

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: May 8, 2020

SUBJECT: Recommendation to Approve Expansion of Project Scope and Limits and Reallocation of Funds for the Rt. 234/Balls Ford Road Interchange Project Receiving Transform 66 Outside the Beltway Concession Payment Funds

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTa) recommendation to approve the expansion in scope and reallocation of funds for Prince William County's Rt. 234/Balls Ford Road Interchange Project Funded with Transform 66 Outside the Beltway Concession Payment Funds.
2. **Suggested Motion:** *I move approval of the recommendation to approve the expansion in scope and reallocation of funds for Prince William County's Rt. 234/Balls Ford Road Interchange Project Funded with Transform 66 Outside the Beltway Concession Payment Funds.*
3. **Background:** As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment). Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the PPTA; and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Board in making project allocations from moneys in the Account.
 - On July 13, 2017, the Northern Virginia Transportation Authority (the Authority), with input from local jurisdictions, developed a list of projects for presentation to

and consideration by the Commonwealth Transportation Board (CTB) as projects that may be funded with funds from the Concession Payment.

- Prince William County's Rt. 234@ Balls Ford Road Interchange Project was included in the list of projects recommended for concessionaire payment funding. The Rt.234/Balls Ford Road Interchange Project recommended funding amount totaled \$145,000,000.
- On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority.
- On April 22, 2020, Prince William County published a Request for Qualifications (RFQ) for the design-build of the project in May 2019.
- In January 2020, Prince William County received a bid for the contract at \$69,131,000, well below the engineer's estimate, resulting in a total of approximately \$40,000,000 in remaining funds based on the current project budget. The County's procurement selection committee team determined this bid is the best value proposal and the Board of County Supervisors awarded the contract on March 10, 2020.
- Prince William County is requesting NVTa approval to expand the project scope and limits of the project to include the extension and widening of Balls Ford Road through Devlin Road from two to four lanes for approximately 3000' or 0.57 miles and terminate at University Boulevard. Devlin Road connects directly to the Route 234/Balls Ford Road Interchange and the widening of the roadway will work with the interchange project to improve access to Route 234 and I-66.
 - i. The proposed scope change would also tie-into a future Revenue Sharing Project at the intersection of Devlin Road and University Boulevard. Expanding the project scope to include the widening of Devlin Road further enhances the improvements provided by the Route 234/Balls Ford Road Interchange Project and connects to future projects.
 - ii. It is understood that this is the new logical termini for the project based on existing and future projects in the area. Prince William County is proposing to fund the project scope change which is at estimated at \$20,000,000 using existing project funds.
 - iii. The County would return any surplus funds to the State, which is also estimated at \$20,000,000. The County will have an exact cost once this has been approved and negotiated with the design-build contractor.

4. At its meeting on April 23, 2020, the RJACC recommended approval of the request.

- 5. Next Steps.** Upon Authority recommendation of approval, the recommendation will go the CTB for action at the May 2020 CTB meeting.

Attachments:

- a. Draft letter to VDOT NOVA District Administrator Cuervo
- b. Request Letter from Prince William County
- c. Presentation on Expanded of Scope of Work



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

May 14, 2020

Ms. Helen Cuervo
District Administrator
Virginia Department of Transportation
4975 Alliance Dr. Suite 4E-342
Fairfax, Virginia 22030

Reference: Recommendation to Reallocate Transform 66 Outside the Beltway Concession Payment funds for Fairfax County

Dear Ms. Cuervo:

As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment). Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the PPTA; and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Board in making project allocations from moneys in the Account.

On July 13, 2017, the Northern Virginia Transportation Authority (the Authority), with input from local jurisdictions, developed a list of projects for presentation to and consideration by the Commonwealth Transportation Board (CTB) as projects that may be funded with funds from the Concession Payment. The Virginia Department of Transportation also recommended that the funding be used to support to fund, in whole or part, several Route 29 Projects in Fairfax County. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority and the Route 29 Projects.

On April 22, 2020, Prince William County requested the following expansion of project scope and limits for a project receiving funding as part of the Concession Payment:

- Expand the scope and limits of the Route 234/Balls Ford Road Interchange Project: In January 2020, Prince William County received a bid for the contract at \$69,131,000, well below the engineer's estimate, resulting in a total of approximately \$40,000,000 in remaining funds based on the current project budget. The County's procurement selection committee team determined this bid is the best value proposal and the Board of County Supervisors awarded the contract on March 10, 2020. Prince William County is requesting NVTA approval to expand the project scope and limits of the project to include the extension and widening of Balls Ford Road through Devlin Road from two to four lanes for approximately 3000 feet (0.57 miles) and terminate at University Boulevard. Devlin Road connects directly to the Route 234/Balls Ford Road Interchange and the widening of the roadway will work with the interchange project to

improve access to Route 234 and I-66. Prince William County is proposing to fund the project scope change which is estimated at \$20,000,000 using existing project funds. The County would return any surplus funds to the State, which is also estimated at \$20,000,000. The County will have an exact cost once this has been approved and negotiated with the design-build contractor.

On May 14, 2020, the Authority recommended approved of the reallocation request. Thank you very much.

Sincerely,

Phyllis Randall
Chair

cc: Monica Backmon, Executive Director, NVTA
Ricardo Canizales, Director of Transportation, Prince William County Department of Transportation



April 22, 2020

Monica Backmon, Executive Director
Northern Virginia Transportation Authority (NVTa)
Regional Jurisdiction and Agency Coordinating Committee (RJACC)
3040 Williams Drive
Fairfax, VA 22031

RE: Request to Approve Expansion of Project Scope and Limits for the Route 234/Balls Ford Road Interchange Project

Ms. Backmon:

Based on discussions with the Virginia Department of Transportation and Northern Virginia Commonwealth Transportation Board (CTB) Representative Ms. Mary Hynes, I would like to write to you to make a request for NVTa approval to expand the scope and limits of the Route 234/Balls Ford Road Interchange Project, which is funded by I-66 Outside the Beltway Concession funds. In 2017, NVTa selected the Route 234/Balls Ford Road Interchange Project and Balls Ford Road Widening Project in Prince William County for recommendation to the CTB for I-66 Outside the Beltway Concession funding, which was subsequently approved by the CTB in 2018.

Prince William County published a Request for Qualifications (RFQ) for the design-build of the project in May 2019. In January 2020, Prince William County received a bid for the contract at \$69,131,000, well below the engineer's estimate, resulting in a total of approximately \$40,000,000 in remaining funds based on the current project budget. The County's procurement selection committee team determined this bid is the best value proposal and the Board of County Supervisors awarded the contract on March 10, 2020.

Prince William County is requesting NVTa approval to expand the project scope and limits of the project to include the extension and widening of Balls Ford Road through Devlin Road from two to four lanes for approximately 3000' or 0.57 miles and terminate at University Boulevard. Devlin Road connects directly to the Route 234/Balls Ford Road Interchange and the widening of the roadway will work with the interchange project to improve access to Route 234 and I-66 (Please see Attachment 1). The proposed scope change would also tie-into a future Revenue Sharing Project at the intersection of Devlin Road and University Boulevard. Expanding the project scope to include the widening of Devlin Road further enhances the improvements provided by the Route 234/Balls Ford Road Interchange Project and connects to future projects. It is understood that this is the new logical termini for the project based on existing and future projects in the area. Prince William County is proposing to fund the project scope change which is at estimated at \$20,000,000 using existing project funds. The County would return any surplus funds to the State, which is also estimated at \$20,000,000. The County will have an exact cost once this has been approved and negotiated with the design-build contractor.

Expanding the project scope will allow for economies of scale, resulting in the efficient use of funds to reduce congestion and extend the project scope to a logical terminus. If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

Ricardo Canizales
Director of Transportation

Attachment 1: Existing Project and Proposed Expansion of Scope/Limits



Route 234 / Balls Ford Road Interchange Project

(I-66 Concession Funded Project)
Project Termini Change Request

Project Selection Background

Transform 66 Outside the Beltway Project Comprehensive Agreement included a \$500 million concession payment from I-66 Mobility Express Partners for improvements in the I-66 Corridor

	Timeline
June 20, 2017	Prince William Board of County Supervisors endorsed Route 234/Balls Ford Road Interchange Project for I-66 OTB Concession Funding.
July 13, 2017	NVTA approves recommending the Route 234/Balls Ford Road Interchange project to the CTB for funding (\$145M).
January 10, 2018	CTB gave authority to Commissioner to sign Agreement between NVTA and VDOT related to selection of projects. CTB approved and amended the Six Year Program to include projects and allocation of the concession payment.
Fall 2018	Route 234/Balls Ford Interchange Project work began (PE).
March 10, 2020	Prince William County awarded a contract for the design-build of the project
April 23, 2020	NVTA Regional Jurisdictional Agency Coordination Committee recommended for NVTA approval to recommend changing project termini as requested by the County.
May 14, 2020	NVTA approval to recommend changing project termini.

Purpose and Need

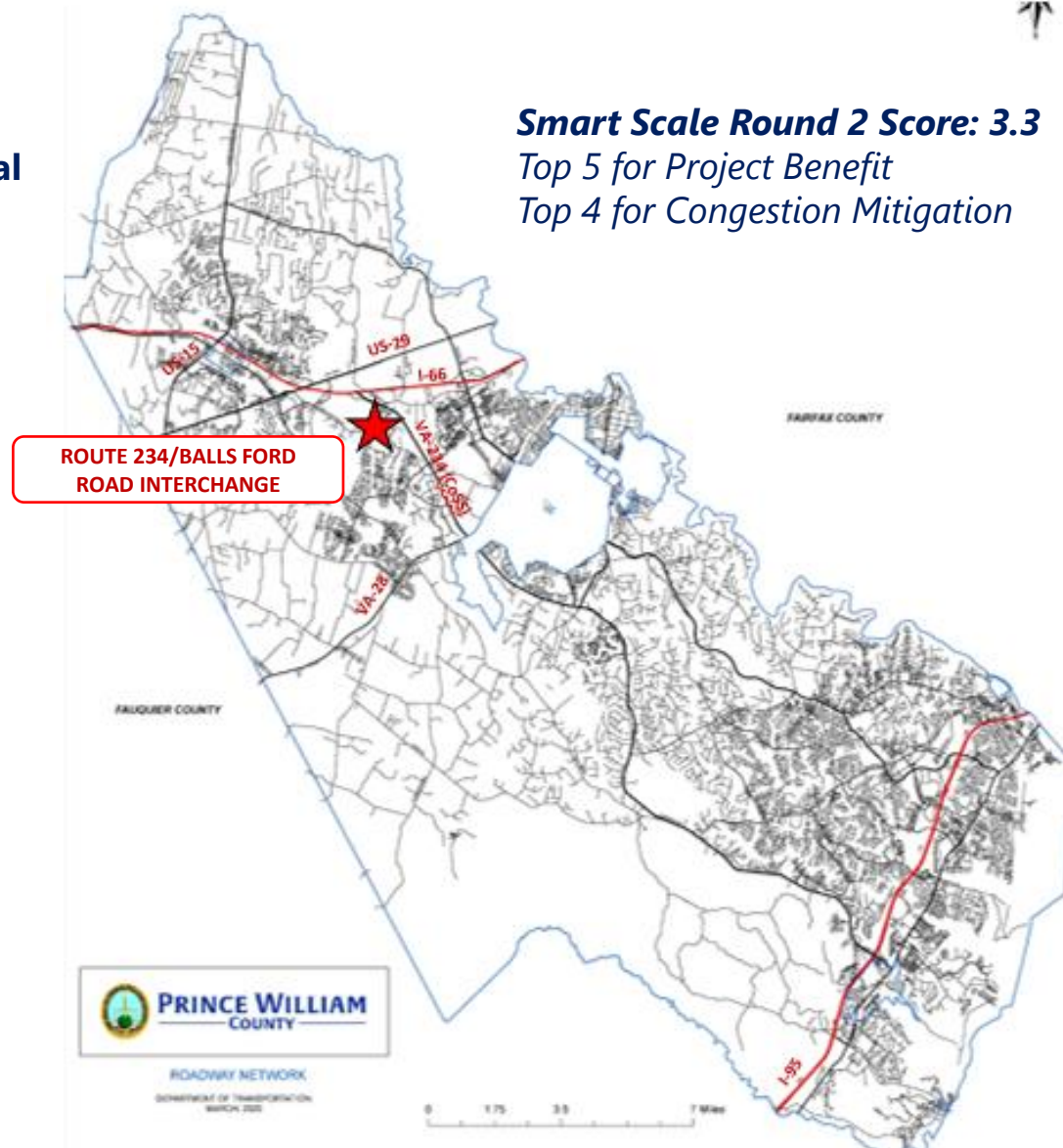
Strategically located to improve local/regional mobility, safety and economic development.

VTrans 2040 Needs

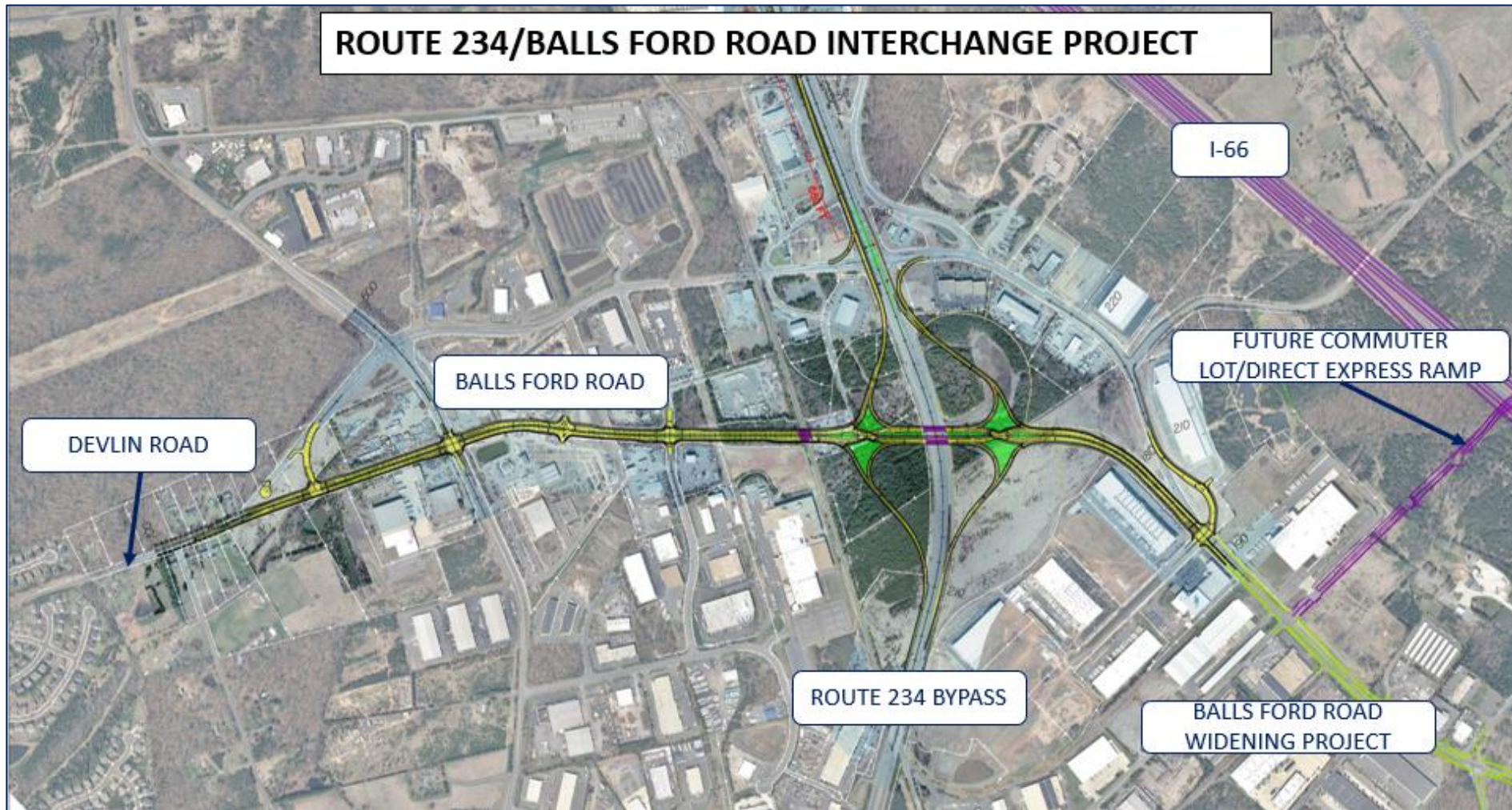
- CoSS North-South Corridor (G)
- Safety Segment Improvement (G1)
- Regional Network Congestion Mitigation and Operations Improvement (Need C)

Project Outcomes

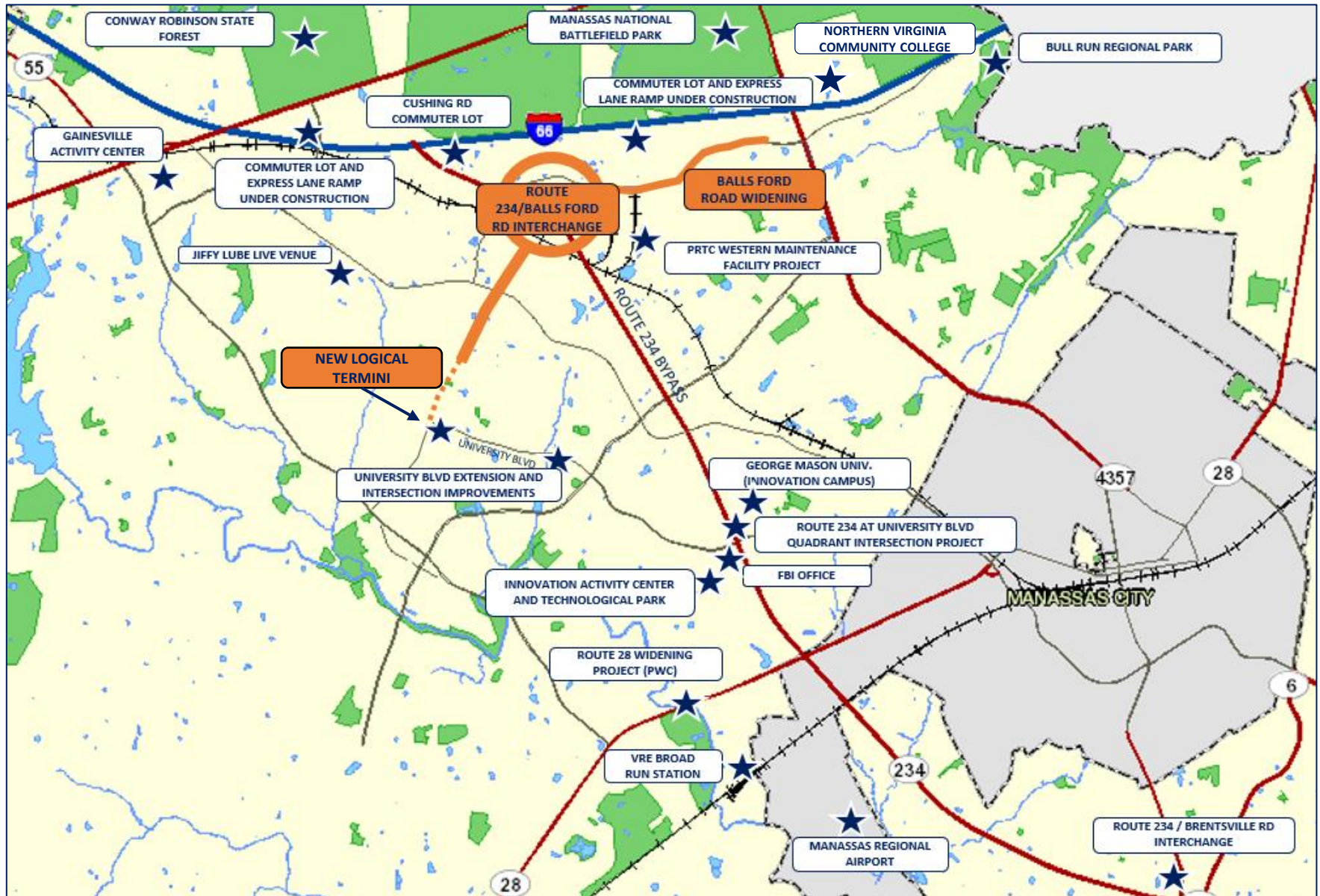
- Reduces peak period delay.
- Increases peak period person throughput entering and exiting I-66.
- Reduces crashes and eliminates conflicting movements.
- Improves access to Express Lanes ramps and Park and Ride Lots.
- Improves connectivity and multimodal access.



Purpose and Need



Purpose and Need



Project Development

2018

- Route 234/Balls Ford Road Interchange Project awarded funding (\$145M).

2019

- Request for Qualifications for Design-Build of project published.

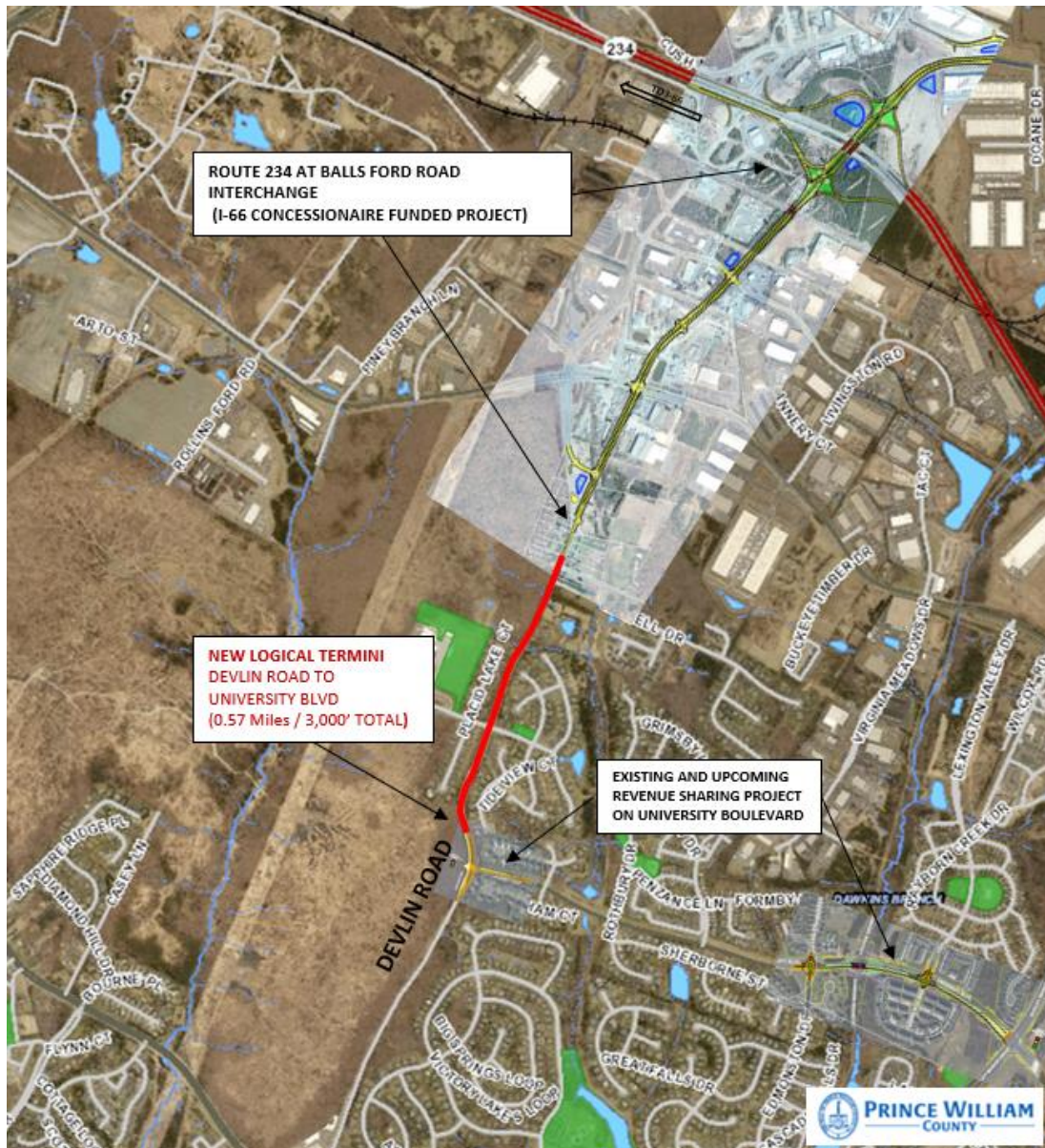
2020

- Contract Bid received for \$69,131,000.
- PWC Procurement & Selection Committee determined bid is best value proposal.
- PWC BOCS Awards Contract.
- New Logical Termini Determined

Current Budget and Breakdown

PE:	\$13.1 M	
ROW/Utilities:	\$10.8 M	
Construction Total:	\$78.5 M	(Includes Contract Bid, CEI, and Contingencies \$78.5M)
VDOT Fees:	\$1.1 M	
Total Project Cost	\$103.5 M	(~\$40M in remaining funds)

Request



\$40,000,000 Remaining in Project Budget

Request: Change project termini for Route 234/Balls Ford Road Interchange Project to include 0.57 miles of continued widening of Balls Ford Rd/Devlin Rd to new University Blvd terminus point. (New Logical Terminus)

Approximate cost to include new termini: Approximately \$20M

*Remaining surplus:
Approximately \$20M
will be returned to NVTA/State
for potential reallocation*

Next Steps

- NVT Action and Project Termini Change Recommendation
 - May 14, 2020 (Pending)
- CTB Workshop: May, 2020 (Tentative)
- CTB Action Meeting: June, 2020
- Project Change Order
 - Pending CTB approval, the termini change will be included in final contract negotiations with Design-Builder.
- Contract
 - Contract awarded Spring 2020
 - Design-Build complete late 2022