



PRINCE WILLIAM
COUNTY

Mobility Bond Projects

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Mobility Bond Background

- On January 24, 2017, the BOCS adopted the Strategic Plan, which identified Mobility as a strategic priority.
- On September 12, 2017, Prince William County Department of Transportation (PWCDOT) conducted a Mobility work session with the BOCS to understand mobility priorities and funding.
- On July 10, 2018, PWCDOT conducted a second Mobility work session with the BOCS to demonstrate and explain the life cycle of a project from “Planning” to “Ribbon Cutting”.
- In all BOCS work sessions it was understood that in order to meet the goal of “decreasing the percentage of residents commuting out of the County”, the County would have to invest into the local secondary road system, pedestrian/bicycle infrastructure, and transit.
- On January 8, 2019, at the State of the County address, the Chairman announced that work will begin on a proposed bond question.
- On the same day, at the Board of County Supervisors meeting, the Chairman directed staff to investigate the possibility of a Mobility and Parks Bond.

Mobility Bond Work Session

Factors that were taken into consideration when developing the list of potential Mobility bond projects included:

- Projects in the Prince William County Comprehensive Plan.
- Projects that are in line with the Prince William County Strategic Plan – Mobility goal.
- Projects previously prioritized by the BOCS and submitted for funding requests/grants.
- Projects that improve Level-of-Service (LOS) on the roads.
- Projects that are multimodal.
- Projects that improve safety.
- Projects that show geographic diversity.

Prince William County Department of Transportation (PWC DOT)
Methodology on Project Prioritization for Recommendation of Grant Applications

The methodology process is broken down into two tiers. Projects must meet all criteria in the First Tier to be considered, depending on the type of grant. Projects are then prioritized based on the number of criteria that are met in the Second Tier.

Instructions: Think of a project that you would like to see implemented and check any of the boxes below that apply to that project.

First Tier – Required Criteria

- ☐ Project is in the Prince William County Comprehensive Plan (including Small Area Plans) and in necessary Regional Long Range Plans (i.e. TransAction / CLRP / Visualize 2045)
- ☐ Project has an identified dedicated project local match (depending on grant type and requirements)

Second Tier

Improvements to Multi-Modal Transportation Network

- ☐ Project expands capacity and improves operations in the multi-modal transportation network
- ☐ Project provides multi-modal elements
- ☐ Project connects missing links and reduces chokepoints/bottlenecks in the transportation network

Data Driven Criteria

- ☐ Project supports economic development
- ☐ Project improves safety
- ☐ Project reduces congestion / improves level of service (LOS)
- ☐ Project improves travel time reliability (for transit related projects)

Local Considerations

- ☐ Project is in the BOCS Priority Listing
 - Primary Listing
 - Secondary Listing
- ☐ Project promotes mobility or supports other Strategic Plan goals
- ☐ Project has partial funding
- ☐ Project shows geographic diversity
- ☐ Project shows multi agency/jurisdiction collaboration

Mobility Bond Work Session

- An extensive list of all projects that were previously prioritized/submitted for funding were developed for all the Magisterial Districts (~\$2.5 billion total).
- Projects were categorized into the following categories: **Major projects; Bicycle or pedestrian projects / projects that improve transit access; Primarily safety or operations improvement related projects**
- A revised list of **major projects only** was presented to the BOCS (~\$2 billion total) on February 12, 2019.
- A \$600 million list of potential **major projects** was then developed by staff for discussion.
- The BOCS held a Town Hall Meeting on May 21, 2019 to inform the public of potential referendum projects.
- At the June 25, 2019 BOCS Meeting, the BOCS approved a finalized list of Mobility Projects to be included as part of a Referendum on the November 5, 2019 General Election.
- On November 5, 2019, the \$355 million Mobility Bond Referendum was approved by the voters (73%).

Route 28 Bypass

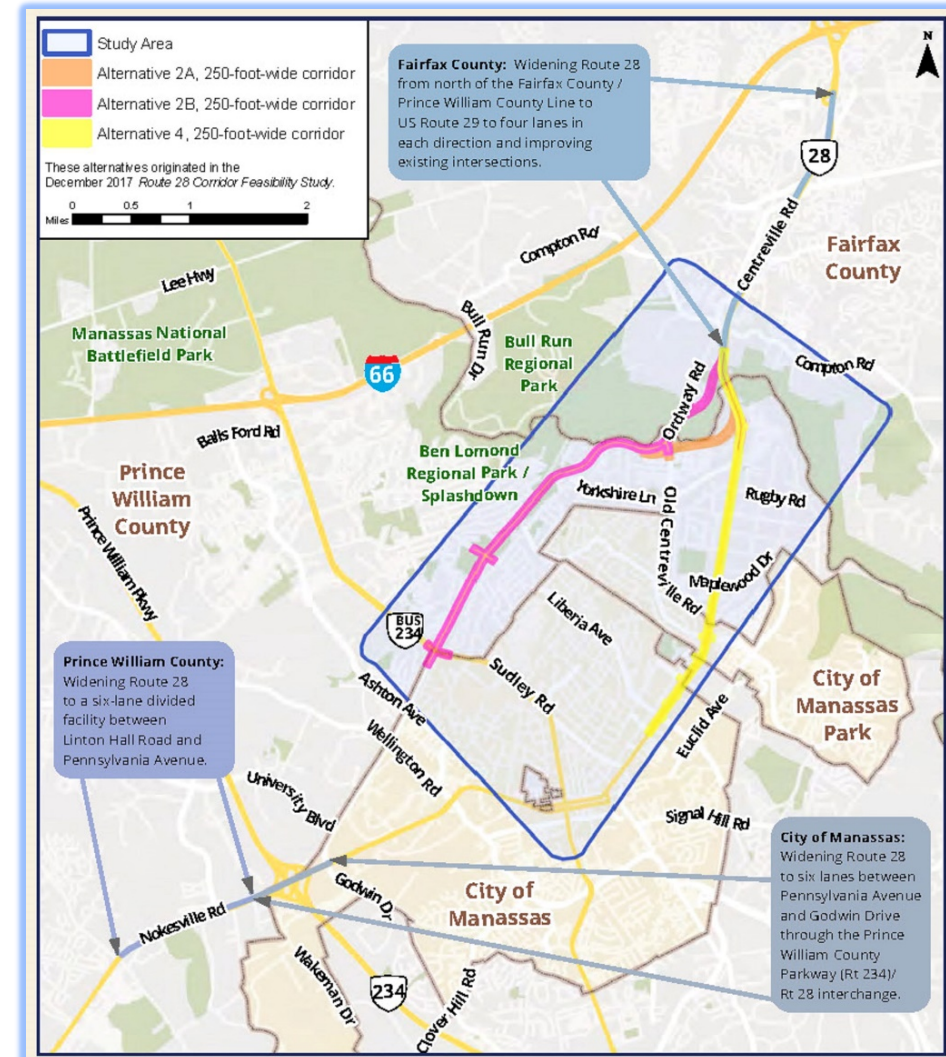


PRINCE WILLIAM
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Brentsville, Coles, and Gainesville Magisterial Districts

Purpose: Construction of a bypass to relieve congestion between the City of Manassas and Fairfax County

- **Description:** 4-lane limited access road, extending from Flat Branch to Route 28 near the Fairfax/Prince William County Line and one bike/ped facility. Total project length of 3.5 miles.
- **Approximate Project Cost:** \$300,000,000
- **Proposed Bond Authorization:** \$200,000,000
- **Existing Funding:** \$95 million in NVTAF funds.
- **Project Duration:** 5 to 7 years
- **Pros:** Relieves congestion, LOS, regional project, bike/ped access, improves travel time, transit reliability, in Small Area Plan
- **Cons:** Cost, environmental impacts, ROW impacts, large wall construction, neighborhood impacts, alignment TBD
- **Other Potential Sources of Funding:** Northern Virginia Transportation Authority 70% Funding
- **Status:** Under Preliminary Design / Environmental



Summit School Road Extension

Purpose: Provides for improved and new connection between Minnieville Rd and Telegraph Rd



- **Description:** 4-lane extension of Summit School Road to Caton Hill Road (through Telegraph Road).
- **Approximate Project Cost:** \$20,000,000
- **Proposed Bond Authorization:** \$20,000,000
- **Project Duration:** 3 to 4 years
- **Existing Funding:** \$11 million in NVTA Funds.
- **Pros:** Connectivity, access to transit, improves bike/ped access, adds capacity, design for full section is fully funded and is being procured, in Small Area Plan, commence Design procurement
- **Cons:** Does not complete full project (which extends to Prince William Parkway), unknown utilities and cultural resources impacts
- **Other Potential Sources of Funding:** Northern Virginia Transportation Authority 70% Funding
- **Status:** Currently under Design

Old Bridge Road at Gordon Boulevard Intersection Improvements

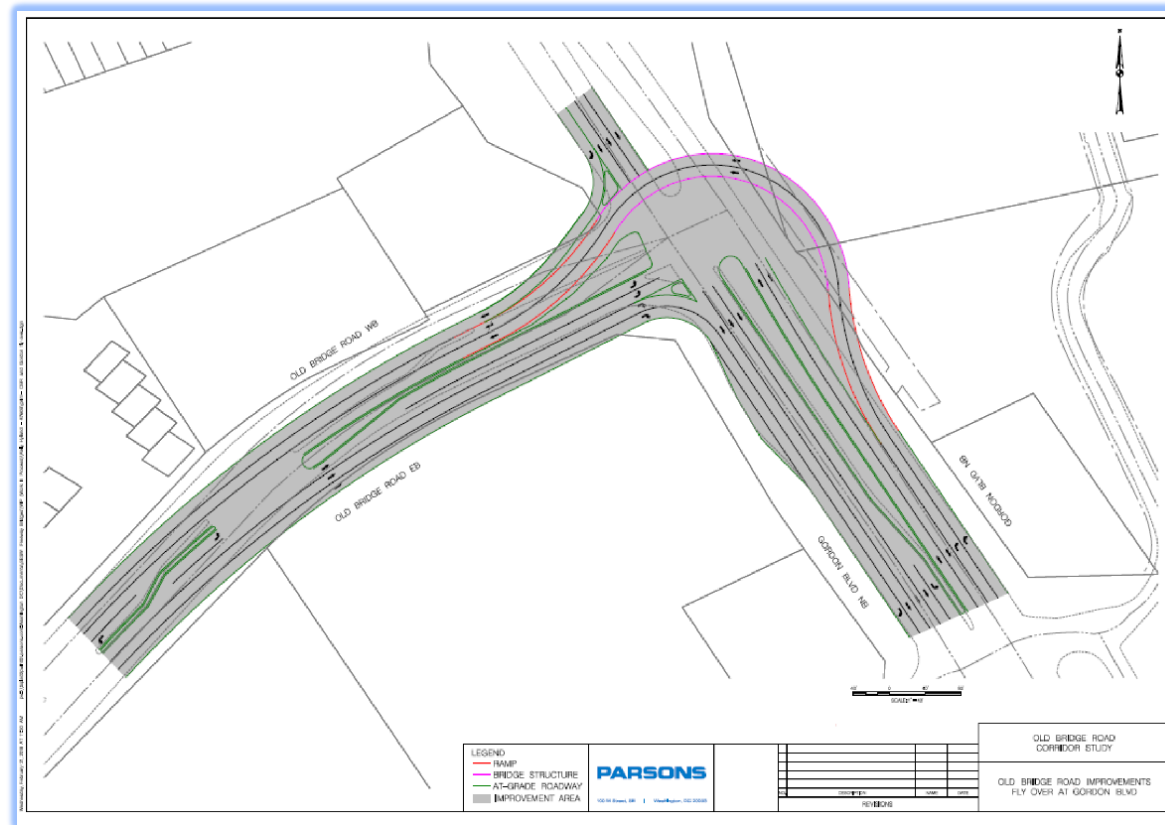


PRINCE WILLIAM
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Occoquan Magisterial District

Purpose: To create safer traffic flow from I-95 to Old Bridge Road

- **Description:** Construction of a flyover ramp from Route 123/I-95 to Old Bridge Road.
- **Approximate Project Cost:** \$15,000,000
- **Proposed Bond Authorization:** \$15,000,000
- **Project Duration:** 3 to 5 years
- **Pros:** Improves traffic flow and safety, reduces queueing/stacking,
- **Cons:** Impacts to ROW, structure, MOT, impacts to park and ride
- **Other Potential Sources of Funding:** State and Federal Funds
- **Status:** Strategically Targeted Affordable Roadway Solutions (STARS) Study is ongoing to determine preferred alternative



Devlin Road Widening

Purpose: Four-lane widening of Devlin Road, which will connect to the Balls Ford Road Interchange and improves access to Prince William Parkway and I-66

- **Description:** Widen to 4-lanes from Linton Hall Rd to Wellington Rd with a sidewalk and shared use path. Total project length of 1.8 miles.
- **Approximate Project Cost:** \$50,000,000
- **Proposed Bond Authorization:** \$50,000,000
- **Project Duration:** 4 to 6 years
- **Pros:** Improved LOS, connectivity, better access to I-66, improved bike/ped access
- **Cons:** ROW impacts, utility relocation, possible walls, neighborhood impacts, Maintenance of Traffic (MOT)
- **Other Potential Sources of Funding:** Northern Virginia Transportation Authority 70% Funding, State and Federal Funds.
- **Status:** Currently unfunded



Minnieville Road at Prince William Parkway Interchange



PRINCE WILLIAM
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Neabsco Magisterial District

Purpose: To provide improved operations at the intersection of Minnieville Road and Prince William Parkway

- **Description:** Grade separated intersection at Minnieville Road and Prince William Parkway.
- **Approximate Project Cost:** \$70,000,000
- **Proposed Bond Authorization:** \$70,000,000
- **Project Duration:** 4 to 6 years
- **Existing Funding:** None. Eligible for other funding.
- **Pros:** Improves regional traffic, safety, LOS and capacity to one of the most congestion intersections in Prince William County
- **Cons:** Potential ROW and Utility impacts, MOT, project cost
- **Other Potential Sources of Funding:** Northern Virginia Transportation Authority 70% Funding, State and Federal Funds
- **Status:** Currently unfunded



Summary

Mobility Bond Projects	Project Allocations
Devlin Road Widening	\$ 50,000,000
Route 28 (Bypass/Widening)	\$ 200,000,000
Minnieville Road at Prince William Parkway Interchange	\$ 70,000,000
Old Bridge Road at Gordon Boulevard Intersection Improvements	\$ 15,000,000
Summit School Road Extension/Telegraph Road Widening (Minnieville Road to Caton Hill Road)	\$ 20,000,000
	\$ 355,000,000

Potential Sources of Debt Financing

- NVTa 30% Funding
- Transient Occupancy Tax (TOT)
- Grantor's Tax
- Food and Beverage (Meals) Tax
- Commercial and Industrial (C&I) Tax

- **Number of projects:** 5
- **Total new lane miles:** 24 miles
- **Total length of bicycle and pedestrian facilities:** 12 miles
- **Total Bonding amount:** \$355,000,000