Northern Virginia Transportation Authority
FY2022-2027 Six Year Program

Van Buren Road North

Date Submitted: 09/28/2021

APPLICATION #: PWC-027

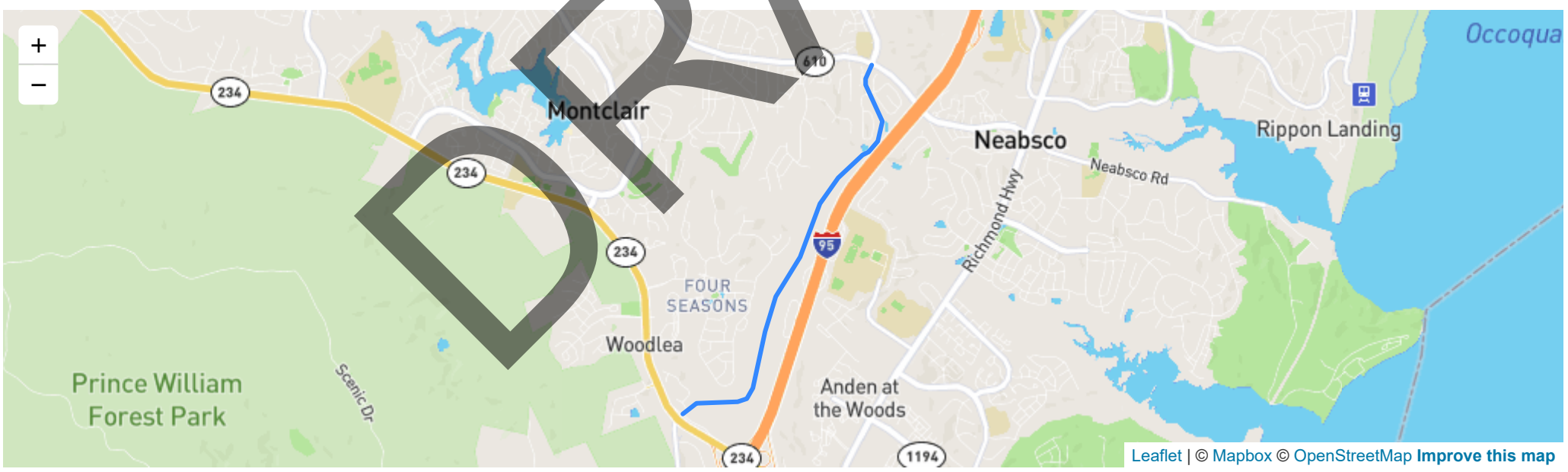
Van Buren Road North Extension: Route 234 to Cardinal Drive

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

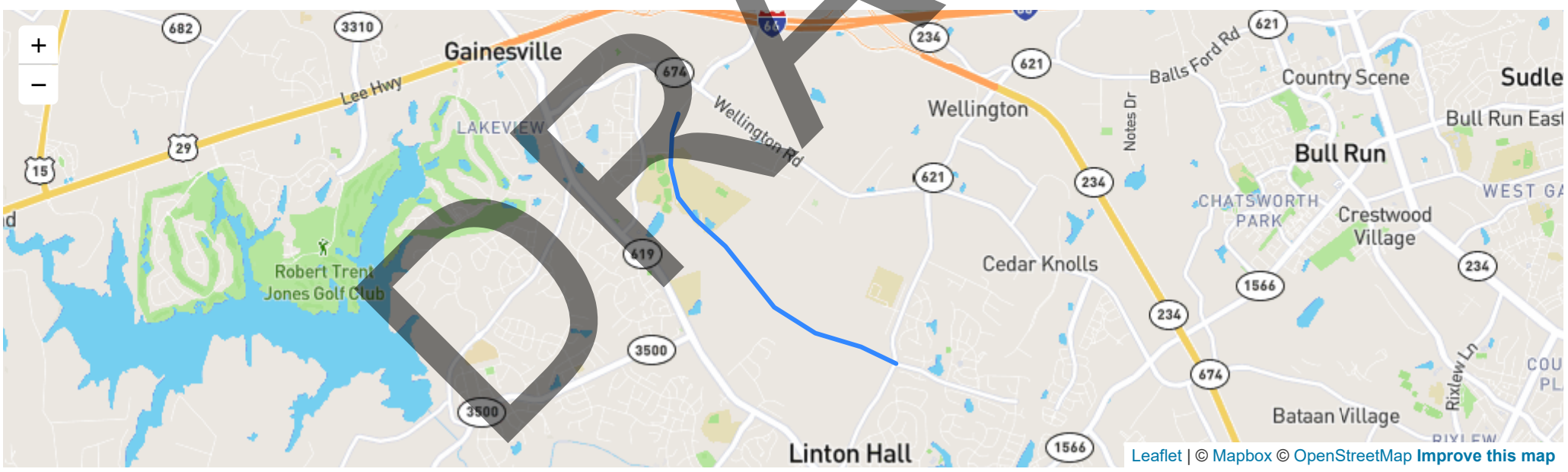
APPLICATION #: PWC-028

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

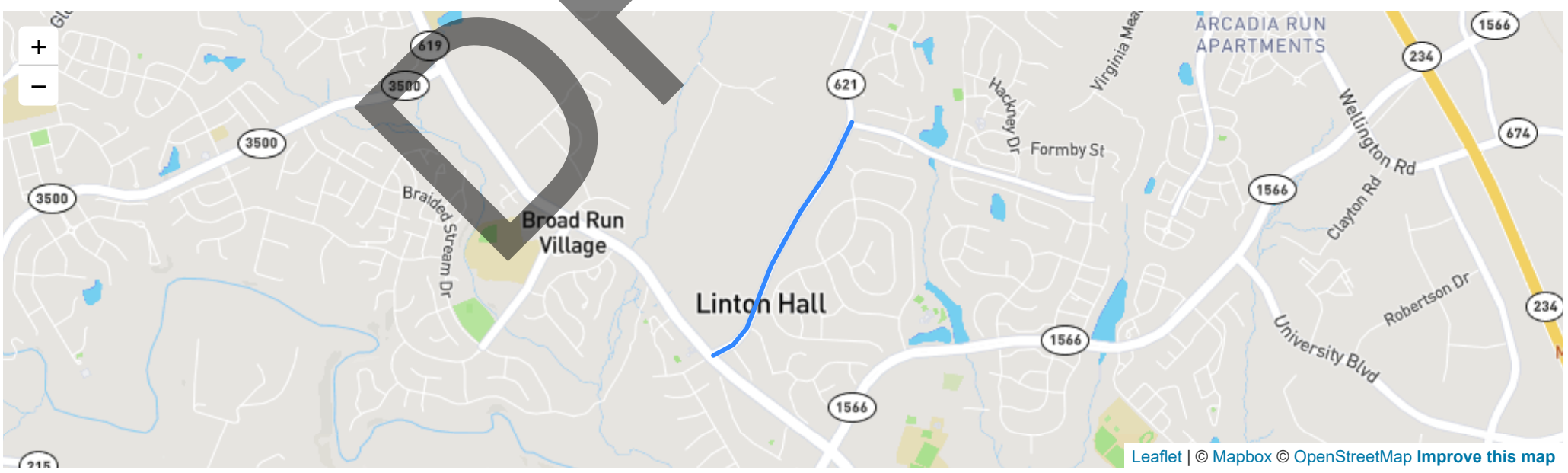
Devlin Road (South) Widening: Linton Hall Road to University Boulevard

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 NVTA Funds	$35,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds 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

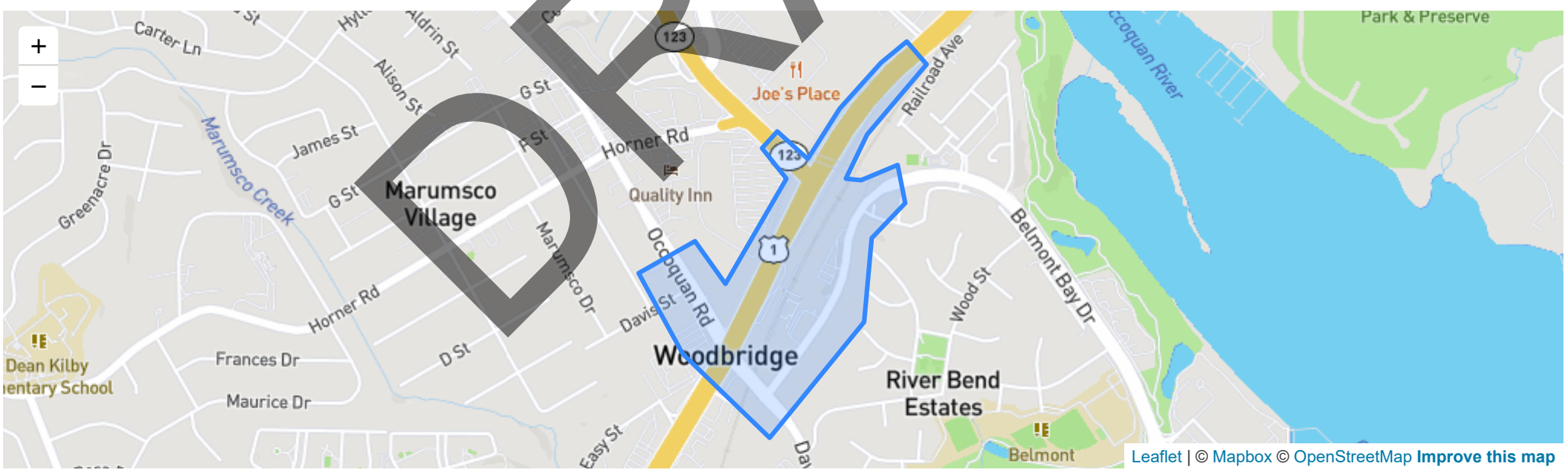
APPLICATION #: PWC-030

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

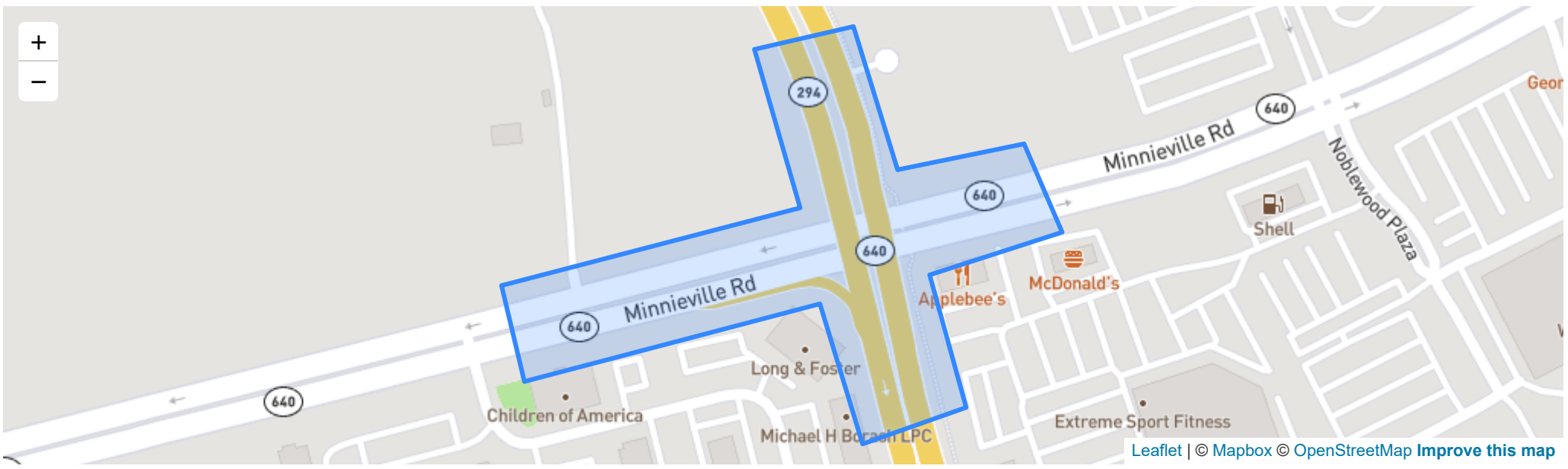
APPLICATION #: PWC-031

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 mobilty.

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

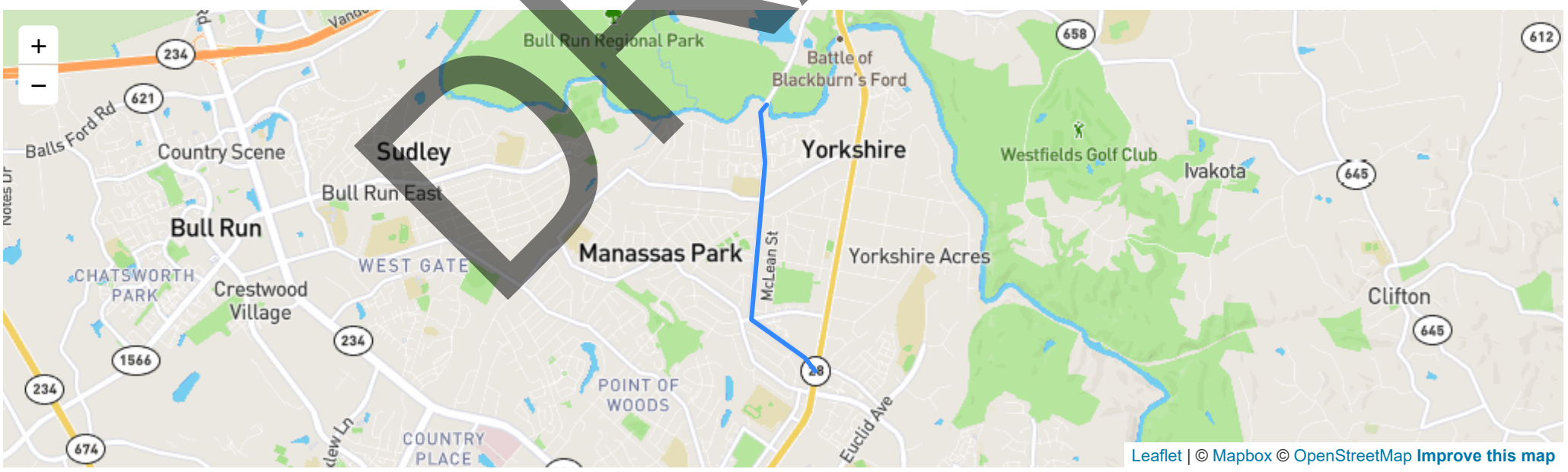
APPLICATION #: PWC-035

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 NVTA Funds	$96,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds 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

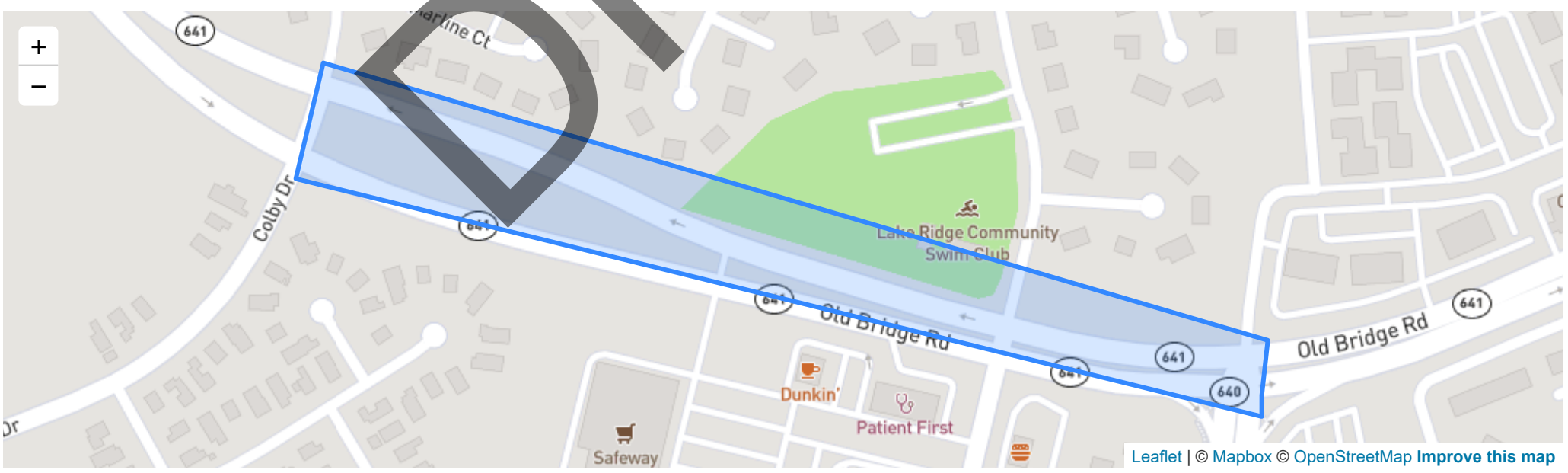
APPLICATION #: PWC-036

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 NVTA Funds	$25,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds 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

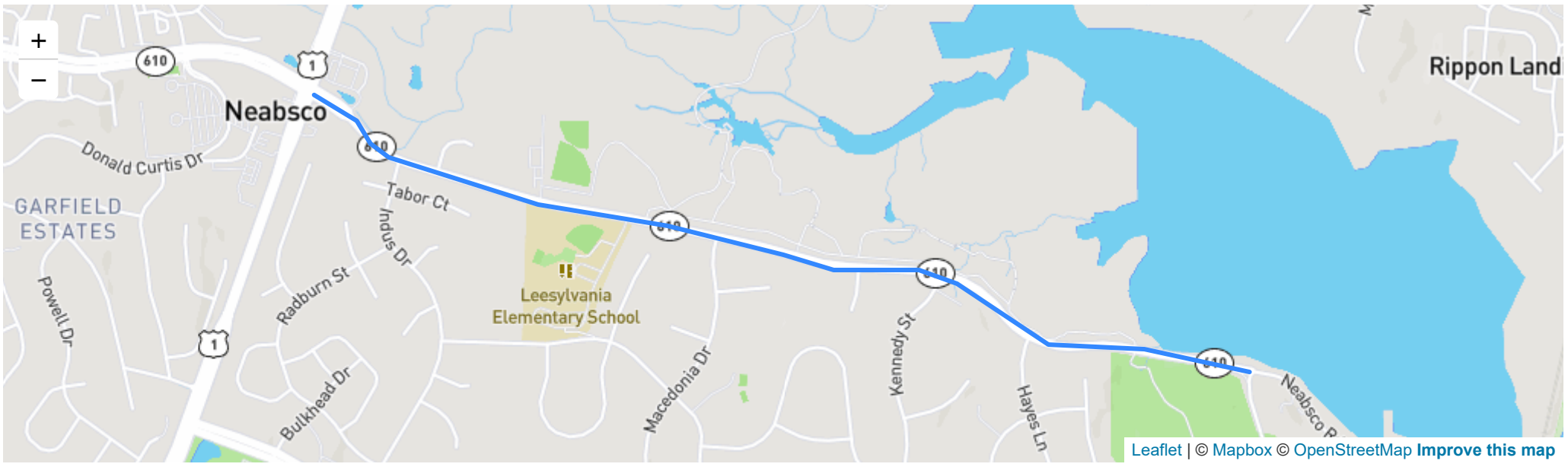
Neabsco Road Widening: Route 1 to Daniel Ludwig Drive

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 NVTA Funds	$26,500,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds 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

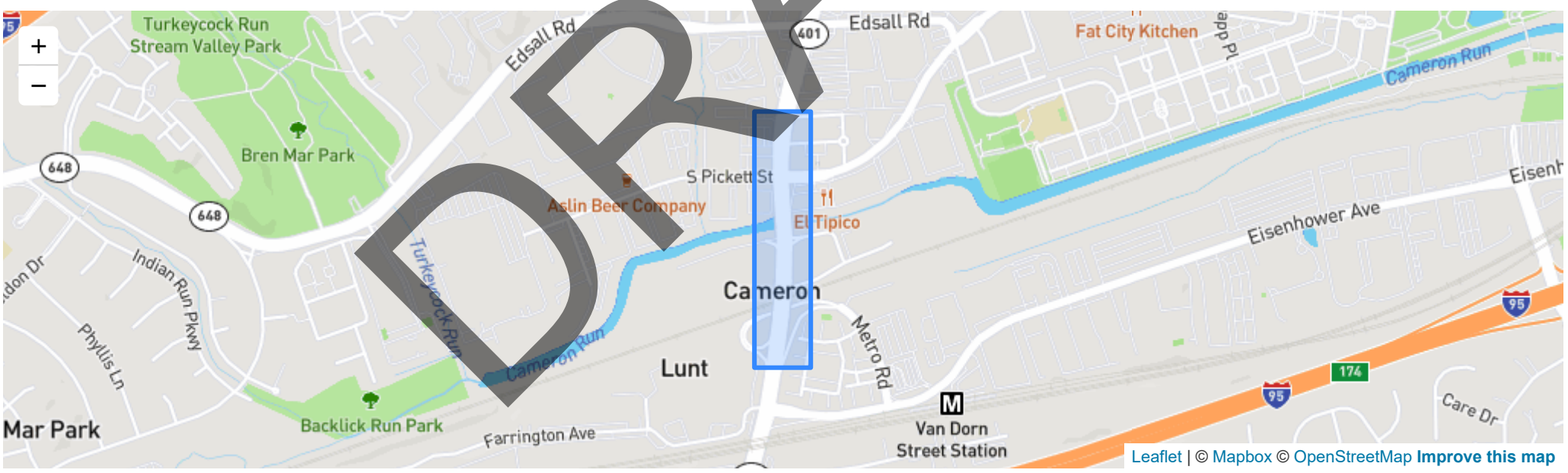
South Van Dorn Street and Bridge Design

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 NVTA Funds	$5,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds 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

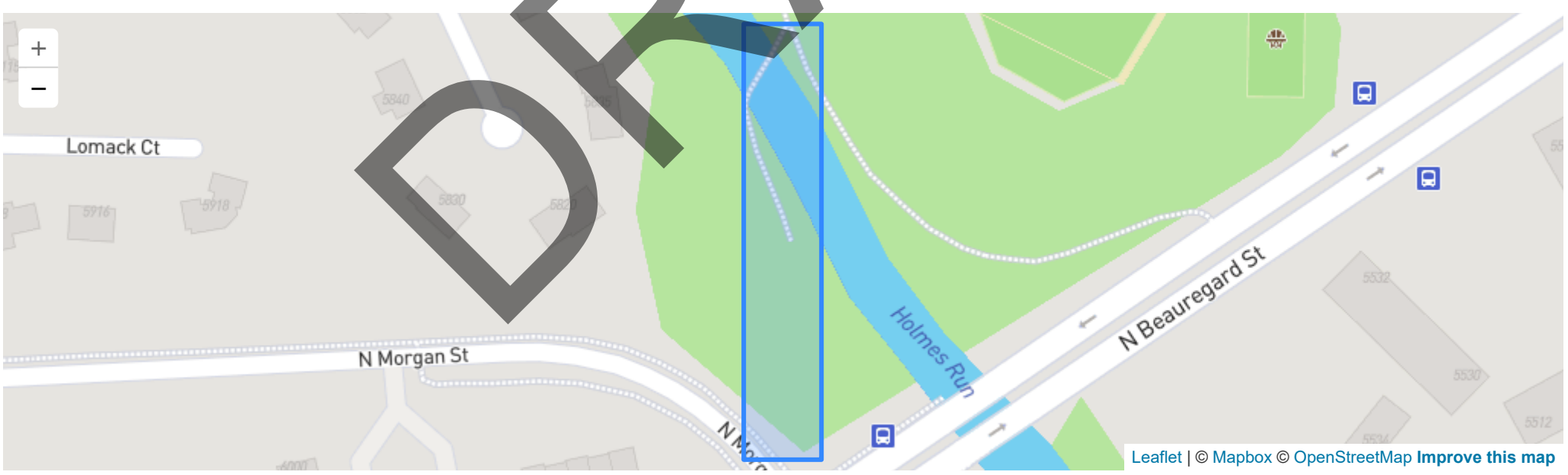
Holmes Run Trail - Dora Kelly Fair-weather Crossing Bridge

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 NVTA Funds	$5,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds 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

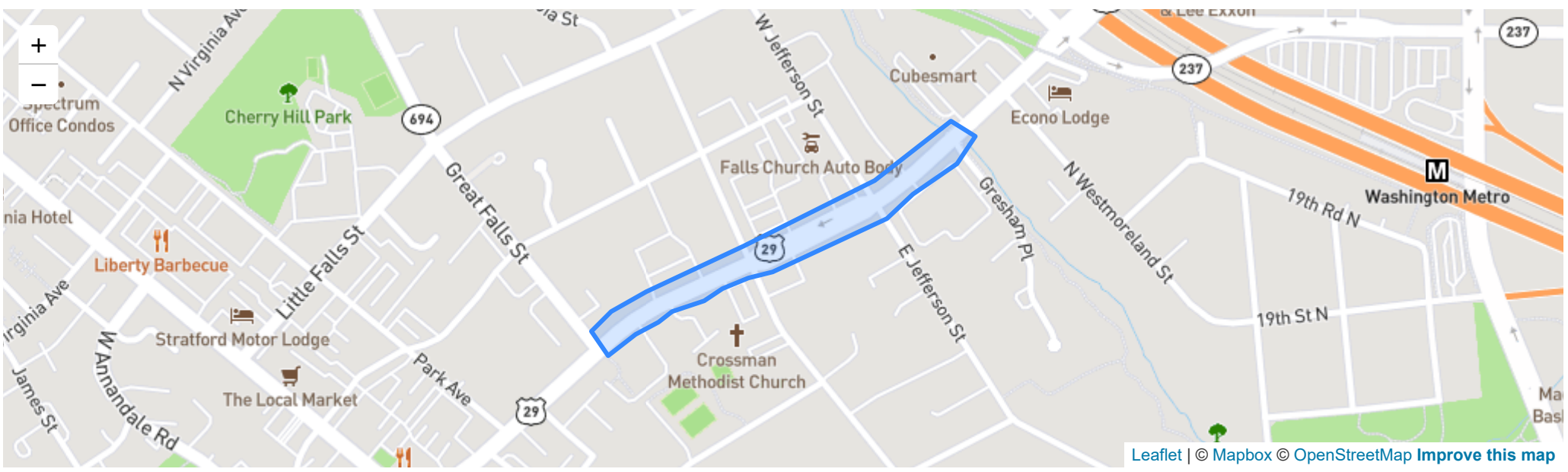
Great Falls Street to Gresham Place

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

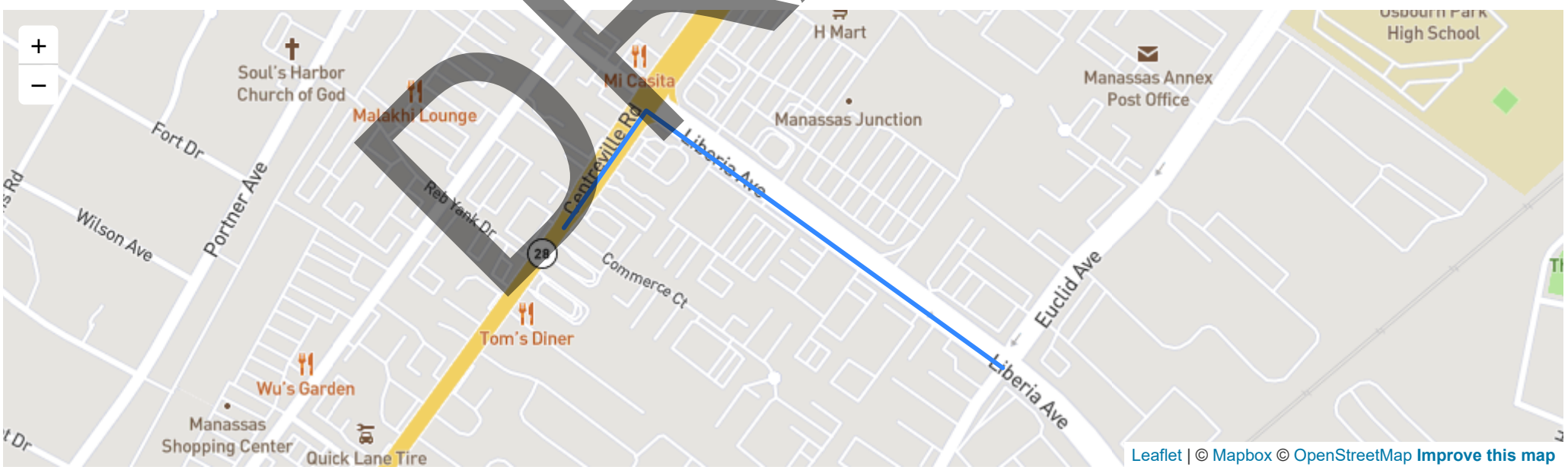
Route 28 to Euclid Avenue

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. Project Background: After an unsuccessful FY2017 Smart Scale application for the widening of Liberia Avenue between Prince William Parkway and Route 28, a STARS study was completed to identify affordable improvement options along this corridor. As a result of the study the City completed a signal optimization project to coordinate the signals citywide (incl. Liberia and Route 28). Other recommendations such as improvements at the Route 28/Liberia intersection were recently completed as part of a CIP project. The Liberia corridor was then reevaluated in 2019 as part of the City's first Transportation Master Plan. This project is contingent upon the Godwin Extension/Bypass project. If the bypass is completed, the City's traffic model only recommends the widening to 3 lanes on eastbound Liberia from Route 28 to Euclid Ave and therefore was included as such in the City's Comprehensive Plan. Liberia is already 6 lanes from Richmond Dr. to Prince William Parkway.

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 NVTA Funds	$8,851,639.00
NVTA Funds Approved	N/A
Previous NVTA Funds 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

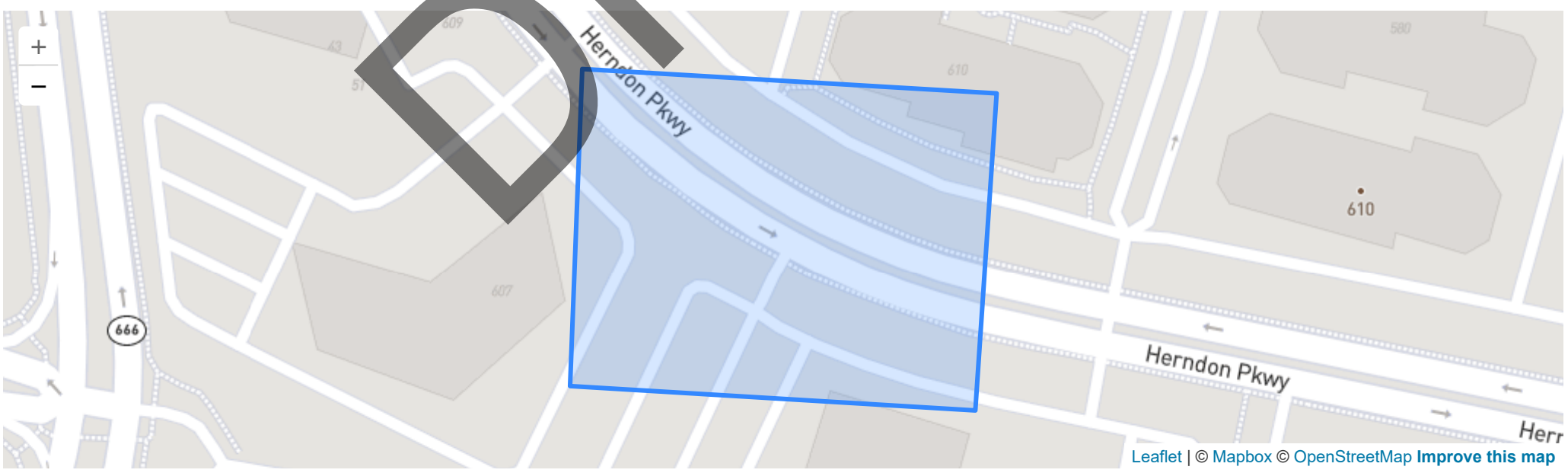
12(e) - Herndon Metrorail Multimodal Improvements to include new intersection signalization

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

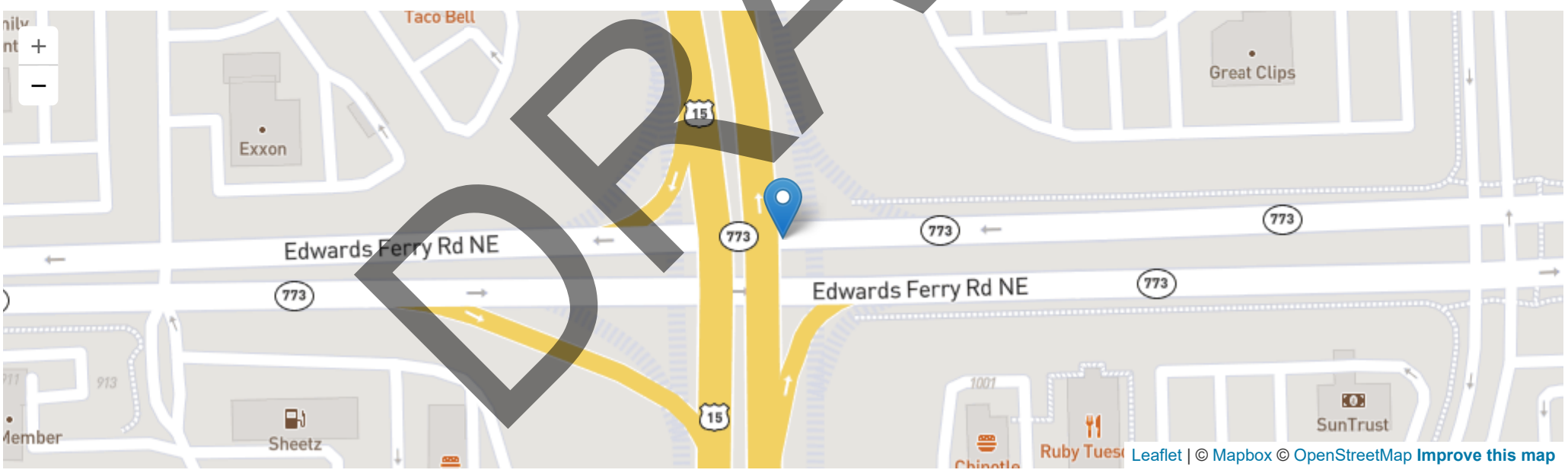
Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road

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 (MWCOG) 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 NVTA Funds	$13,283,839.00
NVTA Funds Approved	N/A
Previous NVTA Funds 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