



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE
Friday, July 7, 2017, 1:00pm

Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

AGENDA

- I. Call to Order/Welcome** Chairman Nohe

Action

- II. Approve Summary Notes of May 31, 2017 PPC Meeting**
*Recommended Action: Approval [with abstentions
from those who were not present]*
- III. NVTA Staff Project Recommendations for I-66 Outside the Beltway
Concessionaire Payment** Ms. Backmon
*Recommended Action: Approval of recommendation to the Authority for
approval of projects for recommendation to the Commonwealth Transportation
Board to be funded with the I-66 Outside the Beltway Concessionaire Payment*

Discussion/Information

- IV. NVTA Update** Ms. Backmon, Executive Director

Adjournment

- V. Adjourn**

Next Meeting:
10:00am, Friday September 8, 2017



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

PLANNING AND PROGRAMMING COMMITTEE

Wednesday, May 31, 2017, 10:00 am

Northern Virginia Transportation Authority

3040 Williams Drive, Suite 200

Fairfax, Virginia 22031

SUMMARY NOTES

I. Call to Order/Welcome

Chairman Nohe

- Chairman Nohe called the meeting to order at 10:12 am.
- Attendees:
 - **PPC Members:** Chairman Nohe (Prince William County); Chairman Bulova (Fairfax County); Chair Fisette (Arlington County); Mayor Rishell (City of Manassas Park).
 - **Authority Members and other Elected Officials:** Mary Hynes (Gubernatorial Appointee, CTB Member); Helen Cuervo (VDOT); Jim Kolb (Gubernatorial Appointee) called-in.
 - **NVTA Staff:** Monica Backmon (Executive Director); Keith Jasper (Principal); Michael Longhi (CFO); Sree Nampoothiri (Transportation Planner).
 - **Staff:** Sarah Crawford, Dan Malouff (Arlington County); Noelle Dominguez, Kristin Calkins (Fairfax County); Bob Brown (Loudoun County); Elizabeth Scullin (Prince William County); Pierre Holloman (City of Alexandria); Wendy Sanford (City of Fairfax); Sonali Soneji (VRE); Norman Whitaker (VDOT); Ciara Williams (DRPT); Arianna Koudounas (MWCOG/TPB), Dan Goldfarb (NVTC).

Discussion/Information

II. TransAction: Findings and NVTA Staff Recommendations

- Mr. Jasper presented the findings and staff recommendations of the TransAction Plan.
- Ms. Backmon noted that the brochure is still draft and needs additional work.
- Chairman Nohe pointed out that the chart entitled NVTA Function describes the planning and programming process clearly.
- Chair Fisette commented that the end product is not clear from the chart and needs to be clarified.
- Chairman Nohe noted that the end product for the public is the projects that NVTA funds, and that may need to be better highlighted.
- Mayor Rishell suggested emphasizing that the total estimated project costs include extra-territorial costs associated with project components beyond Northern Virginia.

- Ms. Hynes suggested identifying extra-territorial project costs.
- Mayor Rishell suggested noting that the auto trips include trips to VRE and Metro stations irrespective of trip length.
- Chairman Bulova suggested showing population and employment changes from 2016 to 2040.
- Chairman Nohe noted that the region's population and employment are forecast to increase by 2040, which suggests that person hours of delay will get much worse if we do nothing. He added that this means while we are not solving all problems, we are doing the best we can.
- Chair Fisetto noted that the TransAction analyses show that there is no one project/policy, "game changer" as some called it at the Long Range Plan Task Force of the Transportation Planning Board (TPB); a bundle of projects and policies are needed to make difference.
- In response to Chair Fisetto's question on the definition of transit crowding, Mr. Jasper mentioned that it is the number of revenue miles subjected to certain crowded conditions (crowded condition will be different for different systems such as bus, metro car, and VRE car).
- Ms. Cuervo noted that the plan achievement for \$44 billion is somewhat misleading since the region does not have that amount available. Chair Fisetto added that this point should be mentioned in the brochure and presentations.
- Chairman Nohe noted that though we may not have \$44 billion available, it is important to mention that to show the cost of what is really needed. Ms. Hynes added that the list of projects and associated costs are important to show.
- Ms. Hynes suggested drawing public attention to the key points such as considerably slowing down the growth in delay (70% increase instead of 300%) and the \$44 billion cost.
- Chairman Bulova and Chair Fisetto noted that the segment performance graphics and descriptions are confusing. Chairman Nohe added that this may not be as relevant to the public as the change in delay. Mr. Brown noted that it is helpful for jurisdictions to explain relative solutions to the Board and the public depending on the size of the problem compared to the region as well as amount of change we can make.
- Chairman Bulova and Mayor Rishell agreed that this is useful to understand the context for policy making such as where to spend the money to get the maximum bang for the buck.
- Chairman Nohe and Chair Fisetto suggested a clear explanation is needed to describe NVTA/TransAction and what improvement the plan is making for different locations.
- Chair Fisetto noted that the alternate futures give a sensitivity test and the NVTA needs to keep monitoring the developments.
- Chair Fisetto suggested revising the recommendations section to highlight the key items.
- Chairman Bulova noted that though the findings are basic, they are accurate statements, realistic, and understandable.
- Chairman Nohe suggested involving jurisdictional PIOs in revising the presentation materials for making the technical materials more public-friendly.
- Chair Fisetto and Ms. Hynes suggested explaining the process better and adding language that this plan will be the basis for developing NVTA's Six Year Program (SYP).

- Ms. Hynes suggested adding a timeline of activities such as public input, adoption of TransAction, and development of the SYP.

III. NVTA Update

- Ms. Backmon informed the members that the next Authority meeting is scheduled on June 8, 2017.

Action

IV. Meeting Summary Notes of May 3, 2017, PPC Meeting

- The May 3, 2017 Planning and Programming Committee meeting summaries were unanimously approved subject to the addition of Mayor Rishell's comments sent to Ms. Backmon by email.

V. Draft TransAction Update

- Ms. Backmon indicated that the NVTA staff will revise the Draft TransAction Plan and associated project list to incorporate the PPC comments and direction, prior to requesting the Authority release the document for public comment at its meeting on June 8.
- The Planning and Programming Committee unanimously recommended the Authority to release the TransAction Plan Draft for public comment, subject to addressing the Committee's comments and direction.

Adjournment

VI. Adjourn

- The meeting adjourned at 12:15 pm.



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Transform 66 Outside the Beltway Concessionaire Funding

Summary of Applications



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Arlington County

Project Title: East Falls Church Metrorail Station Bus Bay Expansion

Project Description: This project is necessary to accommodate increased I-66 bus service, planned to be part of Transform I-66 Outside the Beltway. The project will expand bus bay capacity at the East Falls Church Metrorail Station by adding up to three new bus bays and replacing the existing shelters. The project also includes pedestrian access improvements from the park-and-ride lot, improvements to the accessible parking access, and the addition of a signal and crosswalk at the entrance to the park-and-ride lot on Washington Boulevard. The project will be coordinated with a complete streets project on Sycamore Street as well as a Capital Bikeshare expansion project in the area in both Arlington and City of Falls Church. The East Falls Church Metrorail Station currently has four bus bays that are at maximum capacity. Additional bus service is expected in the immediate future with the implementation of new Rapid Bus Service on the adjacent I-66 corridor and additional local feeder routes. This project will expand the capacity of the station with up to three additional bus bays, as determined through the design process.

Project Milestones

- **PE/Design:** Winter 2017/2018 to winter 2018/2019
- **Right of Way Acquisition/Utility Relocation:** N/A
- **Construction:** Spring 2019 to Summer 2020
- **Capital Asset Acquisitions:** N/A

Project Cost

Total Requested Concessionaire Funds: \$4,841,000

Total Cost to Complete Project: \$7,328,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$500,000	\$172,000 (DRPT) \$335,000 (NVTA Local)	\$1,007,000
Right of Way Acquisition			
Construction	\$4,341,000	\$1,980,000 (DRPT)	\$6,821,000
Capital Asset Acquisitions			
Other			
TOTAL	\$4,841,000	\$2,487,000	\$7,328,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Arlington County

Project Title: East Falls Church Metrorail Station Second Entrance

Project Description: The new western station entrance will improve multimodal access to the East Falls Church Metrorail Station and better accommodate growing transit demand anticipated in the future from new development around the station and from bus-to-rail transfers. In July 2011, WMATA prepared a Station Vision Plan for East Falls Church Metrorail Station. The plan forecasted an 80% growth in ridership at the station between 2009 and 2030. A new western entrance would greatly improve pedestrian access to the East Falls Church station for many transit customers by providing convenient, direct access to the station platform and reducing walking distances or the need to park-and-ride, especially for people walking from the City of Falls Church. The location of the new entrance would increase the catchment area for the walk mode by one-third of a mile and is expected to attract new customers to Metrorail over a period of time. The proposed new station entrance is also expected to serve as a catalyst for transit-oriented development. Additionally, per I-66 transit plans dating back to the 2009 DRPT study, the new western entrance will provide additional bus bays for bus-to-rail transfers, namely for the Rapid Bus Service planned as part of the I-66 Outside the Beltway project.

Project Milestones

- **PE/Design:** Summer 2021 to Summer 2026
- **Right of Way Acquisition/Utility Relocation:** N/A
- **Construction:** Summer 2024 to Summer 2027
- **Capital Asset Acquisitions:** N/A

Project Cost

Total Requested Concessionaire Funds: \$4,841,000

Total Cost to Complete Project: \$7,328,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$22,717,000		\$22,717,000
Right of Way Acquisition			
Construction		\$73,345,000 (Future NVTA, I-66 ITB, DRPT)	\$73,345,000
Capital Asset Acquisitions			
Other			
TOTAL	\$22,717,000	\$73,345,000	\$96,062,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Fairfax County
Project Title: Jermantown Road Bridge over Interstate 66

Project Description: The Transform 66 Project will construct managed lanes in the center of I-66, which will require rebuilding a number of bridges crossing I-66 within the project area, from Route 15 to I-495. The Virginia Department of Transportation (VDOT) currently intends to construct a two-lane replacement Jermantown Road Bridge while not precluding an ultimate four-lane width. This project will add an additional lane in each direction, resulting in a four-lane bridge over I-66.

Project Milestones

- **PE/Design:** Along with Transform 66
- **Right of Way Acquisition/Utility Relocation:** Along with Transform 66
- **Construction:** Along with Transform 66
- **Capital Asset Acquisitions:** N/A

Project Cost

Total Requested Concessionaire Funds: \$11,000,000 (net increase from rebuilding the existing two lane bridge with a new two-lane bridge versus rebuilding as a four-lane bridge)

Total Cost to Complete Project: \$11,000,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$1,800,000		\$1,800,000
Right of Way Acquisition	\$2,200,000		\$2,200,000
Construction	\$7,000,000		\$7,000,000
Capital Asset Acquisitions			
Other			
TOTAL	\$11,000,000		\$11,000,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Fairfax County

Project Title: Route 50 and Waples Mill Road Intersection Improvements

Project Description: Intersection Improvement at Route 50 and Waples Mill Road by providing a second left turn lane from Route 50 Westbound onto Waples Mill Road. In addition to the second turn lane, other intersection modifications that would help facilitate access to and from I-66 to this intersection include:

- Split phase operations along Waples Mill Road
- Three eastbound through lanes
- Three northbound left-turn lanes
- Reconfigure the I-66 eastbound on-ramp from US 50 westbound to an option lane

Project Milestones

- PE/Design: 2017-2018
- Right of Way Acquisition/Utility Relocation: 2018-2019
- Construction: 2019-2021
- Capital Asset Acquisitions: N/A

Project Cost

Total Requested Concessionaire Funds: \$2,000,000 (net increase from rebuilding the existing two lane bridge with a new two-lane bridge versus rebuilding as a four-lane bridge)

Total Cost to Complete Project: \$2,000,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$450,000		\$450,000
Right of Way Acquisition			
Construction	\$1,550,000		\$1,550,000
Capital Asset Acquisitions			
Other			
TOTAL	\$2,000,000		\$2,000,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Fairfax County
Project Title: Monument Drive Bridge Pedestrian Facility

Project Description: Add a sidewalk on the west side of the existing bridge with a signalized crosswalk at the new ramp to the Managed Lanes (westbound). The pedestrian facility will improve access to a nearby commuter parking facility, which will serve the commuter bus service along the I-66 corridor that will utilize the managed lanes.

Project Milestones

- **PE/Design:** Along with Transform 66
- **Right of Way Acquisition/Utility Relocation:** Along with Transform 66
- **Construction:** Along with Transform 66
- **Capital Asset Acquisitions:** N/A

Project Cost

Total Requested Concessionaire Funds: \$3,800,000 (net increase from rebuilding the existing two lane bridge with a new two-lane bridge versus rebuilding as a four-lane bridge)

Total Cost to Complete Project: \$3,800,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$300,000		\$300,000
Right of Way Acquisition			
Construction	\$3,500,000		\$3,500,000
Capital Asset Acquisitions			
Other			
TOTAL	\$3,800,000		\$3,800,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Fairfax County

Project Title: Commuter Parking Structure at Government Center/Fairfax Corner

Project Description: Construct a parking structure for commuter parking on land that is owned by the County that was purchased for the purpose of constructing a commuter parking facility for a future Metrorail Station or other mass transit improvement. This Project has the ability to reduce congestion by facilitating greater use of transit and carpooling in the corridor. Users within the corridor would benefit by better access to transit services operating in the corridor, including the new commuter bus service that will be implemented as part of Transform 66. The facility would also provide a location for carpool formation, for those using the Express Lanes.

Project Milestones

- PE/Design: 2018-2019
- Right of Way Acquisition/Utility Relocation: Completed
- Construction: 2020-2021
- Capital Asset Acquisitions: N/A

Project Cost

Total Requested Concessionaire Funds: \$38,500,000

Total Cost to Complete Project: \$38,500,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$3,500,000		\$3,500,000
Right of Way Acquisition			
Construction	\$35,000,000		\$35,000,000
Capital Asset Acquisitions			
Other			
TOTAL	\$38,500,000		\$38,500,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Fairfax County
Project Title: Lee Highway Pedestrian Improvements

Project Description: Project would complete the missing gaps in bike and pedestrian network along Lee Highway, providing improved access to the Vienna Metrorail Station, the Cross County Trail, and other amenities. Improving access to the Vienna Metrorail Station, this project will provide greater access to the existing bus service and new I-66 Transit Service that is a component of the Transform 66 Multimodal Improvements. This project will allow more commuters to make trips by bike and transit instead of car, which will could improve mobility not just on I-66, but also on the parallel facilities of Lee Highway and Route 50.

Project Milestones

- **PE/Design:** November 2017-November 2020
- **Right of Way Acquisition/Utility Relocation:** May 2019-May 2020
- **Construction:** May 2020-November 2021
- **Capital Asset Acquisitions:** N/A

Project Cost

Total Requested Concessionaire Funds: \$1,325,000

Total Cost to Complete Project: \$1,325,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$530,000		\$530,000
Right of Way Acquisition	\$270,000		\$270,000
Construction	\$525,000		\$525,000
Capital Asset Acquisitions			
Other			
TOTAL	\$1,325,000		\$1,325,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Fairfax County

Project Title: Poplar Tree Road bridge construction to four lanes

Project Description: As part of the Transform I-66 Outside the Beltway project, Poplar Tree Road bridge is proposed to be constructed as a two lane bridge. However, the County proposes that the bridge be constructed as a four-lane facility instead that matches the ultimate configuration reflected in the Fairfax County Comprehensive plan. At a minimum, the County requests the proposed two-lane bridge to be constructed by the I-66 project not preclude the future widening of this bridge structure to four lane facility.

Project Milestones

- **PE/Design:** Along with Transform 66
- **Right of Way Acquisition/Utility Relocation:** Along with Transform 66
- **Construction:** Along with Transform 66
- **Capital Asset Acquisitions:** N/A

Project Cost

Total Requested Concessionaire Funds: \$6,000,000

Total Cost to Complete Project: \$6,000,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$1,200,000		\$1,200,000
Right of Way Acquisition			
Construction	\$4,800,000		\$4,800,000
Capital Asset Acquisitions			
Other			
TOTAL	\$6,000,000		\$6,000,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Fairfax County

Project Title: Underpinning I-66 to allow the future extension of New Braddock Road to Stone Road at Route 29

Project Description: Fairfax County Comprehensive plan includes the future extension of New Braddock Road between Stone Road at Route 29. The County requests that additional measures be implemented such as underpinning I-66 at the location to allow the future extension between Stone Road at Route 29 and New Braddock Road to be constructed with minimal disruption in the future. The County requests that, at a minimum, the Transform I-66 Outside the Beltway project determine adequate measures to not preclude the future extension of New Braddock Road, associated with the planned I-66 widening as a result of adding the Express Lanes.

The future extension between Stone Road at Route 29 and New Braddock Road is included as part of the County's Transportation Priorities Plan (TPP) #19 and the scoping/PE is scheduled to be performed during FY 2019-2020 with project schedule to be determined upon study completion. Although this extension is noted to be an overpass in the Comp Plan and TPP (where the extension will go above I-66), an examination of the topography and existing development in the area indicate that an underpass is most feasible. Consequently, underpinning would need to be done as part of I-66 project to not preclude the future extension.

Project Milestones

- **PE/Design:** Along with Transform 66
- **Right of Way Acquisition/Utility Relocation:** Along with Transform 66
- **Construction:** Along with Transform 66
- **Capital Asset Acquisitions:** N/A

Project Cost

Total Requested Concessionaire Funds: \$12,000,000

Total Cost to Complete Project: \$12,000,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$3,000,000		\$3,000,000
Right of Way Acquisition			
Construction	\$9,000,000		\$9,000,000
Capital Asset Acquisitions			
Other			
TOTAL	\$12,000,000		\$12,000,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Fairfax County

Project Title: I-66 Median Widening (Lee Highway (Route 29) to Route 28) for WMATA Orange Line Accommodation

Project Description: Implementing the Preferred Alternative concept which would provide a wider median in Centreville area from west of Route 28 through the Route 29 interchange and to the planned future rail station location, a distance of approximately 5,000 feet, instead of the limited improvements in Phase 1 of the Transform I-66 Outside the Beltway project. If the I-66 overpass above Route 29 would be affected, reconstruction of this bridge should be included in this project.

This project will accommodate the future WMATA Orange Line extension to Centreville. Should these improvements not be done in conjunction with the I-66 OTB, the Orange Line extension would still be possible, but improvements associated with this project would come at a much higher, inflated cost.

Project Milestones

- **PE/Design:** Along with Transform 66
- **Right of Way Acquisition/Utility Relocation:** Along with Transform 66
- **Construction:** Along with Transform 66
- **Capital Asset Acquisitions:** N/A

Project Cost

Total Requested Concessionaire Funds: \$40,000,000

Total Cost to Complete Project: \$40,000,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$8,000,000		\$8,000,000
Right of Way Acquisition			
Construction	\$32,000,000		\$32,000,000
Capital Asset Acquisitions			
Other			
TOTAL	\$40,000,000		\$40,000,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Fairfax County

Project Title: Implementing the Preferred Alternative Concept at the I-66 and Monument Drive interchange

Project Description: Construct the Preferred Alternative Concept at the I-66 and Monument Drive interchange instead of Phase 1 of the Transform I-66 Outside the Beltway project. The County requests, at a minimum, the Transform I-66 Outside the Beltway project determine adequate measures to not preclude the future extension of the Metrorail extension at this location. The latest I-66 concept plans developed by Express Mobility Partners (EMP), which was also presented in June 2017 Public Information Meetings, indicates that the current plan is to construct the interchange configuration at I-66 and Monument Drive, which is consistent with VDOT's initially developed Phase 1 plan. This appears to be the only location along I-66 corridor between I-495 and Route 29 in Centreville that will preclude future extension of the Metro Orange line. While the timing of the Orange Line extension has yet to be determined, it would be beneficial to construct this interchange as ultimate configuration as part of the I-66 project in order to avoid the need for reconstructing this interchange in the future when the Metro Orange line is extended.

Project Milestones

- **PE/Design:** Along with Transform 66
- **Right of Way Acquisition/Utility Relocation:** Along with Transform 66
- **Construction:** Along with Transform 66
- **Capital Asset Acquisitions:** N/A

Project Cost

Total Requested Concessionaire Funds: \$140,000,000

Total Cost to Complete Project: \$140,000,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$19,000,000		\$19,000,000
Right of Way Acquisition	\$45,000,000		\$45,000,000
Construction	\$76,000,000		\$76,000,000
Capital Asset Acquisitions			
Other			
TOTAL	\$140,000,000		\$140,000,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Fairfax County

Project Title: Additional Ramp Connections at Fairfax County Parkway

Project Description: Construct ramp connections from I-66 Eastbound Express Lanes to Fairfax County Parkway (Northbound) and from Fairfax County Parkway (Southbound) to I-66 Westbound Express Lanes. These ramps at the Fairfax County Parkway would allow drivers on the Express Lanes to use the Fairfax County Parkway to get to major employment areas on the Dulles Corridor.

Project Milestones

- PE/Design: Along with Transform 66
- Right of Way Acquisition/Utility Relocation: Along with Transform 66
- Construction: Along with Transform 66
- Capital Asset Acquisitions: N/A

Project Cost

Total Requested Concessionaire Funds: \$80,000,000

Total Cost to Complete Project: \$80,000,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$16,000,000		\$16,000,000
Right of Way Acquisition	\$8,000,000		\$8,000,000
Construction	\$56,000,000		\$56,000,000
Capital Asset Acquisitions			
Other			
TOTAL	\$80,000,000		\$80,000,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Prince William County

Project Title: Route 234 at Balls Ford Road Interchange Including Balls Ford Road Improvements

Project Description: This project will provide a new grade-separated interchange at Route 234 (Prince William Parkway) and relocated Route 621 (Balls Ford Road), which includes a grade-separated overpass crossing the existing Norfolk Sothern Railroad (Line B). In addition, the project will construct a relocated Balls Ford Road as a new four-lane facility with a raised median between Delvin Road and Doane Drive.

Project Milestones

- PE/Design: 11/2017 – 5/2020
- Right of Way Acquisition: 1/2019 – 1/2020
- Construction: 1/2020 – 7/2023
- Capital Asset Acquisitions: N/A

Project Cost

Total Requested Concessionaire Funds: \$167,950,000

Total Cost to Complete Project: \$169,950,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$12,000,000		\$12,000,000
Right of Way Acquisition	\$12,800,000		\$12,800,000
Construction	\$99,250,000	\$2,000,000 (RSTP)	\$101,250,000
Capital Asset Acquisitions			
Other (const. admin, environ., contingency, etc.)	\$43,900,000		\$43,900,000
TOTAL	\$167,950,000	\$2,000,000	\$167,950,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Prince William County

Project Title: Balls Ford Road Widening – Groveton Road to Route 234 Business

Project Description: This project will widen Balls Ford Road from two to four lanes from Groveton Road to Route 234 Business, a distance of 1.95 miles. Project will also include a 10-foot shared use trail on the south side and a 5-foot sidewalk on the north side.

Project Milestones

- PE/Design: 11/2017 – 5/2020
- Right of Way Acquisition: 1/2019 – 1/2020
- Construction: 1/2020 – 7/2023
- Capital Asset Acquisitions: N/A

Project Cost

Total Requested Concessionaire Funds: \$67,405,000

Total Cost to Complete Project: \$67,405,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$4,500,000		\$4,500,000
Right of Way Acquisition	\$9,570,000		\$9,570,000
Construction	\$37,400,000		\$37,400,000
Capital Asset Acquisitions			
Other (const. admin, environ., contingency, etc.)	\$15,935,000		\$15,935,000
TOTAL	\$67,405,000		\$67,405,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Prince William County

Project Title: Route 15 Improvement with Railroad Overpass

Project Description: This 0.6 mile long project will widen Route 15 from two to four lanes and build an overpass over the existing Norfolk Southern Railway B-Line tracks. The project extends about 1000 feet north of the tracks (just south of Route 55 in the Town of Haymarket) where it would tie into the I-66/Route 15 Diverging Diamond Interchange project.

Project Milestones

- PE/Design: 11/2017 – 5/2020
- Right of Way Acquisition: 1/2019 – 1/2022
- Construction: 1/2020 – 7/2023
- Capital Asset Acquisitions: N/A

Project Cost

Total Requested Concessionaire Funds: \$52,728,411

Total Cost to Complete Project: \$59,119,411

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$4,995,380	\$2,000,000 (RSTP)	\$6,995,380
Right of Way Acquisition	\$2,995,200		\$2,995,200
Construction	\$42,953,333	\$4,391,000 (RSTP)	\$47,344,333
Capital Asset Acquisitions			
Other (const. admin, environ., contingency, etc.)	\$1,784,498		\$1,784,498
TOTAL	\$52,728,411	\$6,391,000	\$59,119,411



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Prince William County

Project Title: Wellington Road Widening: Devlin Road to Prince William Parkway

Project Description: This project widens Wellington Road from two to six lanes from Delvin Road to Route 234 (Prince William Parkway), a total distance of 2.41 miles. The project will also include pedestrian facilities. There will be a multi-use trail on the south side and a sidewalk on the north side of the facility.

Project Milestones

- PE/Design: 11/2017 – 5/2020
- Right of Way Acquisition: 1/2019 – 1/2020
- Construction: 1/2020 – 7/2023
- Capital Asset Acquisitions: N/A

Project Cost

Total Requested Concessionaire Funds: \$109,900,000

Total Cost to Complete Project: \$109,900,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$7,100,000		\$7,100,000
Right of Way Acquisition	\$17,800,000		\$17,800,000
Construction	\$59,500,000		\$59,500,000
Capital Asset Acquisitions			
Other (const. admin, environ., contingency, etc.)	\$25,500,000		\$25,500,000
TOTAL	\$109,900,000		\$109,900,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Prince William County

Project Title: Route 234 (Prince William Parkway) and Sudley Manor Drive Interchange

Project Description: The Route 234 (Prince William Parkway) and Sudley Manor Drive Interchange will convert the existing intersection into a 3-level, braided, cloverleaf interchange. This interchange assists in handling the projected turning movement volumes associated with the intersection of two major arterial roadways.

Project Milestones

- PE/Design: 11/2017 – 5/2020
- Right of Way Acquisition: 1/2019 – 1/2020
- Construction: 1/2020 – 7/2023
- Capital Asset Acquisitions: N/A

Project Cost

Total Requested Concessionaire Funds: \$126,400,000

Total Cost to Complete Project: \$126,400,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$8,800,000		\$8,800,000
Right of Way Acquisition	\$12,900,000		\$12,900,000
Construction	\$73,000,000		\$73,000,000
Capital Asset Acquisitions			
Other (const. admin, environ., contingency, etc.)	\$31,700,000		\$31,700,000
TOTAL	\$126,400,000		\$126,400,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Prince William County

Project Title: Route 234 (Prince William Parkway) and University Boulevard Interchange

Project Description: The project will provide a new half-cloverleaf interchange at Route 234 (Prince William Parkway) and University Boulevard. This interchange will include the reconstruction of Route 234 and University Boulevard. University Boulevard will bridge over Route 234. The project will also include traffic signals for the ramps at University Boulevard and Intelligent Transportation Systems. The new interchange would be less than 4 miles from the I-66 and Route 234 interchange.

Project Milestones

- **PE/Design:** 11/2017 – 5/2020
- **Right of Way Acquisition:** 1/2019 – 1/2020
- **Construction:** 1/2020 – 7/2023
- **Capital Asset Acquisitions:** N/A

Project Cost

Total Requested Concessionaire Funds: \$126,400,000

Total Cost to Complete Project: \$126,400,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$8,800,000		\$8,800,000
Right of Way Acquisition	\$12,900,000		\$12,900,000
Construction	\$73,000,000		\$73,000,000
Capital Asset Acquisitions			
Other (const. admin, environ., contingency, etc.)	\$31,700,000		\$31,700,000
TOTAL	\$126,400,000		\$126,400,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: City of Fairfax
Project Title: George Snyder Trail

Project Description: The proposed project is construction of 1.4 miles of the George Snyder Trail in the City of Fairfax. The trail will be constructed along the southern side of the Accotink Creek and will run east/west between Chain Bridge Road (Route 123) and Fairfax Boulevard (Route 50) at Draper Drive. To the west, the trail will connect to the proposed Virginia Department of Transportation (VDOT) shared use path along Route 123 and I-66. To the east, the trail will connect to the Wilcoxon Trail which then connects to the Pickett Road Trail (to the Vienna Metrorail Station) and the Cross County Connector Trail, a 40-mile trail that runs throughout Fairfax County. The proposed trail will fill in gaps in the existing regional trail network. The path will be constructed of asphalt concrete and will be a minimum of 10 feet wide (and up to 15 feet wide in areas with steep slopes) with a two foot shoulder on each side. The project will include construction of six truss bridge stream crossings. The proposed trail will traverse 17 parcels and will require easements from eight of them. However, the majority of the project (approximately 75%) will be located on existing City of Fairfax right of way.

Project Milestones

- **PE/Design:** Fall 2017 – Fall 2019 (24 months)
- **Right of Way Acquisition/Utility Relocation:** Spring 2019 – Spring 2021 (24 months)
- **Construction:** Spring 2021 – Spring 2022 (12 months)
- **Capital Asset Acquisitions:** N/A

Project Cost

Total Requested Concessionaire Funds: \$13,605,000

Total Cost to Complete Project: \$14,000,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$505,000	\$395,000 (CMAQ)	\$900,000
Right of Way Acquisition	\$4,750,000	\$0	\$4,750,000
Construction	\$8,350,000	\$0	\$8,350,000
Capital Asset Acquisitions			
Other			
TOTAL	\$13,605,000	\$395,000	\$14,000,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Town of Vienna

Project Title: Nutley Street SW Mixed Use Trail: From Marshall Road SW to Tapawingo Rd SW

Project Description: The project proposes to expand approximately 1300 linear feet of existing 4-foot sidewalk along the east side of Nutley St SW from Marshall Road SW to Tapawingo Road SW to an 8-10 foot wide shared use trail. Gaps in the existing network of routes and paths need to be filled and one of the priorities identified in the Vienna Comprehensive Plan is to link the Vienna-Fairfax-GMU Metrorail Station to the town center and the Washington & Old Dominion Trail with bike routes and bike paths.

Project Milestones

- PE/Design: 7/2018
- Right of Way Acquisition: 8/2018
- Construction: 8/2019
- Capital Asset Acquisitions: N/A

Project Cost

Total Requested Concessionaire Funds: \$295,000

Total Cost to Complete Project: \$295,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$75,000		\$75,000
Right of Way Acquisition	\$20,000		\$20,000
Construction	\$200,000		\$200,000
Capital Asset Acquisitions			
Other (const. admin, environ., contingency, etc.)			
TOTAL	\$295,000		\$295,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Town of Vienna

Project Title: Vienna Town Trolley: From Tysons Corner Metro Station to Vienna Metro Station

Project Description: Purchase of a trolley to move people from Vienna Metro to Tysons Corner Metro and within the Town of Vienna that will reduce congestion.

Project Milestones

- PE/Design: N/A
- Right of Way Acquisition: N/A
- Construction: N/a
- Capital Asset Acquisitions: 7/2019

Project Cost

Total Requested Concessionaire Funds: \$500,000

Total Cost to Complete Project: \$500,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design			
Right of Way Acquisition			
Construction			
Capital Asset Acquisitions	\$500,000		\$500,000
Other (const. admin, environ., contingency, etc.)			
TOTAL	\$500,000		\$500,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Potomac Rappahannock Transportation Commission (PRTC)
Project Title: Western Bus Maintenance and Storage Facility

Project Description: The funding requested will be used to fund the construction of the Western Bus Maintenance and Storage Facility. The planned facility will be used to accommodate the buses that will be used to provide additional bus service on I-66 during and after construction of improvements as outlined in the "I-66 Corridor Improvement Project – Transit/TDM Technical Report" and Jennifer Mitchell's letter to NVTA Executive Director of June 13, 2016. The Western Facility is a federally compliant project. PRTC's current facility in Woodbridge is at capacity (was designed to accommodate 100 buses, but is currently home to over 153 buses) and therefore wouldn't be able to store or maintain any of the buses needed to provide service on I-66. The Western Facility would also provide PRTC will the ability to meet the long term transit needs of Prince William County and the cities of Manassas and Manassas Park citizens.

Project Milestones

- **PE/Design:** Completed 7/2015
- **Right of Way Acquisition/Utility Relocation:** Completed 7/2013
- **Construction:** Estimated Begin Date 11/1/2017; Estimated Completion 4/30/2019
 Estimated Commissioning 5/1 thru 6/30/2019; Estimated Operational 7/1/2019
- **Capital Asset Acquisitions:** N/A

Project Cost

Total Requested Concessionaire Funds: \$11,070,000

Total Cost to Complete Project: \$39,790,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design		\$2,600,000 CMAQ \$500,000 Earmark	\$3,100,000
Right of Way Acquisition		\$2,400,000 CMAQ \$1,980,000 Earmarks \$412,000 State	\$4,790,000
Construction	\$11,070,000	\$16,500,000 NVTA \$9,700,000 DRPT \$2,520,000 CMAQ	\$39,790,000
Capital Asset Acquisitions			
Other			
TOTAL	\$11,070,000	\$36,610,000	\$47,680,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Potomac Rappahannock Transportation Commission (PRTC)

Project Title: Over-the-Road Commuter Bus Replacement

Project Description: PRTC is requesting funding to replace thirty-one (31) over-the-road commuter buses. These buses were manufactured in 2002, have met the FTA required useful life of 12 years, represent 26% of PRTC's peak evening pull-out, and are beginning to see their reliability declining. The funding request is for the local match to VDRPT funds that have been obtained for FY2018. It was originally envisioned that the local match would be debt-financed using fuel tax receipts as the debt service, but this would be a greater burden on PRTC's bus sponsoring jurisdictions which are seeing fuel tax receipts dwindle below their obligations.

Project Milestones

- PE/Design: N/A
- Right of Way Acquisition/Utility Relocation: N/A
- Construction: N/A
- Capital Asset Acquisitions:

Commission Approval to Order Buses	11/2/2017
Contract and NTP to MCI	12/15/2017
First Bus Delivered	12/30/2018
Last Bus Delivered	4/30/2019

Project Cost

Total Requested Concessionaire Funds: \$5,860,000

Total Cost to Complete Project: \$5,860,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design			
Right of Way Acquisition			
Construction	\$5,860,000	\$12,450,000 (DRPT)	\$18,310,000
Capital Asset Acquisitions			
Other			
TOTAL	\$5,860,000	\$12,450,000	\$18,310,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Potomac Rappahannock Transportation Commission (PRTC)
Project Title: On-Board Security Enhancements

Project Description: Upgrade cameras on the over-the-road fleet from Drive Cam event-triggered system to nine camera Apollo system in use on other PRTC buses. The upgrade will allow for full vehicle on-camera coverage, immediate event playback and real-time monitoring - including the monitoring of external conditions improving response to traffic and congestion issues effectively supplementing VDOT's existing camera system. PRTC is currently testing deployment in the field with a one-bus pilot and could deploy to the remaining fleet once funding has been secured.

Project Milestones

- Pilot: 6/2017 – 9/2017
- Capital Asset Acquisitions: 10/2017 – 11/2017
- Installation: 11/2017 – 1/2018

Project Cost

Total Requested Concessionaire Funds: \$1,450,000

Total Cost to Complete Project: \$1,450,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
Parts/Component Acquisition	\$1,330,000		\$1,330,000
Installation	\$120,000		\$120,000
Other			
TOTAL	\$1,450,000		\$1,450,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Potomac Rappahannock Transportation Commission (PRTC)
Project Title: Bus Stop Improvements

Project Description: Bus stop improvements for PRTC services in the I-66 corridor, including adding shelters and bicycle racks to bus stops. These improvements will encourage increased ridership by improving the passenger experience and enhancing accessibility. PRTC will identify bus stops in the Manassas and Gainesville areas where these added amenities will have the most impact and be most easily added based on neighboring land use, streetscape, and surrounding residential development. Encouraging the use of on-street bus stops through these improvements will not only support transit use in general, but will also provide an attractive alternative to the use of commuter parking, which is in short supply until the park-and-ride lots designed as part of the I-66 Express Lanes project can be built.

Project Milestones

- PE/Design: 12/17 – 12/21
- Right of Way Acquisition: 12/17 – 12/22
- Construction: 6/18 – 6/22
- Capital Asset Acquisitions: 12/17 – 12/21

Project Cost

Total Requested Concessionaire Funds: \$540,000

Total Cost to Complete Project: \$540,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$350,000		\$350,000
Right of Way Acquisition	\$110,000		\$110,000
Construction	\$80,000		\$80,000
Capital Asset Acquisitions			
Other			
TOTAL	\$540,000		\$540,000



Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

Submitting Jurisdiction/Agency: Virginia Railway Express (VRE)

Project Title: VRE Manassas Line Capacity Expansion and Real-time Multimodal Traveler

Project Description: The project expands the capacity of the I-66 Outside the Beltway (OTB) corridor by increasing the number of seats on VRE Manassas Line trains that serve travelers who may otherwise drive on I-66. All Manassas Line trains will be lengthened to a minimum of 8 cars, and up to 10 cars based on demand in order to provide additional seating capacity on VRE trains. The project involves acquisition of rolling stock and expansion of the Broad Run Yard necessary to store the new train cars. The platform at Broad Run station will need to be moved north to allow space for the yard expansion. Additional parking spaces at Manassas Park and Broad Run stations, improved access to an existing surface lot at Manassas station, and additional bike parking will be provided to facilitate access for the additional VRE riders. The project also integrates real-time VRE train arrival, and seat and parking availability data with other multimodal information in the I-66 corridor that will be provided over VRE Mobile, the internet, and through displays at key decision points along I-66 and adjacent roads to allow travelers to make the most appropriate choice of mode for their trip.

Project Milestones

- **PE/Design:** FY 2018 – FY 2019
- **Right of Way Acquisition:** FY 2020 – FY 2021
- **Construction:** FY 2020 – FY 2023
- **Capital Asset Acquisitions:** FY 2019-FY2022
- **Other:** FY 2019 – FY 2022

Project Cost

Total Requested Concessionaire Funds: \$128,496,000

Total Cost to Complete Project: \$151,422,388

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$4,814,000	\$4,851,902	\$9,665,902
Right of Way Acquisition	\$5,519,000	\$9,744,486	\$15,263,486
Construction	\$59,726,000	\$8,330,000	\$68,056,000
Capital Asset Acquisitions	\$54,956,000		\$54,956,000
Other	\$3,481,000		\$3,481,000
TOTAL	\$128,496,000	\$22,926,388	\$151,422,388

Rolling Stock: \$28,120,000
 Broad Run Station, Parking and Yard Expansion: \$44,156,000
 South Manassas Third Track: \$20,131,000
 Manassas Station Platform Extension: \$9,125,000
 Manassas Park Parking Garage and Bridge: \$23,483,000
 Realtime Multimodal Traveler Information: \$3,481,000

Jurisdiction/Agency	Priority	Project Name	Funding Request	Project Justification (Excerpted from project appl)	Funding Recommendation
Arlington County	1	East Falls Church Metrorail Station Bus Bay Expansion	\$ 4,841,000	Project will be used to accommodate the new commuter buses that will be utilized as part of the Transform I-66 OTB project. The project will expand bus bay capacity at the East Falls Church Metrorail Station.	Yes. Bus bays will be used to accommodate the new commuter buses that is part of the Transform 66 OTB Project.
	2	East Falls Church Metrorail Station Second Entrance	\$ 22,717,000	Per I-66 transit plans dating back to the 2009 DRPT study, the new western entrance will provide additional bus bays for bus-to-rail transfers, namely for the Rapid Bus Service planned as part of the I-66 Outside the Beltway project. The location of the bus bays on the Washington Blvd. flyover will allow for expedited access to the Metrorail station for I-66 buses, and quick return to eastbound I-66 for buses continuing east.	No. Funding for the bus bays that is necessitated by the Transform 66 OTB project is being recommended as part of the above referenced project.
		TOTAL	\$ 27,558,000		\$ 4,841,000
Fairfax County	1	Jermantown Road Bridge over I-66: Widening to four lanes	\$ 11,000,000	Project will provide a wider bridge that will facilitate the movement of local traffic that travels between neighborhoods north and south of I-66. Drivers generally utilize Route 50, Jermantown Road, and Route 123 to traverse I-66 in this area of the corridor. Widening this bridge will alleviate the local traffic on Routes 50 and 123, thereby improving service for the commuters that will be utilizing these interchanges to enter/exit the I-66 General Purpose and Express Lanes. Additionally, widening this bridge as part of the project would avoid additional construction impacts and potential negative impact on toll revenue after the I-66 project is complete.	Yes. A wider bridge will facilitate the movement of traffic from the Vienna/Oakton area to access the I-66 managed-lane entrance at Monument Dr. Concessionaire concurs with the widening and would like for it to occur as part of the construction of the overall Transform 66 Project to avoid additional construction impacts after the project is complete. Project directly impacts two localities.
	2	Route 50 and Waples Mill Road Intersection Improvements	\$ 2,000,000	Intersection improvement at Route 50 and Waples Mill Road by providing a second left turn lane from Route 50 Westbound onto Waples Mill Road. In addition to the second turn lane, other intersection modifications that would help facilitate access to and from I-66 to this intersection include: <ul style="list-style-type: none"> - Split phase operations along Waples Mill Road - Three eastbound through lanes - Three northbound left-turn lanes - Reconfigure the I-66 eastbound on-ramp from US 50 westbound to an option lane 	Yes. This intersection currently operates over capacity during peak conditions. FCDOT funded a study/ operational analysis of this intersection. Results of this analysis were that the intersection does not process the full demand during the peak hour. This will translate to longer delays, lower levels of service, and greater peak hour spreading if capacity improvements are not implemented.
	3	Monument Drive bridge pedestrian facility improvement	\$ 3,800,000	This project is within the I-66 Outside the Beltway Corridor. Users in the corridor would benefit. The pedestrian facility will improve access to a nearby commuter parking facility, which will serve the commuter bus service along the I-66 corridor that will utilize the managed lanes. Most of the bridges over I-66 are being reconstructed as part of the I-66 Project. As part of the reconstruction, sidewalks are being added if they were lacking. Monument Drive is an exception because the bridge does not have to be reconstructed in Phase I.	Yes. The pedestrian facility will improve access to a nearby commuter parking facility, which will serve the commuter bus service along the I-66 corridor that will utilize the managed lanes.
	4	Commuter Parking Structure at Government Center/Fairfax Corner	\$ 38,500,000	Construct a parking structure for commuter parking on land that is owned by the County that was purchased for the purpose of constructing a commuter parking facility for a future Metrorail Station or other mass transit improvement. The project is in the I-66 Outside the Beltway Corridor and the users would have immediate access to the Monument Drive access ramps both east and west.	Yes. The project is in the I-66 Outside the Beltway Corridor and the users would have immediate access to the Monument Drive access ramps both east and west. Project would facilitate greater use of transit and carpooling in the corridor. Users within the corridor would benefit by better access to transit services operating in the corridor, including the new commuter bus service that will be implemented as part of Transform 66. The facility would also provide a location for carpool formation, for those using the Express Lanes.

Jurisdiction/Agency	Priority	Project Name	Funding Request	Project Jusitification (Excerpted from project appl)	Funding Recommendation
	5	Lee Highway Pedestrian Improvements: Completion of missing segments of the pedestrian walkway on the south side of Lee Highway from Nutley Street to Vaden Drive	\$ 1,325,000	This project will complete missing segments of the bike and pedestrian network on the south side of Lee Highway from Nutley Street to Vaden Drive, providing improved access to the Vienna Metrorail Station, the Cross County Trail, and other amenities.	Yes. Project would complete the missing gaps in bike and pedestrian network along Lee Highway, providing improved access to the Vienna Metrorail Station, the Cross County Trail, and other amenities. Improving access to the Vienna Metrorail Station, this project will provide greater access to the existing bus service and new I-66 Transit Service that is a component of the Transform 66 Multimodal Improvements. This project will allow more commuters to make trips by bike and transit instead of car, which will could improve mobility not just on I-66, but also on the parallel facilities of Lee Highway and Route 50. It would bring this segment of Lee Highway into conformance with the Comprehensive Plan policy of providing sidewalks on both sides of the street.
	6	Poplar Tree Road bridge construction to four lanes	\$ 6,000,000	As part of the Transform I-66 Outside the Beltway project, Poplar Tree Road bridge is proposed to be constructed as a two lane bridge. However, the County proposes that the bridge be constructed as a four-lane facility instead that matches the ultimate configuration reflected in the Fairfax County Comprehensive plan. At a minimum, the County requests the proposed two-lane bridge to be constructed by the I-66 project not preclude the future widening of this bridge structure to four lane facility.	Yes. The construction of the Poplar Tree bridge is currently being considered as an improvement to the I-66 Transform I-66 Outside the Beltway project. The County request that the Poplar Tree bridge be constructed as a four lane facility as part of the Transform I-66 Outside the Beltway project that matches the ultimate configuration consistent with the Fairfax County Comprehensive plan, instead of constructing as a two lane
	7	I-66 Median Widening (Lee Highway (Route 29) to Route 28) for WMATA Orange Line Accommodation	\$ 40,000,000	Implementing the Preferred Alternative concept which would provide a wider median in Centreville area from west of Route 28 through the Route 29 interchange and to the planned future rail station location, a distance of approximately 5,000 feet, instead of the limited improvements in Phase 1 of the Transform I-66 Outside the Beltway project. If the I-66 overpass above Route 29 would be affected, reconstruction of this bridge should be included in this project. This project will accommodate the future WMATA Orange Line extension to Centreville. Should these improvements not be done in conjunction with the I-66 OTB, the Orange Line extension would still be possible, but improvements associated with this project would come at a much higher, inflated cost.	Yes. The project is part of Transform 66 project, and on the I-66 Corridor. Implementation can be done in conjunction with I-66 OTB project. The extension of the Metro Orange Line from Vienna to Centreville will significantly reduce congestion on I-66. Commuters currently driving to Vienna to board Metrorail will have the option of boarding Metrorail at points further west along the Orange Line. While the timing of the Orange Line extension has yet to be determined, it would be beneficial to construct this improvement at this time, in order to avoid the need for additional modifications and costs in the future.
	8	Underpinning I-66 to allow the future extension between Stone Road at Route 29 and New Braddock Road	\$ 12,000,000	Fairfax County Comprehensive plan includes the future extension of New Braddock Road between Stone Road at Route 29. The County requests that additional measures be implemented such as underpinning I-66 at the location to allow the future extension between Stone Road at Route 29 and New Braddock Road to be constructed with minimal disruption in the future. The County requests that, at a minimum, the Transform I-66 Outside the Beltway project determine adequate measures to not preclude the future extension of New Braddock Road, associated with the planned I-66 widening as a result of adding the Express Lanes.	No. While project seeks to provide a wider median for the future extension of the Orange Line, as noted in the project application, I-66 is not the catalyst for the extension of New Braddock Rd which could be constructed independent of the Transform 66 OTB

Jurisdiction/Agency	Priority	Project Name	Funding Request	Project Jusitification (Excerpted from project appl)	Funding Recommendation
	9	Implementing the Preferred Alternative Concept at the I-66 and Monument Drive interchange	\$ 140,000,000	Project would implement the Preferred Alternative concept which would provide a wider median in Centreville area from west of Route 28 through the Route 29 interchange and to the planned future rail station location, a distance of approximately 5,000 feet, instead of the limited improvements in Phase 1 of the Transform I-66 Outside the Beltway project. If the I-66 overpass above Route 29 would be affected, reconstruction of this bridge should be included in this project. This project will accommodate the future WMATA Orange Line extension to Centreville. Should these improvements not be done in conjunction with the I-66 OTB, the Orange Line extension would still be possible, but improvements associated with this project would come at a much higher, inflated cost.	No. Project should be considered as part of any future extension of the Orange Line. The Concessionaire should be encouraged to mitigate future expenses as part of the design elements of Phase 1.
	10	Additional Ramp Connections at Fairfax County Parkway: Additional ramp connections from I-66 Eastbound Express Lane to Northbound Fairfax County Parkway and from Southbound Fairfax County Parkway to I-66 Westbound Express Lane	\$ 80,000,000	This project is in the I-66 Outside the Beltway Corridor. It would benefit users of the corridor by providing better access to employment areas north of I-66 and along the Dulles Corridor. These ramps at the Fairfax County Parkway would allow drivers on the Express Lanes to use the Fairfax County Parkway to get to major employment areas on the Dulles Corridor. As currently planned, all Express Lane users from the west would use Route 28 to get to the employment areas in the Dulles Corridor. If they worked in the eastern part of the Corridor, they would have to use the Dulles Toll Road or local streets to access their work sites. These ramps at the Fairfax County Parkway would provide an alternative route and distribute traffic more effectively. Additionally, residents along the Dulles Corridor and along the Parkway would have better access to the I-66 Westbound Express Lanes.	No. Route 28 interchange reconstruction considers the traffic to/from the North. In addition, this is not part of any approved plans such as TransAction 2040 or Comprehensive Plan.
		TOTAL	\$ 334,625,000		\$ 102,625,000
Prince William County	1	Route 234 at Balls Ford Road Interchange Including Balls Ford Road Improvements	\$ 167,950,000	Project located inside the I-66 OTB Corridor. The Transform I-66 OTB project includes a 1300 capacity P&R facility located along Notes Dr which can only be accessed through Balls Ford Rd. The new P&R facility will add more congestion to an already failing intersection at Balls Ford Rd @ Prince William Pkwy (PWP) and the failing intersection at Balls Ford Rd @ Sudley Rd. Transform 66 is not proposing any improvements to help mitigate the impacts of the new P&R lot for either of the two access points onto Balls Ford Rd.	Yes. The interchange will help mitigate the impacts of congestion of the new P&R lot and from PWP accessing the I-66 general purpose and express lanes during morning rush hour. Interchange will also provide enhance access to the existing 450 space P&R lot at Cushing Rd adjacent to the ramp to I-66 eastbound. Project was evaluated in the second round of SmartScale and rated amongst the top four for congestion reduction. Project was not funded in SmartScale due to costs.
	2	Balls Ford Road Widening: Groveton Road to Route 234 Business (Sudley RD)	\$ 67,405,000	Project located inside the I-66 OTB Corridor. The Transform I-66 OTB project includes a 1300 capacity P&R facility located along Notes Dr which can only be accessed through Balls Ford Rd. The new P&R facility will add more congestion to an already failing intersection at Balls Ford Rd @ Prince William Pkwy and the failing intersection at Balls Ford Rd @ Sudley Rd. Transform 66 is not propising any improvements to help mitigate the impacts of the new P&R lot for either of the two access points onto Balls Ford Rd.	Yes. Project will provide improved access to the new P&R facility in comparison to the existing 2-lane facility and help mitigate increased congestion from commuters accessing the new P&R lot. Would improve economies of scale if project done in tandem with the above referenced project. Project was evaluated in the second round of SmartScale-was not funded due to costs
	3	Route 15 Improvement with Railroad Overpass	\$ 52,728,411	Limited resources and increasing restrictions on state program funding have hindered the County from moving forward on this project although it is located between two recent improvements in the corridor. One of the improvements is the diamond interchange at Rt. 15 @I-66. This has resulted in several rail and automative crashes which have resulted in major tie-ups throughout the Haymarket/Gainesville area.	No. Project is a primarily a safety project with minimum congestion reduction benefits. Project did undergo the HB 599 evaluation conducted as part of the NVTA's FY2015-2016 Program and was also evaluated under both rounds of SmartScale-receiving low scores.

Jurisdiction/Agency	Priority	Project Name	Funding Request	Project Jusitification (Excerpted from project appl)	Funding Recommendation
	4	Wellington Road Widening: Devlin Road to Prince William Parkway	\$ 109,900,000	Improvements to Wellington Rd will provide intracounty access to Innovation Park, Virginia Gateway, Jiffy Lube Live and industrial areas along the roadway. The road also provides access to the City of Manassas. Project along with grade-separated interchange at PWP@Sudley Manor Dr, will eliminate potential traffic concerns of having three major roadways (Wellington Rd, Prince William Pkwy, Sudley Manor,) intersect within close proximity.	No. Although located less than a mile from I-66, project seems to be localized in nature providing "intra-county" connections. Project was evaluated under SmartScale and received very low score.
	5	Route 234 (Prince William Parkway) and Sudley Manor Drive Interchange	\$ 126,400,000	New 3-level, braided, cloverleaf interchange with improvements to RT234 and Sudley Manor Dr as well as additional signals at ramps will improve traffic flow in the corridor as well as access to nearby employment centers and park&ride facilities	No. Although located less than a mile from I-66, project seems to be localized in nature providing "intra-county" connections. Project was evaluated under SmartScale and received very low score.
	6	Route 234 (Prince William Parkway) and University Boulevard Interchange	126,400,000	New half-cloverleaf interchange with improvements to RT234 and University Blvd as well as additional signals at ramps will improve traffic flow in the corridor as well as access to employment and park&ride facilities.	No. Although located less than a mile from I-66, project seems to be localized in nature providing "intra-county" connections. Project was evaluated under SmartScale and received very low score.
		TOTAL	\$ 650,783,411		\$ 235,355,000
City of Fairfax	1	George Snyder Trail: From Chain Bridge Road (Route 123) and Fairfax Boulevard (Route 50) at Draper Drive	\$ 13,605,000	The proposed trail will fill in gaps in the existing regional trail network. The path will be constructed of asphalt concrete and will be a minimum of 10 feet wide (and up to 15 feet wide in areas with steep slopes) with a two foot shoulder on each side. This project is located just south of I-66 in the City of Fairfax and was specifically designed to connect to the proposed I-66 trail that will be constructed as part of the I-66 Outside the Beltway Project. As part of the trail project, VDOT is constructing a southern spur onto Chain Bridge Road (Route 123) that will connect with the Snyder Trail via a new pedestrian crossing at a new signalized intersection on Chain Bridge Road.	Project was evaluated as part of the second round of SmartScale and was ranked 152 out of 404 -Statewide. Project was 3 projects under the funding threshold for SmartScale funding. This project is located just south of I-66 in the City of Fairfax and was specifically designed to connect to the proposed I-66 trail that will be constructed as part of the I-66 Outside the Beltway Project. As part of the trail project, VDOT is constructing a southern spur onto Chain Bridge Road (Route 123) that will connect with the Snyder Trail via a new pedestrian crossing at a new signalized intersection on Chain Bridge Road.
		TOTAL	\$ 13,605,000		\$ 13,605,000
Town of Vienna	1	Nutley Street SW Mixed Use Trail: From Marshall Road SW to Tapawingo Rd SW	\$ 295,000	This project proposes to expand approximately 1300 linear feet of existing 4-foot sidewalk along the east side of Nutley Street SW to Tapawingo Road SW to an 8-10 foot wide shared use trail. This will enable non-motorized access to Vienna Metro.	Yes. The trail provides a link that connects the town trail system to the trails around the Vienna metro station.
	2	Vienna Town Trolley: From Tysons Corner Metro Station to Vienna Metro Station	\$ 500,000	Purchase of a trolley to move people from Vienna Metro to Tysons Corner Metro and within the Town of Vienna that will reduce congestion.	No. No operational funds/commitment identified. Project withdrawn.
		TOTAL	\$ 795,000		\$ 295,000
PRTC	1	Western Bus Maintenance & Storage Facility	\$ 11,070,000	Facility will be used to accommodate the Commuter Buses as identified as part of the I-66 OTB project. Continuation of existing NVTA and DRPT funded project.	Yes. Project will be used to accommodate commuter buses that will be implemented as part of the Transform 66 OTB project. Users within the corridor would benefit by better access to transit services operating in the corridor, including the new commuter bus service that will be implemented as part of Transform 66 OTB project.
	2	Over-the-Road Commuter Bus Replacement	\$ 5,860,000	Replacement of 31 buses throughout the PRTC area will provide uninterrupted service.	No. Buses are for entire PRTC service area. Cannot guarantee that all buses would be utilized in the I-66 OTB Corridor.
	3	On-Board Security Enhancements	\$ 1,450,000	Upgrade cameras on the over-the-road fleet from Drive Cam event-triggered system to nine camera Apollo system in use on other PRTC buses throughout the PRTC service area.	No. The system is still under pilot testing stage. The deployment is for the entire PRTC service area. Cannot guarantee that all the equipment will be used on I-66 corridor.
	4	Bus Stop Improvements	\$ 540,000	Bus stop improvements for PRTC services in the I-66 corridor, including adding shelters and bicycle racks to bus stops.	No. Park & ride lots proposed under Transform 66 will increase commuter parking capacity that will offset the projected need.
		TOTAL	\$ 18,920,000		\$ 11,070,000

Jurisdiction/Agency	Priority	Project Name	Funding Request	Project Jusitification (Excerpted from project appl)	Funding Recommendation
VRE	1	VRE Manassas Line Capacity Expansion and Real-time Multimodal Traveler Information Project (rolling stock, Broad Run station/parking/ expansion, South Manassas 3rd Track, Manassas Station Platform Extension, Manassas Park Parking/Bridge, Realtime Traveler Info)	\$ 128,496,000	The project expands the capacity of the I-66 Outside the Beltway (OTB) corridor by increasing the number of seats on VRE Manassas Line trains that serve travelers who may otherwise drive on I-66. All Manassas Line trains will be lengthened to a minimum of 8 cars, and up to 10 cars based on demand. This will provide additional seating capacity .	Yes. The project expands the capacity of the VRE Manassas Line which is part of the I-66 Outside the Beltway Corridor and transports travelers that would otherwise drive along I-66 or adjacent roadways.
		TOTAL	\$ 128,496,000		\$ 128,496,000
TOTAL REQUEST			\$ 1,174,782,411		\$ 496,287,000