

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: NVTA Endorsement of BUILD Project Applications for Fairfax, Loudoun and Prince William Counties

- 1. Purpose.** To seek Northern Virginia Transportation Authority (NVTA) endorsement of Fairfax, Loudoun and Prince William Counties application for the Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant Program.
- 2. Suggested Motion:** *I move Authority Endorsement of Fairfax County's Richmond Highway BRT Project, Loudoun County's Waxpool Road and Loudoun County Parkway Project and Prince William County's Route 28 Project for BUILD Grant Program funding.*
- 3. Background:** The Further Consolidated Appropriations Act, 2020 appropriated \$1 billion to be awarded by the Department of Transportation ("DOT") for National Infrastructure Investments.
- 4. Criteria/Eligibility.** This appropriation stems from the program funded and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the "Recovery Act") and is known as the Better Utilizing Investments to Leverage Development, or "BUILD Transportation Grants," program.
 - Funds for the FY 2020 BUILD Transportation grants program are to be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact.
 - The FY 2020 BUILD Transportation grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact.
 - DOT will award no less than \$15 million (of the \$1 billion) for the planning, preparation or design of eligible projects.

- The FY 2020 Appropriations Act also allows DOT to retain up to \$25 million of the \$1 billion for award, oversight and administration of grants and credit assistance made under the program.
- In addition to the FY 2020 BUILD funds, unobligated TIGER FY 2017 and FY 2018 BUILD funds may be made available and awarded under this solicitation to projects that can be obligated before the September 30, 2020 obligation deadline associated with those prior years' funds. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.
- The FY 2020 Appropriations Act specifies that BUILD Transportation grants may not be less than \$5 million and not greater than \$25 million, except that for projects located in rural areas the minimum award size is \$1 million.
- There is no minimum award size, regardless of location, for BUILD Transportation planning grants.
- Pursuant to the FY 2020 Appropriations Act, no more than 10 percent of the funds made available for BUILD Transportation grants (or \$100 million) may be awarded to projects in a single State.
- DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes.
- Eligible Applicants for BUILD Transportation grants are State, local and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.
- Eligible projects for BUILD Transportation grants are surface transportation capital projects that include, but are not limited to:
 - i. highway, bridge, or other road projects eligible under title 23, United States Code;
 - ii. public transportation projects eligible under chapter 53 of title 49, United States Code;
 - iii. passenger and freight rail transportation projects;
 - iv. port infrastructure investments (including inland port infrastructure and land ports of entry);
 - v. intermodal projects; and
 - vi. projects investing in surface transportation facilities that are located on tribal land and for which title or maintenance responsibility is vested in the Federal Government.
- The FY 2020 Appropriations Act requires that FY 2020 BUILD Transportation grants funds are available for obligation only through September 30, 2022.

5. Application Deadline. Applications must be submitted by 5:00 PM E.D.T. on May 18, 2020.

Attachments:

- A. Letters Requesting Support from Fairfax, Loudoun and Prince William Counties

Attachment 1.



Northern Virginia Transportation Authority *The Authority for Transportation in Northern Virginia*

May 14, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Reference: Fairfax County's Richmond Highway Bus Rapid Transit-BUILD Transportation Grant Application

Dear Secretary Chao:

On behalf of the Northern Virginia Transportation Authority (NVTA) I am writing to express our full support for Fairfax County's submission for the USDOT Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program for the Richmond Highway Bus Rapid Transit Project.

NVTA is responsible for setting regional transportation policies and priorities, developing the region's long-range transportation plan, known as TransAction, and for improving mobility and reducing congestion in the Northern Virginia. The Richmond Highway Widening Project is included in TransAction and a key component of improving the I-95/I-395/US 1 Corridor.

The Richmond Highway BRT project features a mixed-traffic running BRT system from the Huntington Metrorail Station along North Kings Highway to the Penn Daw Community Business Center (generally centered around the intersection of North Kings Highway/South Kings Highway and Richmond Highway) and then running in a dedicated median from Penn Daw on Richmond Highway (U.S. Route 1) to U.S. Army Fort Belvoir (Fort Belvoir), approximately 7.4 miles. It includes nine transit stations, facilities for bicycles and pedestrians, and roadway improvements for vehicle travel. The project is designed to catalyze the transformation of the Richmond Highway corridor, through the implementation of high-quality mass transit and the creation of opportunities for higher density, mixed-use developments along planned community business center (CBC) nodes. Further, the Richmond Highway corridor is the most heavily used transit corridor in Fairfax County, and this project will enable even greater transit ridership.

The total project estimate for the Richmond Highway BRT Project is \$730 million. Fairfax County intends to apply for \$25 million through the BUILD Program. The Authority has previously provided \$250 million to the widening effort, as well as an additional \$128 million to the Richmond Highway Widening project, which also included provisions for part of this BRT project.

We thank you for your consideration of Fairfax County's application. Thank you for your time and attention to this matter.

Sincerely,

Phyllis J. Randall
Chair



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

May 4, 2020

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

Reference: Request for NVT Authority Support of Fairfax County Application for BUILD Discretionary Grant Program

Dear Ms. Backmon: *Monica*

I am writing to request the Northern Virginia Transportation Authority's assistance by providing a letter of support for the application that Fairfax County plans to submit for the United States Department of Transportation (USDOT) Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program. Following formal Fairfax County Board of Supervisors authorization on April 14, 2020, Fairfax County plans to submit an application for the Richmond Highway Bus Rapid Transit (BRT) Project by the May 18, 2020, deadline.

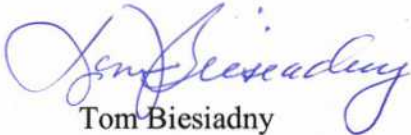
The Richmond Highway BRT project features a mixed-traffic running BRT system from the Huntington Metrorail Station along North Kings Highway to the Penn Daw Community Business Center (generally centered around the intersection of North Kings Highway/South Kings Highway and Richmond Highway) and then running in a dedicated median from Penn Daw on Richmond Highway (U.S. Route 1) to U.S. Army Fort Belvoir (Fort Belvoir), approximately 7.4 miles. It includes nine transit stations, facilities for bicycles and pedestrians, and roadway improvements for vehicle travel. The project is designed to catalyze the transformation of the Richmond Highway corridor, through the implementation of high-quality mass transit and the creation of opportunities for higher density, mixed-use developments along planned community business center (CBC) nodes. Further, the Richmond Highway corridor is the most heavily used transit corridor in Fairfax County, and this project will enable even greater transit ridership.

The total project estimate for the Richmond Highway BRT Project is \$730 million. Fairfax County intends to apply for \$25 million through the BUILD Program. The Authority has previously provided \$250 million to the widening effort, as well as an additional \$128 million to the Richmond Highway Widening project, which also included provisions for part of this BRT project.

Ms. Monica Backmon
May 4, 2020
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As the USDOT considers funding under this program, we would appreciate the Authority's support of Fairfax County's grant application which will provide for an improved national and regional transportation network. If you have any questions or need additional information, please call me at (703) 877-5663. Thank you for your time and assistance for this critical project.

Sincerely,



Tom Biesiadny
Director

cc: Todd Wigglesworth, Chief, Coordination and Funding Division, Fairfax County
Department of Transportation (FCDOT)
Eric M. Teitelman, Chief, Capital Projects and Traffic Engineering Division
Noelle Dominguez, Chief, Coordination Section, FCDOT
Michael J. Guarino, Chief, Capital Projects Section, FCDOT
Vanessa Aguayo, Transportation Planner IV, Capital Projects and Traffic Engineering
Division, FCDOT



Attachment 2.

Northern Virginia Transportation Authority *The Authority for Transportation in Northern Virginia*

May 14, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Reference: Loudoun County, Virginia's Waxpool Road and Loudoun County Parkway Intersection Project BUILD Transportation Grant Application

Dear Secretary Chao,

On behalf of the Northern Virginia Transportation Authority (NVTA), I am writing to express our full support for Loudoun County's submission for the Federal Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program to improve safety and operational capabilities at the intersection of Waxpool Road and Loudoun County Parkway.

The NVTA is responsible for setting regional transportation policies and priorities, developing the region's long-range transportation plan, known as TransAction, and for improving mobility and reducing congestion in the Northern Virginia. The Waxpool Road and Loudoun County Parkway Intersection Project is included in TransAction and a key component of improving the I-95/I-395/US 1 Corridor.

The intersection of Waxpool Road and Loudoun County Parkway is a signalized intersection that experiences heavy congestion in the peak hours. These two roadways are heavily traveled by commuter traffic. In the afternoon peak commuter hours, there are heavy left-turn volumes from the westbound approach of Waxpool Road to the southbound approach of Loudoun County Parkway. Additional congestion occurs in the morning commuter peak hours, as eastbound traffic queues from the downstream intersection of Waxpool Road and Pacific Boulevard. The proposed improvement will alleviate these problems by reconfiguring the existing intersection to improve vehicle movement and pedestrian safety.

These operational and safety improvements are necessary to alleviate congestion, reduce queue times at the existing Waxpool Road and Loudoun County Parkway intersection, and enhance pedestrian safety in the intersection area.

I respectfully ask that you give this grant application your most thoughtful and serious consideration. Thank you for your time and attention to this matter.

Sincerely,

Phyllis J. Randall
NVTA Chair



Loudoun County, Virginia

www.loudoun.gov

Department of Transportation and Capital Infrastructure
101 Blue Seal Drive, SE, Suite 102, MSC #64
P.O. Box 7500
Leesburg, VA 20177-7500
Main (703) 771-5107 • Fax (703) 737-8513

May 4, 2020

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

**Re: Request for NVTA Endorsement of Loudoun County's BUILD Grant
Application for the Waxpool Road and Loudoun County Parkway
Intersection Project**

Dear Ms. Backmon:

I am writing to request NVTA's endorsement of Loudoun County's application for improvements at the intersection of Waxpool Road and Loudoun County Parkway under the Federal Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program. The intersection of Waxpool Road and Loudoun County Parkway is located at the intersection of two of the eleven corridors in TransAction, and is identified as TransAction Project ID120. Based on analysis of the transportation system undertaken by NVTA the intersection of Waxpool Road and Loudoun County Parkway project is located in one of the worst-performing corridor segments in TransAction.

The intersection of Waxpool Road and Loudoun County Parkway is a signalized intersection that experiences heavy congestion in the peak hours. These two roadways are heavily traveled by commuter traffic. In the afternoon peak commuting hours, there are heavy left-turn volumes from the westbound approach of Waxpool Road to the southbound approach of Loudoun County Parkway. Additional congestion occurs in the morning commuter peak hours, as eastbound traffic queues from the downstream intersection of Waxpool Road and Pacific Boulevard. The proposed improvement will alleviate these problems by reconfiguring the existing intersection to improve vehicle movement and pedestrian safety.

A BUILD grant would greatly facilitate construction of this project and we thank you for your time and assistance with this request. If you have any questions or comments regarding this request, please contact Bob Brown at 703-777-0122.

Sincerely,

Joe Kroboth, III, Director
Transportation and Capital Infrastructure

Attachment 3.



Northern Virginia Transportation Authority *The Authority for Transportation in Northern Virginia*

May 14, 2020

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Prince William County's BUILD Grant Application for the Route 1 /123 Interchange and Intersection Improvements Project

Dear Secretary Chao:

On behalf of the Northern Virginia Transportation Authority (NVTA), I am writing to express our full support for Prince William County's application for the Route 1 /123 Interchange and Intersection Improvements Project under the U.S. Department of Transportation's Better Utilizing Investments to Leverage Infrastructure (BUILD) Discretionary Grant Program.

The NVTA is responsible for setting regional transportation policies and priorities, developing the region's long-range transportation plan, known as TransAction, and for improving mobility and reducing congestion in the Northern Virginia. The Route 1/123 Interchange project is part of TransAction (TransAction ID 218) and is a key component of improving segment 8-1 of the I-95/US 1 corridor.

The Route 1 /123 Interchange and Intersection Improvements Project is a planned phase of the current Route 1 widening project in Prince William County. The interchange and intersection improvements proposed with the project will improve overall operations at Route 1 /Route 123 and the surrounding transportation network. The project improves connectivity between Route 123, Route 1 and Express Drive, increases accessibility from these roadways to Interstate 95 and the Woodbridge VRE Station, improves throughput and turn movement on Route 1 and provides pedestrian and bicycle access to transit. The project is currently being evaluated under VDOT's Strategically Targeted Affordable Roadway Solutions (STARS) program to identify the optimal design to achieve regional mobility goals in a cost efficient manner. The funding need is contingent on the result of this evaluation but we anticipate requesting the BUILD maximum of \$25 million for this project.

The Route 1/123 Interchange project is regionally significant as it serves two corridors of statewide significance, is located a half a mile from the boundary line between the two most populous counties in Virginia and provides access to high capacity transit. This multi modal project will reduce congestion and improve mobility along the I-95 and US 1 corridors in accordance with NVTA objectives. A BUILD grant would greatly facilitate construction of this project and we thank you for your time and assistance with this request.

I respectfully ask that you give this grant application your most thoughtful and serious consideration. Thank you for your time and attention to this matter.

Sincerely,

Phyllis J. Randall
Chair



April 20, 2020

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 BUILD Grant Application for the Route 1/123 Interchange and Intersection Improvements Project.

Ms. Backmon,

I am writing to request NVTA's endorsement of Prince William County's application for the Route 1/123 Interchange and Intersection Improvements Project under the U.S. Department of Transportation's Better Utilizing Investments to Leverage Infrastructure (BUILD) Discretionary Grant Program. The Route 1/123 Interchange project is part of TransAction (TransAction ID 218) and is a key component of improving segment 8-1 of the I-95/US 1 corridor.

The Route 1/123 Interchange and Intersection Improvements Project is a planned phase of the current Route 1 widening project in Prince William County. The interchange and intersection improvements proposed with the project will improve overall operations at Route 1/Route 123 and the surrounding transportation network. The project improves connectivity between Route 123, Route 1 and Express Drive, increases accessibility from these roadways to Interstate 95 and the Woodbridge VRE Station, improves throughput and turn movement on Route 1 and provides pedestrian and bicycle access to transit. The project is currently being evaluated under VDOT's Strategically Targeted Affordable Roadway Solutions (STARS) program to identify the optimal design to achieve regional mobility goals in a cost efficient manner. The funding need is contingent on the result of this evaluation but we anticipate requesting the BUILD maximum of \$25 million for this project.

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If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ricardo Canizales", with a stylized flourish at the end.

Ricardo Canizales
Director of Transportation