

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Chief Executive Officer

DATE: March 3, 2022

SUBJECT: NVTa Endorsement of Arlington, Loudoun, Prince William Counties, City of Manassas Park, and Town of Leesburg Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Applications

Purpose: To seek Northern Virginia Transportation Authority (NVTa) endorsement of Arlington, Loudoun, Prince William Counties, City of Manassas Park, and Town of Leesburg application for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program.

Suggested Motion: *I move Authority Endorsement of Arlington, Loudoun and Prince William Counties and the Town of Leesburg Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Applications.*

Background: The U.S. Department of Transportation (DOT) published a Notice of Funding Opportunity (NOFO) for \$1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. RAISE, formerly known as BUILD and TIGER.

- The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$8.9 billion for twelve rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. Overall, USDOT has awarded \$9.9 billion to more than 700 projects.
- This is the first discretionary funding program to accept applications as directed by President Biden's Bipartisan Infrastructure Law. The \$1.5 billion in available funding for 2022 represents a 50 percent increase in available funds compared to last year, when applicants requested \$10 in funding for every \$1 available. In 2021, RAISE funded 90 projects in 47 states, the District of Columbia and Guam.
- The RAISE program enables DOT to examine these projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested.

- The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. RAISE can fund port and freight rail projects, for example, which play a critical role in our ability to move freight but have limited sources of Federal funds. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). This flexibility allows RAISE and our traditional partners at the State and local levels to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise cannot turn to the Federal government for support.

Criteria: Projects for RAISE funding will be evaluated based on merit criteria which includes safety, environmental sustainability, quality of life, economic competitiveness, opportunity, state of good repair, innovation, and partnership. Within these criteria, the Department is encouraging applicants to consider how their projects can address climate change, ensure racial equity, and remove barriers to opportunity as well as create workforce development opportunities.

- For this round of RAISE grants, the minimum grant award is \$5 million, and the maximum grant award is \$25 million, and no more than \$225 million can be awarded to a single State, as specified in the appropriations act. Under the RAISE FY 2022 program, minimum and maximum award sizes are the same for capital and planning projects.
- New this year, under the Bipartisan Infrastructure Law, 2022 RAISE applications will also be evaluated on the criteria of mobility and community connectivity. The Department will assess projects for universal design and accessibility for travelers, as well as consider how proposals increase mobility for freight and supply chain efficiency.
- The program is one of the few DOT discretionary programs for which regional and local governments can directly compete for multimodal transportation funding.
- To provide technical assistance to prospective applicants, DOT is hosting a series of webinars during the FY 2022 RAISE grant application process.

Endorsement Requests: Requests for application endorsement was received by the following jurisdictions and agency:

- **Arlington County--** The ANC Wall Trail will construct a ten-foot-wide pedestrian and bicycle trail on the west side of Virginia Route 110, outside the cemetery wall, connecting Memorial Avenue with Columbia Pike. The project is included in the Northern Virginia Transportation Authority's TransAction long range plan and constructing it will advance the Authority's goal of implementing multimedia transportation improvements across Northern Virginia.
- **Prince William County--** The Route 123 Corridor at I-95 Improvements and Prince William Parkway/Minnieville Intersection Improvements are both local priority projects that provide significant congestion reduction benefits to the region.

- **Loudoun County--** The W &OD Overpass Trail of Sterling Boulevard is a significant regional trail in Northern Virginia that starts at Shirlington Road, Arlington County and ends east of North 21st Street in the Town of Purcellville, Loudoun County. The 45-mile-long paved trail is used daily by thousands of people for walking, running, cycling, roller skating, horseback riding, commuting, and recreational purposes.
- **City of Manassas Park—**The Manassas Drive corridor and Manassas Park Virginia Railway Express (VRE) Station are integral elements to the mobility of residents into and through the City of Manassas Park. The City of Manassas Park is requesting funding to rehabilitate two culverts on Railroad Drive and implement Complete Streets recommendations.
- **The Town of Leesburg--** To construct an interchange on RT 15 Bypass at Edwards Ferry Road and Fort Evans Road. The Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road is a very important transportation improvement project for the Town of Leesburg that also has regional significance.

All projects noted for endorsement are in TransAction.

Application Deadline: The deadline to submit an application is April 14, 2022, at 5pm EST.

Attachments:

1. Arlington County Request for endorsement Letter
2. Loudoun County Request for endorsement Letter
3. Prince William County Request for endorsement Letter
4. City of Manassas Park Request for endorsement Letter
5. Town of Leesburg Request for endorsement Letter



DEPARTMENT OF ENVIRONMENTAL SERVICES
Division of Transportation
2100 Clarendon Boulevard, Suite 900, Arlington, VA 22201
TEL 703-228-0588 www.arlingtonva.us

Attachment 1

February 24, 2022

Monica Backmon
Chief Executive Officer
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

Dear Ms. Backmon,

I am writing to request NVTa's endorsement of Arlington County's project application to the United States Department of Transportation for the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program for the Arlington National Cemetery (ANC) Wall Trail.

The ANC Wall Trail will construct a ten-foot wide pedestrian and bicycle trail on the west side of Virginia Route 110, outside the cemetery wall, connecting Memorial Avenue with Columbia Pike. The project is included the Authority's TransAction long range plan (Project ID: 72) and constructing it will advance the Authority's goal of implementing multimodal transportation improvements across Northern Virginia. North of Memorial Avenue, a trail along Route 110 already exists to connect non-motorized travelers to the National Marine Corps Memorial ("Iwo Jima" Memorial) complex, where further connections can be made to the robust bicycle and pedestrian network of the Rosslyn-Ballston (R-B) Corridor.

In addition, at the southern end of the ANC Wall Trail, cyclists and pedestrians will be able to connect to Columbia Pike and connect to Pentagon City via South Joyce Street following the reconstruction of the Columbia Pike / VA 27 / Joyce Street interchange, which is proceeding as part of the Defense Access Roads (DAR) project associated with the ANC Southern Expansion. Accordingly, the ANC Wall Trail is providing a missing link in the regional non-motorized network that will complete a bicycle and pedestrian connection between all three of the County's major development corridors.

Since the County's FY 2021 application, the County has advanced design of the ANC Wall Trail using local funding. A RAISE award on the project would accelerate the construction timeline.

Thank you very much for your time and consideration of this request. If you have any questions about this request, please contact Rich Roisman, Regional Transportation Planning Program Coordinator, at (571) 302-0234 or rroisman@arlingtonva.us.

Sincerely,

Dennis M. Leach
Director of Transportation



Loudoun County, Virginia

www.loudoun.gov

Department of Transportation and Capital Infrastructure

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March 1, 2022

Monica Backmon, Executive Director
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive
Fairfax, VA 22031

RE: Request for NVTA Endorsement of Loudoun County's RAISE Grant Applications for the W&OD Overpass of Sterling Boulevard

Dear Ms. Backmon,

I am writing to request NVTA's endorsement of Loudoun County's application under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program for the funding of the Washington and Old Dominion (W&OD) overpass at Sterling Boulevard.

The W&OD Trail is a significant regional trail in Northern Virginia that starts at Shirlington Road, Arlington County and ends east of North 21st Street in the Town of Purcellville, Loudoun County. The 45-mile-long paved trail is used daily by thousands of people for walking, running, cycling, roller skating, horseback riding, commuting, and recreational purposes. The regional trail has 41 public road crossings within Loudoun County, of which 25 are at-grade intersections. This is only W&OD crossing of a two-lane divided highway in Loudoun County that does not separate vehicles from pedestrians, and bicyclists.

Trail users have expressed safety concerns regarding several existing at-grade road crossings. In response to these concerns, Loudoun County's Department of Transportation and Capital Infrastructure (DTCI) created a prioritization of safety improvements for the at-grade crossings within the County. Crossings were prioritized by the number of potential conflicts at each location, based on the number of trail users and vehicles passing the location. The W&OD crossing at Sterling Boulevard was identified as the number one priority in Loudoun County with 222 potential conflicts.

Federal funding through the RAISE program would greatly facilitate construction of this project and we thank you for your time and assistance with this request.

Sincerely,

Joe Kroboth, III, PE, LS
Director

Cc: Tim Hemstreet, County Administrator



February 24, 2022

Monica Backmon
Executive Director
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive
Fairfax, VA 22031

RE: Request for NVTA Endorsement of Prince William County's RAISE Grant Applications for the Route 123 Corridor at I-95 Improvements and Prince William Parkway/Minnieville Road Intersection Improvements

Ms. Backmon,

I am writing to request NVTA's endorsement of Prince William County's applications for two projects under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. The Route 123 Corridor at I-95 Improvements and Prince William Parkway/Minnieville Intersection Improvements are both local priority projects that provide significant congestion reduction benefits to the region.

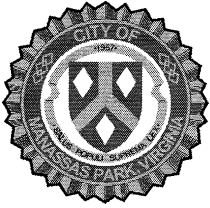
The Route 123 Corridor at I-95 Improvements project consists of improvements to the intersections of Route 123 with Route 1, I-95 and Old Bridge Road. These three intersections were evaluated under VDOT's Strategically Targeted Affordable Roadway Solutions (STARS) program to identify innovative, cost-efficient solutions that provide operational, safety and multimodal benefits. The Commonwealth has funded improvements at the intersection with I-95 and the County is seeking funding for the remaining improvements, which includes a TransAction project (ID 218). This project has been previously endorsed by the Authority for application for federal funding through the USDOT INFRA program.

The Prince William Pkwy/Minnieville Rd project is included in TransAction (ID 279) and consists of constructing a grade-separated interchange to relieve congestion, improve safety and enhance access to major destinations. These multimodal projects are regionally significant as they reduce congestion and improve mobility on TransAction Corridor 4-1 Prince William Parkway (I-66 to I-95) in accordance with NVTA objectives.

Federal funding through the RAISE program would greatly facilitate construction of these projects and we thank you for your time and assistance with this request. If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

Director of Transportation



CITY OF MANASSAS PARK

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Mayor:
Jeanette Rishell

Vice Mayor:
Preston Banks

March 2, 2022

Monica Backmon
Executive Director
Northern Virginia Transportation Authority (NVTA)
3040 Williams Drive
Fairfax, VA 22031

RE: Request for NVTA Endorsement of the City of Manassas Park's RAISE Grant Application for the Rehabilitation of

Ms. Backmon,

I am writing to request NVTA's endorsement of the City of Manassas Park's application under the U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. The Manassas Drive corridor and Manassas Park Virginia Railway Express (VRE) Station are integral elements to the mobility of residents into and through our City. The City is requesting funding to rehabilitate two culverts on Railroad Drive and implement Complete Streets recommendations in our downtown.

In capitalizing on a large-scale redevelopment opportunity, the City has partnered with the VRE and private developers and formed a public-private partnership to construct a state-of-the-art transit-oriented, mixed-use, downtown destination called the "Village at Manassas Park." The project will consist of a new City Hall, VRE structured garage, destination retail, restaurants, and residential units.

Two culverts on Railroad Drive need attention in the short-term to ensure the safe and adequate access to the VRE as well as environmental sustainability. The structural integrity of the culverts is in question and are a priority for repair and rehabilitation. In the event of a failure, access to the current VRE station would be fully eliminated until such time repairs could be completed.

In conjunction with the culvert rehabilitation effort, the City is committed to enhancing access to transit stations and a pedestrian and bicycle-friendly downtown in a community setting. The City is seeking funding to enhance safety within the downtown, improve the quality of life of its residents, advance its economic competitiveness and bolster multiple modes of mobility.

This project are local priorities that will provide significant benefits on a local and regional scale. The RAISE program funds will greatly facilitate implementation of this project and I thank you for your consideration of support. If you have questions regarding this request, please contact me at (703) 335-8813.

Sincerely,

A handwritten signature in black ink, appearing to read 'Laszlo Palko', is written over a horizontal line.

Laszlo Palko
City Manager



RENÉE M. LaFOLLETTE, P.E., DIRECTOR
Department of Public Works and Capital Projects

25 West Market Street ■ 20176 ■ 703-771-2790 ■ Fax: 703-737-7065 ■ rlafollette@leesburgva.gov ■ www.leesburgva.gov

February 28, 2022

Ms. Monica Backmon, Executive Director
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, VA 22031

RE: Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road
Request for NVTa support of Town of Leesburg application for USDOT RAISE Discretionary Grant Program

Dear Ms. Backmon:

I am writing to request Northern Virginia Transportation Authority's (NVTa) expression of support for an application by the Town of Leesburg, Virginia for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to construct an interchange on RT 15 Bypass at Edwards Ferry Road and Fort Evans Road.

The Route 15 Bypass Interchange at Edwards Ferry Road and Fort Evans Road is a very important transportation improvement project for the Town of Leesburg that also has regional significance. As such, Leesburg has advanced the project to 30 % design.

The Route 15 Bypass/Edwards Ferry Road Interchange project is administered by the Virginia Department of Transportation (VDOT). The estimated cost of the Route 15 Bypass/Edwards Ferry Road Interchange project is approximately \$184 million.

Typically, projects with large budgets will require participation from multiple funding sources. To date, the Town has been awarded \$7.4 million in Northern Virginia Transportation Authority (NVTa) 70% regional funds for preparation of the Interchange Justification Report and design.

This design is underway by the Virginia Department of Transportation (VDOT). Additionally, a total of \$13.1 million from VDOT has been programmed to this project in future out-years.

The Route 15 Bypass/Edwards Ferry Road Interchange project is included in the Town Plan, the Virginia Department of Transportation (VDOT) Six-Year Plan, the Northern Virginia Regional Transit Authority (NVTa) TransAction Plan adopted November 2012, and the Town's Fiscal Year 2022-2027 Capital Improvement Program (CIP).

VDOT is administering this project due to its size and complexity. Even though VDOT will be administering this project, the Town is responsible for securing the needed funding. Town staff will be actively involved throughout the design and construction of this project.

The Route 15 Bypass is a 4-lane divided arterial highway and is part of the National Highway System. In addition to local traffic, Route 15 serves as a major commuter route for residents from northern Loudoun

County, Maryland, and Pennsylvania traveling to employment centers in eastern Loudoun County, Fairfax County, and points further east.

The existing at-grade intersections at Edwards Ferry Road and Fort Evans Road represent two of the three remaining signalized intersections on the Leesburg Bypass. Both intersections serve large retail centers and many other smaller stores and restaurants. The short separation between these two intersections and the minimal distance to the adjacent Route 7 (East Market Street) interchange exacerbate the traffic issues. This intersection becomes congested on a daily basis due to commuters, and on weekends and during holiday seasons due to the adjacent retail facilities. Also, a major portion of this project will be a pedestrian component, allowing pedestrians and bicyclists to safely cross Route 15 and enabling residents to get to retail and employment centers.

A new interchange is proposed to elevate the Route 15 Bypass over both Edwards Ferry Road and Fort Evans Road, to provide interchange ramps, and to provide a frontage road system connecting the two roadways. A public information meeting was held on February 27, 2017. On May 8, 2017, Town Council endorsed this interchange concept per Town Resolution 2018-091.

Since that endorsement, VDOT and the Town have continued to make progress on the project and have met or exceeded deadlines that were established as part of the committed schedule. The following steps have been completed or are planned:

- Interchange Justification Report (IJR) has been approved by VDOT and the Town Council.
- 30% plans, associated with the IJR have been approved.
- Environmental documentation has been approved by the Federal Highway Administration.
- Land acquisition of the southwest quadrant property for the ultimate interchange.
- Design Public Hearing was held on May 31, 2018.
- Commonwealth Transportation Board (CTB) approved the Limited Access Control Change on April 10, 2019.
- Final design and construction will be scheduled after funding is secured.
- Town staff and VDOT are working together to investigate possible phased project delivery.

Final design and construction will be scheduled after all funding is secured.

In closing, thank you for your consideration and support in funding this needed project. Should NVTA have any questions, please let us know. I look forward to your response.

Sincerely,



Renée M. LaFollette, P.E.

cc: Kaj H. Dentler, Town Manager
Philip Jones, P.E., Assistant Director of Capital Projects
Bud Siegel, Deputy Director of Public Works and Capital Projects
Calvin Grow, Transportation Engineer, Department of Public Works and Capital Projects