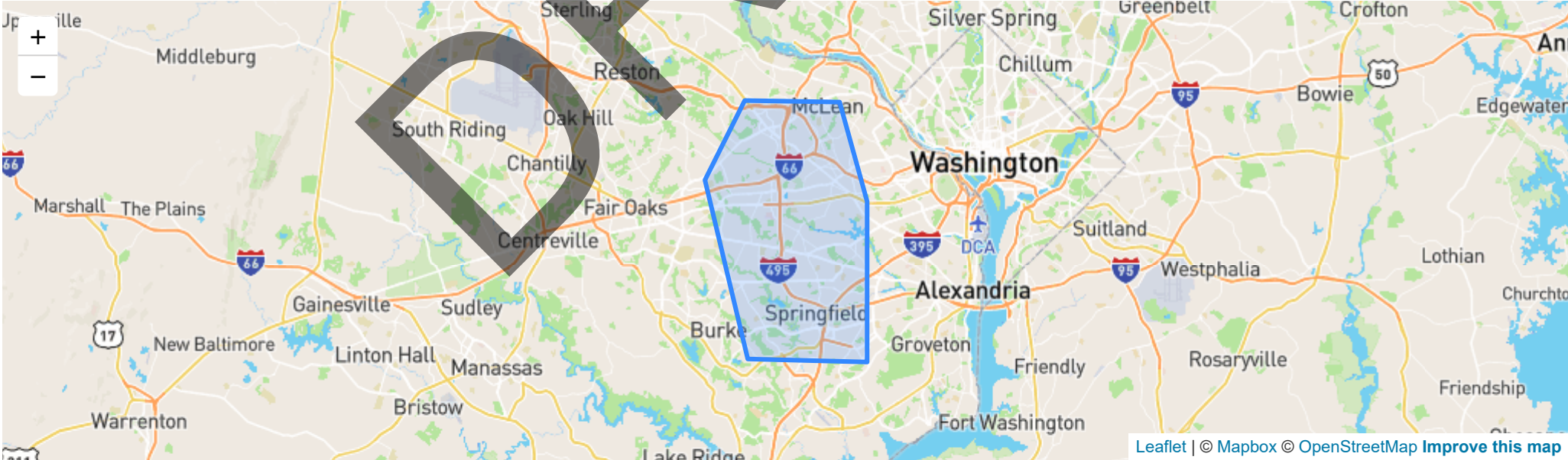
APPLICATION #: FFX-124
Tysons to Franconia-Springfield Limited Stop Express Bus Service

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

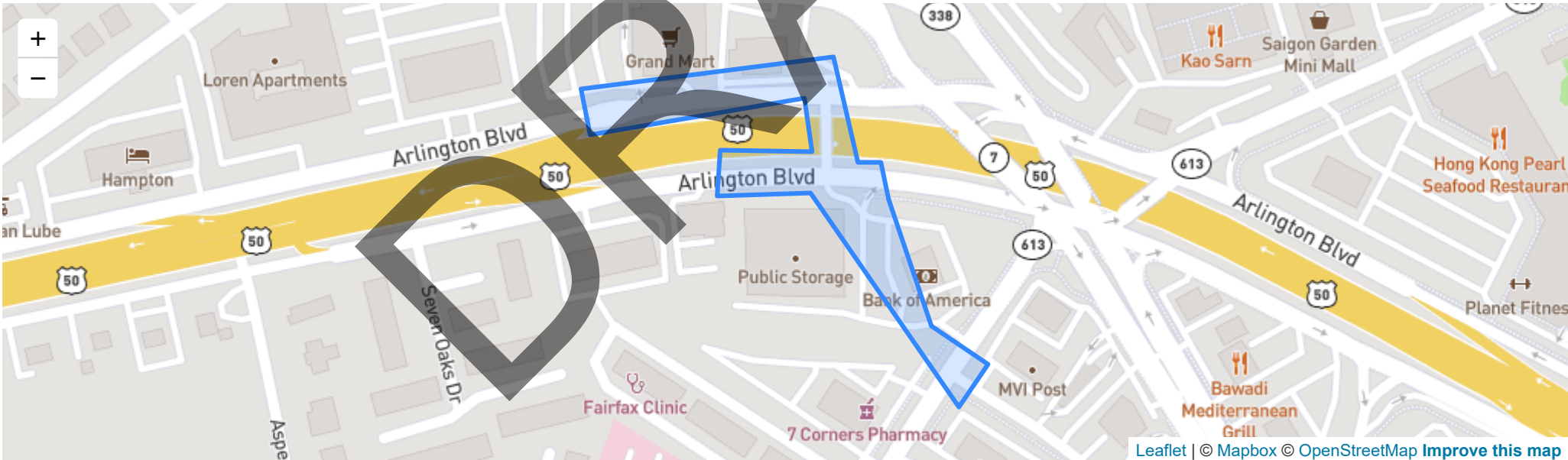
APPLICATION #: FFX-125
Arlington Boulevard (Route 50) Westbound Ramp to Castle Place/Sleepy Hollow Road

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

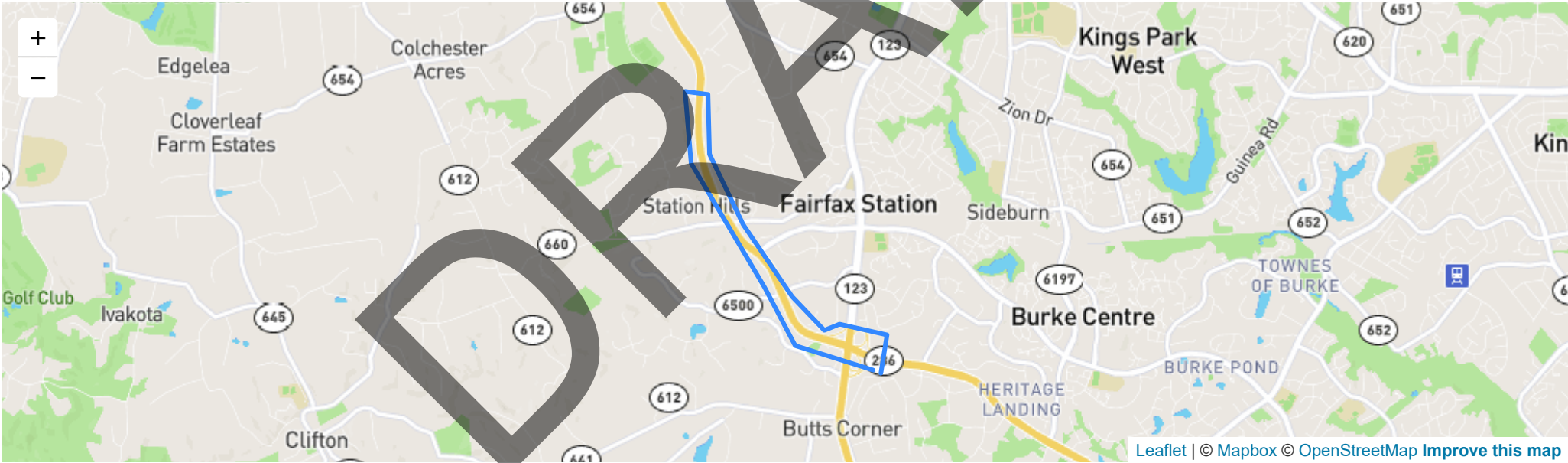
APPLICATION #: FFX-126

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

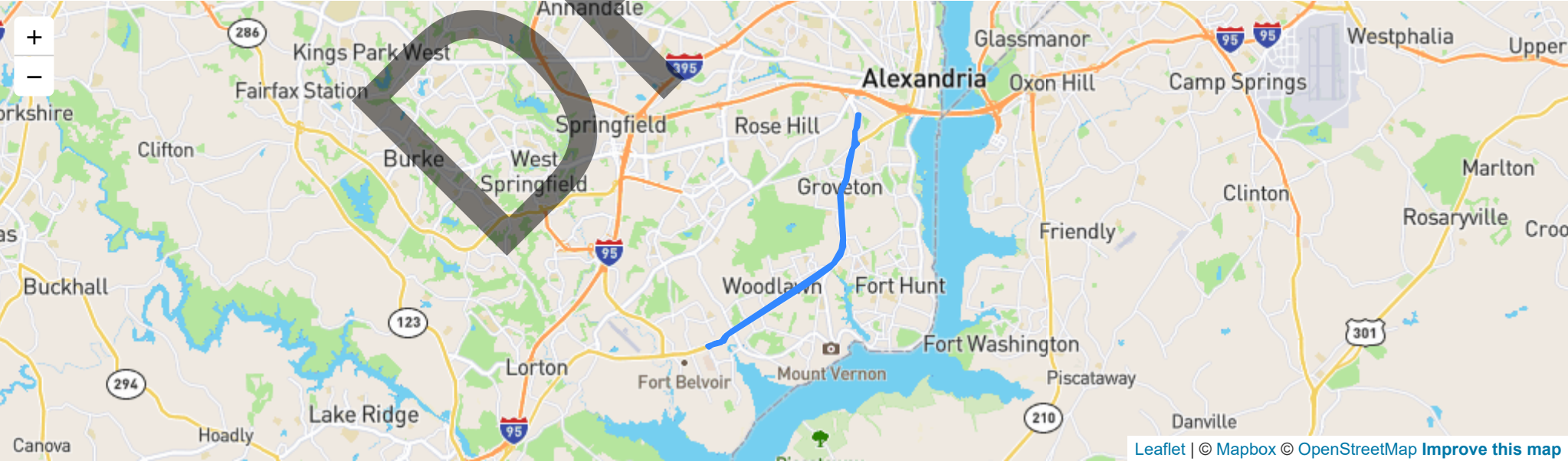
APPLICATION #: FFX-128
Huntington Metrorail Station to Fort Belvoir

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

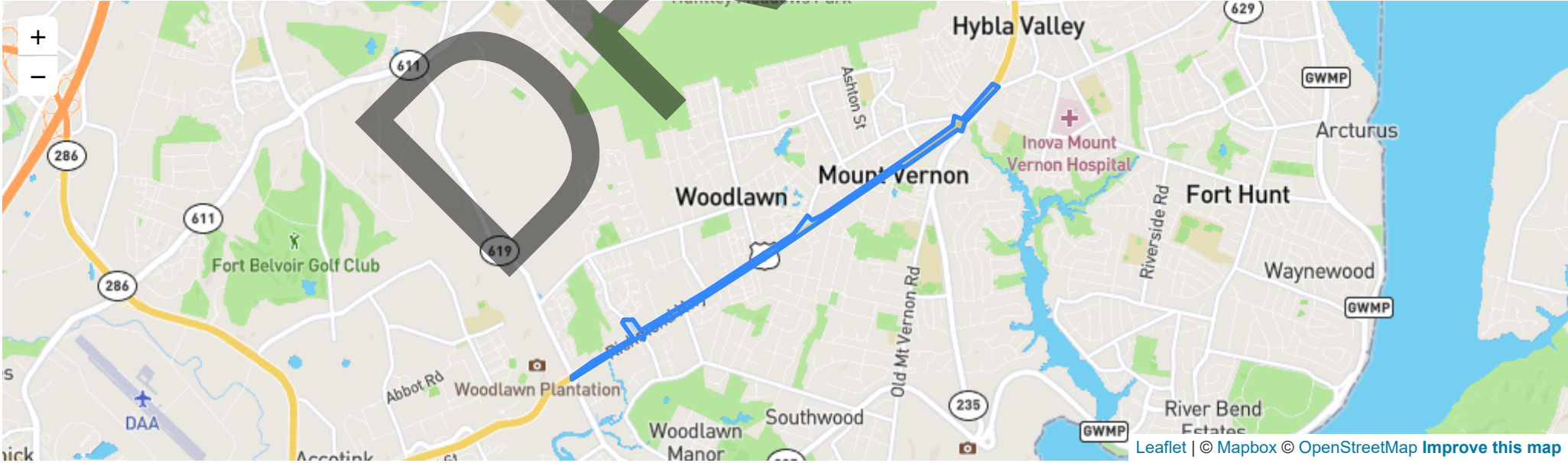
APPLICATION #: FFX-131
Richmond Highway Widening (Mount Vernon Memorial Highway/Jeff Todd Way to Sherwood Hall Lane)

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

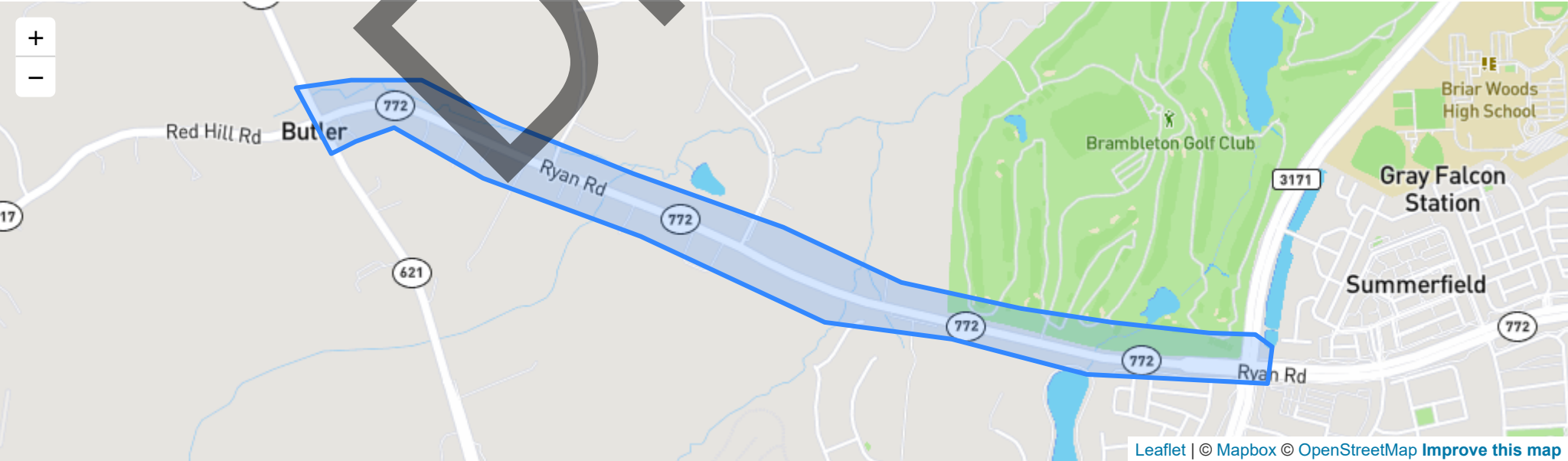
APPLICATION #: LDN-024
Evergreen Mills Road to Beaverdam Drive

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

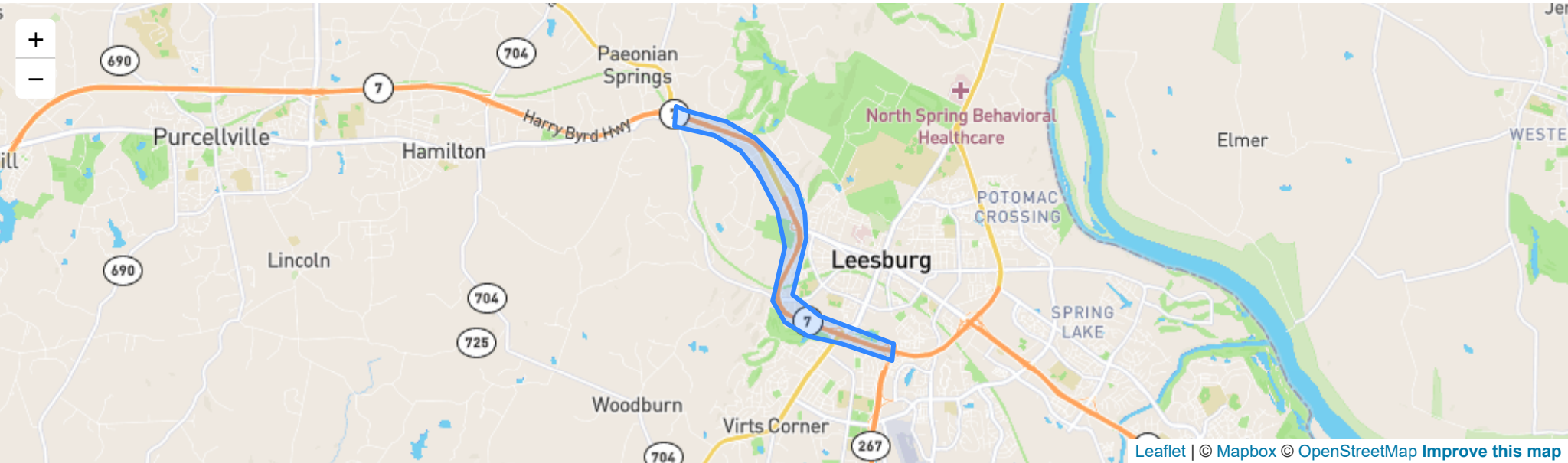
APPLICATION #: LDN-025
Route 9 to Dulles Greenway

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 NVTA Funds	\$20,000,000.00
NVTA Funds Approved	N/A
Previous NVTA 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	X				
FY22		X	X		
FY23		X	X		
FY24		X	X		
FY25			X		
FY26			X	X	
FY27				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	\$0	\$0	\$2,000,000	\$18,000,000	\$0	\$20,000,000
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	\$250,000	\$3,000,000	\$12,000,000	\$0	\$0	\$15,250,000

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)	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