Prince William County Department of Transportation

Department Overview
Past, Present, and Future

Paolo Belita
Regional Planning and Programming Manager
Strategic Plan Mobility Goal

The Community will have an accessible, comprehensive, multi-modal network of transportation infrastructure that supports local and regional mobility.
Prince William DOT Functions

- **Construction and Engineering Division (Capital Division)**
  - Preliminary Engineering and Full Engineering of projects
  - Right-of-Way
  - Utility Relocation
  - Inspections of Construction Projects
  - Construction Management
  - Mega Projects

- **Planning and Programming Division**
  - Regional Planning and Programming
  - Traffic and Safety Engineering
  - Development Applications (Rezonings, SUPs) Review
  - Site Plan Review
  - Transportation Plans and Studies
  - Strategic/Comprehensive Planning
  - Geographic Information Systems and Transportation Analysis
  - Street Lighting
  - Development Improvement Inspections

- **Financial Management Branch**
  - Financial Transactions
  - Budget
  - Invoicing/Reimbursements
Past Transportation Program – Bonds (1988-2006)

• **1988 Road Bond** - $66M (60% approval)
• **1990 Road Bond** - $43M (65% approval)
• **1994 Road Bond** - $17.9M (61% approval)
• **1998 Road Bond** - $42.7M (61% approval)
• **2002 Road Bond** - $86.7M (68% approval)
• **2006 Road Bond** - $300M (82% approval)
Past Transportation Program – Results

• Major active projects from the Bond Program include Route 28, Minnieville Rd (recently completed), and Route 1

• All other Bond projects are complete

• Although $387M were authorized for 2002 and 2006 Road Bond projects, only $193M were used as County started leveraging Federal, State and Regional transportation dollars to complete projects

• Resulted in an improved roadway network (performance)
  • LOS improved throughout the network
  • Completion of 250 lane miles of roadway / 80 miles of sidewalks and trails
  • Improved Economic Development opportunities
  • Citizen Survey results
The Prince William Board of County Supervisors (BOCS) approved a secondary road project priority list to be funded with State, Federal and Regional grant funds. The list includes:

- Minnieville Road (Rt. 234 to Spriggs Road)**
- Vint Hill Road (Schaeffer Ln. to Sudley Manor Dr.)**
- Neabsco Mills Road (Rt. 1 to Dale Blvd)**
- Balls Ford Road (Ashton Ave. to Groveton Rd.)**
- University Boulevard (Sudley Manor Dr. to University Blvd.)*
- Summit School/Telegraph Road (Minnieville Rd. to existing)*
- Van Buren Road (Rt. 234 to Cardinal Dr.)
- Wellington Road (Devlin Rd. to Rte. 234 Bypass)
- Devlin Road (Linton Hall Rd to Wellington Rd)*
- Old Bridge Road/Occoquan Road Intersection Improvements

** fully funded    *partial funding
Present Transportation Program – Priorities

• The BOCS also approved a primary road project priority list. The list includes:
  
  • Construct interchange at Route 234 and Balls Ford Road and widen Balls Ford Road from Groveton Road to Devlin Road**
  
  • Construct Commuter Garage in Neabsco Mills Road Corridor**
  
  • Route 28 (Centreville Road) Bypass*
  
  • Construct Railroad Overpass on Route 15*
  
  • Construct new interchange at Route 1 and Route 123*
  
  • Widen I-95 General Purpose Lanes from Occoquan River Bridge to Route 234 (Exit 152)**
  
  • Widen Route 1 from Neabsco Road/Cardinal Drive to Route 234
  
  • Construct interchanges at Route 234 Bypass with Route 234 Business (Dumfries Road)**, Clover Hill Road*, University Blvd** and Sudley Manor Drive (including Wellington Rd)

** fully funded  *partial funding
Present Transportation Program – Funding

**FEDERAL**
- Congestion Mitigation and Air Quality (CMAQ) Program
- Regional Surface Transportation Program (RSTP)
- Highway Safety Improvement Program (HSIP)
- Transportation Alternatives Program (TAP)
- Federal Land Access Program (FLAP)
- Smart Scale (Allocated by the State)

**STATE**
- Revenue Sharing
- High Volume Unpaved Road Program
- Virginia Department of Health Grant

**REGIONAL**
- NVTA 70% Regional Funding
- Transportation Land Use Connections (TLC) Program (TPB)
- Concessionaire Funding

**LOCAL**
- NVTA 30% Funding
- Transportation & Roadway Improvement Program (TRIP)
- 2% Gas Tax
- Transient Occupancy Tax (TOT) and Grantors Tax (New)
- Proffers
- Recordation Tax
- Capital Reserve

**OTHER SOURCES OF FUNDING NOT CURRENTLY BEING UTILIZED**
- General Obligation Bonds
- Commercial and Industrial (C&I) Tax
- Transportation Tax District
- Transportation Partnership Opportunity Fund (TPOF)
- Airport Access Program
- Industrial Access Program
- Better Utilizing Investments to Leverage Development (BUILD) Previously TIGER Grant
- Infrastructure For Rebuilding America (INFRA)
Current Projects

- Route 1 Widening – Const. Ad 2019
- Route 28
  - Fitzwater Dr to Vint Hill Rd – Under construction
  - Vint Hill Rd to Linton Hall Rd – Complete
  - Linton Hall Rd to Manassas CL – Design/Build
- Rte 28 Bypass – NEPA Process
- Vint Hill Rd (Rte 215) Widening – Under construction
- University Boulevard Extension (Sudley Manor Dr. to Edmonston Dr. - PE
- Balls Ford Road Widening (Rte 234 to Sudley Rd)
- Neabsco Mills Road – Const. Ad 2020
- Neabsco Mills/Potomac Commuter Garage – Design/Build
- Multiple Trail and Sidewalk Projects
Future Projects

• Route 234 Bypass/Balls Ford Road Interchange
• Route 234/Brentsville Road Interchange
• Route 234/University Boulevard Quadrant Intersection
• Route 28 Bypass
  • Currently completing NEPA
  • Funding may be Regional, State, or Federal
• Summit School Extension/Telegraph Road Widening
• Various Trail and Sidewalk projects
Future Transportation Program

• Regional and State Improvements (Outside Funding)
  • Interstate Highway Improvements
    • I-66 and I-95 (including Tolled Facilities)
  • Primary Roads (those numbered as less than Route 600)
    • Routes 1, 15, 28, 29, 123, 215, 234, 294
    • Associated Interchanges
  • VRE and PRTC
• Updating Local Needs (local and other funds)
  • Fund smaller operational improvements
    • Intersection improvements
    • Traffic Signals
    • Safety and Traffic Calming Improvements
    • Smaller capacity enhancing improvements
  • Fund Multimodal Improvements
    • Bicycle and Pedestrian Improvements
    • Transit Improvements (bus pull-offs, shelters, and additional parking)
• Potential Mobility Bond
Next Steps

• Multimodal Planning
  • Strategic Plan
  • Comprehensive Plan Update
  • Economic Development
  • Coordination with our Partners

• Identify Future Funding
  • NVTA SmartScale/State Grants
  • Federal Funding
  • Local Funding (TRIP)

• Identify New/Additonal Transportation Priorities
  • The Board has identified Interstate, Primary and major Secondary Road priorities through previous Board action
  • The Board may want to consider including multimodal and smaller operational improvements as part of its transportation prioritization process
QUESTIONS?