



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, December 13, 2018
7:00 p.m.
3040 Williams Drive, Suite 200
Fairfax, VA 22031

AGENDA

- I. **Call to Order** Chairman Nohe
- II. **Roll Call** Ms. Thomas-Jones, Clerk
- III. **Minutes of the November 8, 2018 Meeting**
Recommended action: Approval [with abstentions from members who were not present]

Presentation

- IV. **Acknowledgment of Outgoing Authority Members** Chairman Nohe
- V. **Economic Analysis of NVRTA Funded Transportation Projects**
Mr. Longhi, CFO

Consent

- VI. **Approval of Standard Project Agreement for Arlington County—Regional Funding 2018-001-1 (ART Operations and Maintenance Facilities)**
- VII. **Approval of Standard Project Agreement for Arlington County—Regional Funding 2018-005-1 (Intelligent Transportation System Improvements)**
- VIII. **Approval of Standard Project Agreement for Loudoun County—Regional Funding 2018-028-1 (Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard)**
- IX. **Approval of Standard Project Agreement for Loudoun County—Regional Funding 2018-029-1 (Evergreen Mills Road Intersection Realignments)**
- X. **Approval of Standard Project Agreement for Virginia Department of Transportation (VDOT)—Regional Funding 2018-024-1 (Loudoun County-Route 28 Northbound Widening between Dulles Toll Road and Sterling Boulevard)**

Action

- XI. **Adoption of the 2019 Legislative Program** Chair Randall, GPC
Recommended action: Adoption of Legislative Program
- XII. **Appointment of Chairman and Vice-Chairman for 2019** Nominating Committee
Recommended action: Appointment of Chairman and Vice-Chairman
- XIII. **Appointment of Town of Dumfries Mayor, Derrick Wood as the Town Representative for 2019** Chairman Nohe
Recommended action: Appointment of Town Representative

Discussion/Information

- XIV. **Governance and Personnel Committee** Chair Randall, Chair, GPC
- XV. **Executive Director's Report** Ms. Backmon, Executive Director
- XVI. **Chairman's Comments**

Closed Session

- XVII. **Adjournment**

Correspondence

NVTA Offices

Next Meeting: January 10, 2019 at 7:00p.m.



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Thursday, November 8, 2018

7:00 PM

3040 Williams Drive, Suite 200

Fairfax, VA 22031

Meeting Minutes

I. Call to Order

Chairman Nohe

- **Chairman Nohe called the meeting to order at 7:10 PM.**

II. Roll Call

Ms. Thomas-Jones, Clerk

- Voting Members: Chairman Nohe; Chairman Bulova; Chair Cristol; Mayor Silberberg; Mayor Meyer; Mayor Parrish; Mayor Rishell; Ms. Hynes; Mr. Kolb; Mr. Minchew; Supervisor Umstatt; Councilmember Duncan.
- Non-Voting Members: Ms. Cuervo; Mr. Horsley.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Transportation Planning and Programming); Harun Rashid (Transportation Planner); Peggy Teal (Assistant Finance Officer); Erica Hawksworth (Communications & Public Affairs Manager); Richard Stavros (Investment and Debt Manager); Sree Nampoothiri (Transportation Planner); various jurisdictional and agency staff.

III. Minutes of the October 11, 2018 Meeting

Chairman Bulova moved approval of the October 11, 2018 minutes; seconded by Mayor Parrish. Two abstentions. Motion carried unanimously.

Presentation

IV. FY 2018 Audit Presentation

Mr. Michael Garber, PBMares, LLP

- Mr. Garber presented the FY2018 audit results.
 - ✓ Mr. Garber referred to NVTA Financial and Compliance Report for FY2018 included in Agenda Item VIII. The Auditor's opinion indicated the Authority's Financial Statements for FY2018 present fairly, in all material respect the financial position of the Authority.
 - ✓ Mr. Garber referred to the Balance Sheet on page 16 of the Financial Statements. Noting that the Regional Revenue Fund is where most capital projects are funded. Next, Mr. Garber highlighted the restricted fund balances:
 - The fund balance labeled 'Restricted' is \$371,570,916.
 - The 'Restricted- for appropriated project funding' is \$429,342,549. Mr.

- Garber added the funds have been appropriated for specific projects.
- Mr. Garber mentioned the NVTAs has \$930,526,048 in balances with \$371 million yet to be allocated to projects, the remaining balances have been allocated.
 - Mr. Longhi added the appropriation action taken on October 11, 2018 allocated that balance to projects in the Six Year Program.
- ✓ Mr. Garber reflected on page 68 and 69 of the Financial Statements noting the list of projects with total amounts appropriated, amounts reimbursed and balance.
 - Mr. Longhi complimented PBMares for working with Authority staff to customize the statements/tables for better detail and transparency. He noted the NVTAs has a large balance sheet, however, the funds have already been allocated for transportation projects.
 - ✓ Mr. Garber referred to pages 70 and 71, Independent Auditor's Report on Internal Control Over Financial Reporting, noting there were no findings and the opinion is unmodified (clean).
 - ✓ Chairman Nohe asked if there was an internal coversheet that acknowledges the \$371,570,916 in the 'Restricted Fund' and \$429,342,549 in the 'Restricted -for appropriate project funding' is allocated to projects at the end of the fiscal year, and now 100% of funds are restricted. Ms. Teal responded, that this is documented in the Management's Discussion and Analysis Section of the Financial Statements.
 - ✓ Mr. Garber referred to the Management Letter included in Agenda Item VIII noting the comment on credit rating reviews for investments and new GASB pronouncements. He added the staff was already working on enhanced credit rating monitoring to ensure compliance with the Authority's Investment Policy.
 - ✓ Mr. Garber referred to the Auditor's Report to the Board in Agenda Item VIII, noting this is a yearly audit communication letter. He added the document discusses the auditing process and guidelines Auditors have to adhere to. Mr. Garber highlighted that page 2 notes there were no audit adjustments or disagreements with management.
 - ✓ Mayor Rishell asked Mr. Garber what made the Auditors think the NVTAs had foreign investments. Mr. Garber responded the document used from the investment trust and custody service provider incorrectly indicated they were foreign investments, and the statements have now been corrected. Mayor Rishell asked Mr. Garber had he encountered this mistake before. Mr. Garber responded that he did not recall, but there are only a few entities in Virginia with this large amount of investments making sure the portfolio is diversified. He added the ratings were fine on those investments. Mr. Garber noted it was how it was identified to the Auditors that gave cause as to whether or not it was within guidelines.
 - ✓ Mr. Longhi noted his extensive experience managing investment portfolios in both Prince William and Arlington counties. He added, he had seen this type of mistake before and NVTAs will propose new procedures to the trust and custody service provider to prevent this mistake from happening again.

Consent

V. Approval of Standard Project Agreement for the City of Fairfax—Regional Funding 2018—46-1 (Jermantown Road Corridor Improvements)

- Mayor Parrish moved Authority approval of the proposed Standard Project Agreement 2018-46-1 City of Fairfax (Jermantown Road Corridor Improvements), in accordance with NVTA’s approved Project Description Sheet as appended to the Standard Project Agreement: and authorize the Executive Director sign on behalf of the Authority, seconded by Chairman Bulova. Motion carried unanimously.

VI. Approval of Standard Project Agreement for the City of Fairfax—Regional Funding 2018-049-1 (Northfax West Roadway Network)

- Mayor Parrish moved Authority approval of the proposed Standard Project Agreement 2018-49-1 City of Fairfax (Northfax West Roadway Network), in accordance with NVTA’s approved Project Description Sheet as appended to the Standard Project Agreement: and authorize the Executive Director sign on behalf of the Authority, seconded by Chairman Bulova. Motion carried unanimously.

VII. Approval of Standard Project Agreement for Prince William County—Regional Funding 2018-036-1 (Summit School Rd Ext and Telegraph Rd Widening)

- Mayor Parrish moved Authority approval of the proposed Standard Project Agreement 2018-36-1 Prince William County (Summit School Rd Ext and Telegraph Rd Widening), in accordance with NVTA’s approved Project Description Sheet as appended to the Standard Project Agreement: and authorize the Executive Director sign on behalf of the Authority, seconded by Chairman Bulova. Motion carried unanimously.

Action

VIII. Acceptance of the FY2018 Financial and Compliance Reports

Mayor Rishell, Vice Chair, FC

- Mayor Rishell sought the acceptance of the Northern Virginia Transportation Authority acceptance of the FY2018 Financial and Compliance Reports as recommended by the Finance Committee.
- Mayor Rishell moved the Authority Acceptance of the Northern Virginia Transportation Authority Financial and Compliance Audit Reports for the fiscal year ended June 30, 2018, seconded by Mr. Minchew. Motion carried unanimously.

IX. Approval of Project Monitoring and Management System Contract Award

Mr. Longhi, CFO

- Mr. Longhi sought NVTA approval of conditional contract award for the Project Monitoring and Management System (PMMS) noting:
 - ✓ This is the software application that will automate the project application process for the upcoming two-year update of the Six Year Program (SYP).
 - ✓ The project received a \$60,000 appropriation in FY2019 and has a proposed commitment of \$140,000 for FY2020. Mr. Longhi explained the proposed commitment will be split between two fiscal years.

- ✓ The PMMS request for proposals was due October 5th. Ten proposals were received and short-listed on technical merit and then technical merit with cost. This reduced the proposals to five.
 - ✓ Best and final presentations and offers were reviewed and ranked from the five shortlisted firms.
 - ✓ The Finance Committee received a closed session briefing on October 18th to provide staff guidance on the final contract award. The Finance Committee briefing covered:
 - Top three ranked firms in order of technical score and cost.
 - Discussion of cost, contract items and ongoing negotiation strategy.
 - Discussion of timing of contract award.
 - ✓ Mr. Longhi noted the Finance Committee met in closed session to bring this item to the Authority for approval. He added there is a 60-day delay due to late adoption of the operating budget due to uncertainty of funding from the 2018 General Assembly session.
 - ✓ Mr. Longhi mentioned a modification to the recommended motion to add ‘subject to modifications approved by the Council of Counsels.
- Supervisor Umstadd moved Authority approval of contract for award for NVTARFP 2019-01, Project Monitoring and Management System to HDR Engineering, Inc. And, authorize the Executive Director to sign the attached award notice, subject to modifications approved by the Council of Counsels, seconded by Chairman Bulova. Motion carried unanimously.

X. Approval of Investment Monitoring and Management Subscription and Related Budget Adjustments

Mr. Longhi, CFO

- Mr. Longhi sought NVTARFP approval of a budget transfer to enable the FY2019 implementation of Investment Management and Monitoring Services, noting:
 - ✓ The subscription service is consistent with the Auditor’s recommendation as part of the FY2018 Financial Statement and Compliance Audit, that processes be implemented to ensure an ongoing review of the credit ratings of purchased investments.
 - ✓ The Authority has 84 securities that make up the \$900 million portfolio.
 - ✓ In calendar year 2019, the Authority will have \$350 million of maturities, triggering over 120 additional security purchases.
 - ✓ The subscription service will alert of any changes related to downgrades or negative activity.
 - ✓ NVTARFP staff presented and reviewed three subscription services at the Finance Committee’s September 2018 meeting. The recommendation was presented to Finance Committee in October 2018.
 - ✓ This action approves use of the service and allows for implementation in FY2019 with the transfer of \$35,781.31 from the Operating Reserve.
- Chair Cristol moved Authority approval of the \$35,781.31 transfer from the NVTARFP Operating Reserve for FY2019 to obtain the Investment Management and Monitoring Services detailed in Table 1 attached. And, authorize Authority’s Chief Financial Officer to sign related subscription service agreements, seconded by Supervisor Umstadd. Motion carried unanimously.

XI. Authorize the Executive Director to Submit Comments to the Commonwealth Transportation Board on Transportation Projects and Priorities

Ms. Backmon, Executive Director

- Ms. Backmon sought the authorization to submit comments to the Commonwealth Transportation Board (CTB) on transportation projects and priorities, noting:
 - ✓ The Commonwealth Transportation Board public meeting date has changed from November 29th to November 28th.
 - ✓ Due to receiving the meeting notice after the October Authority meeting, Ms. Backmon requested the opportunity to work with RJACC to develop the comments to send to the Authority members for approval prior to submission.
 - ✓ Ms. Backmon added the format of the meeting is consistent with previous years, noting that the regional agencies will be allowed to participate and speak to the regional coordination in Northern Virginia.
- Supervisor Umstattd moved authorization of the Executive Director to submit comments on behalf of the Authority, to the Commonwealth Transportation Board on Transportation Projects and Priorities at the Fall 2018 Northern Virginia District meeting, seconded by Mayor Rishell. One abstention, Ms. Hynes. Motion carried.

XII. Approval of Calendar Year 2019 Meeting Schedule

Ms. Backmon, Executive Director

- Chairman Nohe made two observations:
 - ✓ February meeting is on Valentines Day
 - ✓ June 13th meeting is 2 days after the primary election.
- Chairman Nohe noted due to there being no program adoption and no updated TransAction, some 2019 Authority meetings could possibly be canceled.
- Mayor Parrish moved approval of the Calendar Year 2019 Meeting Schedule as noted, seconded by Supervisor Umstattd. Motion carried unanimously.

XIII. Appointment of the Nominating Committee

Chairman Nohe

- Chairman Nohe appointed Chairman Bulova and Mayor Parrish as the Nominating Committee for the 2019 Authority Chair and Vice Chair positions.

Discussion/Information

XIV. FY2018-2023 Six Year Program Report

Ms. Backmon, Executive Director

- Ms. Backmon informed the NVTA of the FY2018-2023 Six Year Program (SYP) Report, noting:
 - ✓ NVTA staff compiled and published a SYP Report that is transparent, as it outlines, processes and methodology that led to its adoption.
 - ✓ The Report meets legislative criteria that require documentation of the project selection process.
 - ✓ This will be an ongoing document with more updates as the SYP is updated.
 - ✓ Ms. Backmon thanked NVTA staff for their great work, noting Keith Jasper, Principal, Transportation Planning and Programming, did a particularly outstanding job. She added the SYP was completed in only 8 months.

XV. 2018 Joint Commission on Transportation Accountability Annual Report

Mr. Nampoothiri, Transportation Planner

- Ms. Backmon informed the NVTA of the FY2018 Annual Report developed for the Joint Commission on Transportation Accountability (JCTA), noting:
 - ✓ The Authority is required to submit an annual report to the JCTA addressing the use of funding generated pursuant to the provisions of HB2313. This report is due November 15th of each year.
 - ✓ The report includes all funds programmed as part of the FY2018-2023 Six Year Program.
 - ✓ Information on the Authority’s Local Distribution Fund (30%) is also included in the report.
 - ✓ Chair Cristol complimented the graphics noting how clearly they showed the impact of the 2018 General Assembly action.

XVI. Finance Committee

Mayor Rishell, Vice-Chair, FC

- No verbal report given.

XVII. Governance and Personnel Committee

Councilmember Snyder, Vice-Chair, GPC

- No verbal report given.

XVIII. Investment Portfolio Report

Mr. Longhi, CFO

- No verbal report given.

XIX. Monthly Revenue Report

Mr. Longhi, CFO

- No verbal report given.

XX. Operating Budget Report

Mr. Longhi, CFO

- No verbal report given.

XXI. Executive Director’s Report

Ms. Backmon, Executive Director

- No verbal report given.

XXII. Chairman’s Comments

- No verbal report given.

XXIII. Adjournment at 7:41 PM

Next Meeting: December 13, 2018 at 7:00pm.

Economic Impact of Capital Investments

December 13, 2018





Study Purpose

- Determine economic impact of NVTA capital investments, building upon prior 2016 study, recapped in the Annual Report for that year.
- Include same benchmarks as 2016, with expanded detail on regional and statewide impacts.
- Prepare for inclusion in the 2018 Annual Report, supporting several Five Year Strategic Plan Goals.
- Induce confidence in results by use of well recognized, transparent, repeatable modeling techniques and assessment tools.



Study Structure

- Chmura Economics & Analytics (Richmond, VA) was engaged to undertake the study using IMPLAN Pro, which is one of the most widely used economic impact assessment modeling systems.
- Study focused on the impact of the Authority's project funding programs (70% funds) and revenue distribution (30% funds).
- No specific budget allocation for the study limited the scope and number of data points.



Study Perspective

- **\$3 Billion in Investments (30%/70%)**
 - Impacts Measured Only On Spending of Project Funds, Not Project Use.
- **Direct Impact** is economic activity generated (materials, labor, equipment)
- **Indirect Impact** is secondary economic activity generated (need for more rental equipment, design software, services)
- **Induced Impact** is payroll spending of people working on projects.



Economic Impact of NVTA Total Investment \$3 Billion

Spending	Direct	Indirect	Induced	Total
• NOVA	\$2.51B	\$647M	\$813M	\$3.97B
• Virginia	<u>\$2.53B</u>	<u>\$891M</u>	<u>\$957M</u>	<u>\$4.38B</u>
Difference	\$0.02B	\$244M	\$144M	\$0.41B
Employment	Direct	Indirect	Induced	Total
• NOVA	13,654	3,089	6,676	23,420
• Virginia	<u>13,758</u>	<u>4,052</u>	<u>8,211</u>	<u>26,021</u>
Difference	104	963	1,535	2,601

Source: Chmura Report Dated November 26, 2018 (Page8, Table 3)



Other Impacts for the NOVA Region

- Investment of \$1.9B in 95 regional (70%) projects through 122 Standard Project Agreements (contracts) is:
 - triggering another \$3.8B in additional funding, bringing the total to \$5.7B in projects coming to the NOVA region.
 - saving \$3.1B in value of time through 2030, assuming \$15/hour, throughout the NOVA region.

Source: NVTA Staff Analysis



Enhancements

- Economic Impact of Funding Matches (currently \$3.8B)
- Deeper dive into time value, benefits
- Further examination of mobility benefits:
 - Congestion Reduction
 - Safety
 - Environmental
 - Vehicle operating cost savings
- Expanded employment opportunity analysis
- Opportunity impacts for the region (business startups, relocations)
- Expand local tax analysis (Real Estate, Personal Property, Sales)
- Other ideas? Examples from other studies.



CHMURA
Economics & Analytics

The Economic Impact of Northern Virginia Transportation Authority Capital Investment

Prepared for Northern Virginia Transportation Authority
November 26, 2018

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About Chmura Economics & Analytics

We have a data-driven culture. We are a group of published scientists contributing to innovations with big data analytics on the forefront of applied economics and technology solutions. We have a very diverse team of people with backgrounds such as PhD economists, statisticians, computer scientists, and transformation strategists. We serve a cross section of decision makers from the defense, government, public, and private sectors.

As data scientists, we help our clients quickly answer big data questions. We provide a reliable picture of economic trends on both a macro and micro level. Our clients rely on the historical, current, and predictive market reports we provide to cut through the confusing information they receive on a daily basis from the media, politicians, and industry resources.

Our clients view us as trusted economic advisors because we help them mitigate risk and prepare for growth by understanding the why, the how, and the what about their local economy. As the nation's preferred provider of labor market data, we help our clients understand both the demand for and the supply of available data. Our clients benefit from our expertise by better understanding their own bottom line costs, sustainability issues, and associated risks.

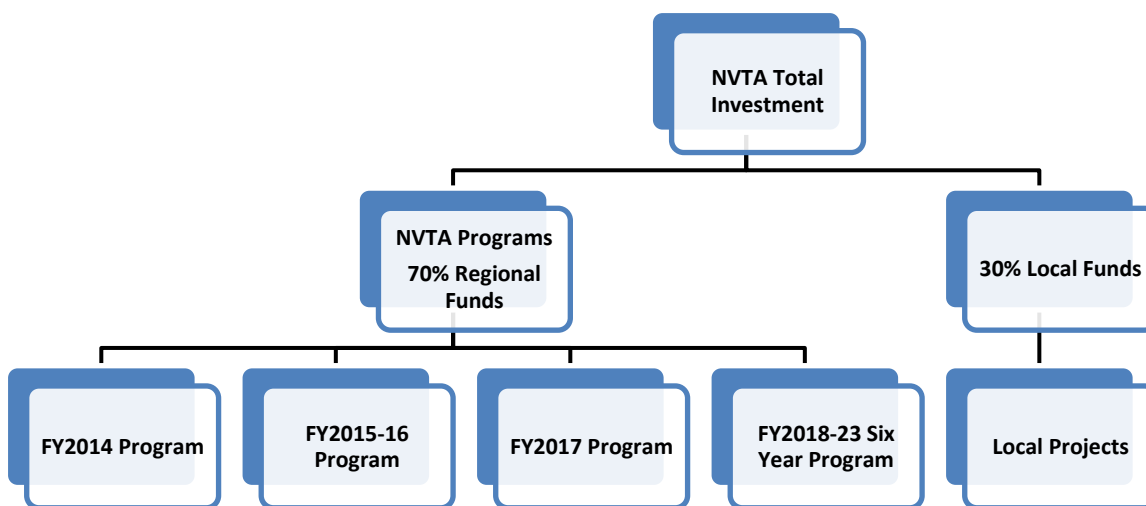
Background

Northern Virginia Transportation Authority (NVTA or the Authority) was created by the General Assembly of Virginia in 2002. The Authority is responsible for long-range planning of multimodal transportation projects in Northern Virginia.¹ The member jurisdictions of NVTA include the counties of Arlington, Fairfax, Loudoun, and Prince William, and cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park.²

In 2013, the Virginia General Assembly passed legislation that authorized a dedicated funding stream—through regional increases in sales tax, transient occupancy tax, and grantor's tax—for transportation projects in Northern Virginia. In 2018, the General Assembly redirected the proceeds of the regional increase in transient occupancy tax and grantor's tax to meet funding commitments to the Washington Metropolitan Area Transit Authority.

In this report, this dedicated funding stream authorized by the General Assembly is referred to as NVTA total investment. All funds received by NVTA must be used for transportation purposes within the region. The Authority develops the regional multimodal transportation plan called TransAction. Of the funds received annually, 70% must be used for projects in TransAction (NVTA Programs). After completing an annual certification process through the Authority, member jurisdictions receive their proportionate share of the remaining 30% of funding for transportation purposes under their discretion (Local Projects). Figure 1 illustrates the funding structure for NVTA total investment.

Figure 1: NVTA Funding Structure



¹ Source: NVTA website at: <http://thenovaauthority.org/about/the-authority/>.

² These cities and counties are collectively referred to as Northern Virginia in this report.

Since the legislation took effect, it was reported that \$1.1 billion in regional transportation projects were funded through NVTA (NVTA Total investment). This is a combination of projects under NVTA's own FY2014, FY2015-16, and FY2017 programs and local projects.³ On June 14, 2018, NVTA approved its inaugural Six Year Program. The Six Year Program includes 44 multimodal transportation projects totaling \$1.3 billion of investment.⁴ In addition, local governments are planning their own project investments as well.

NVTA seeks an analysis of the economic and fiscal impact of its FY2014 through FY2017 programs, the Six Year Program, as well as its total investment (including local projects) in Northern Virginia and the Commonwealth of Virginia. Chmura Economics & Analytics (Chmura) was retained to conduct such an analysis. This study only quantifies the economic impact of capital expenditure activities, as broader data on the ongoing benefits of the NVTA investment are not available.⁵

The economic impact of capital expenditures from NVTA's transportation investment is analyzed in the following three categories: direct, indirect, and induced.⁶ Direct impact measures the actual dollar amount spent on transportation projects in Northern Virginia and Virginia. Indirect and induced impacts measure the secondary benefits of NVTA capital spending for state and regional businesses. For example, indirect effects are attributed to state and regional industries supporting construction activities, such as site development and heavy equipment deployment. Induced effects occur when individuals hired by the construction firms spend their income at regional or state businesses (such as retailers or doctor's offices), thus injecting more money into the regional and state economy.

The indirect and induced effects are estimated with IMPLAN Pro⁷ software after the direct impact is estimated. IMPLAN Pro is an economic impact assessment modeling system that allows the user to build economic models to estimate the impact of economic changes in states, counties, and communities. It is one of the most widely-used economic impact software packages. IMPLAN is updated annually and is customized for individual localities—thus providing a realistic picture of the impact of an economic change on local economies.

³ From page 2 of the 2016 Annual Report of NVTA. Source: <http://www.thenovaauthority.org/wp-content/uploads/2016-annual-report-flip/NVTA-2016-Annual-Report.html>.

⁴ This amount does not include 30% of funding which is allocated to local jurisdictions.

⁵ This report includes a qualitative discussion of such benefits.

⁶ Appendix 1 of this study provides a glossary including these terms.

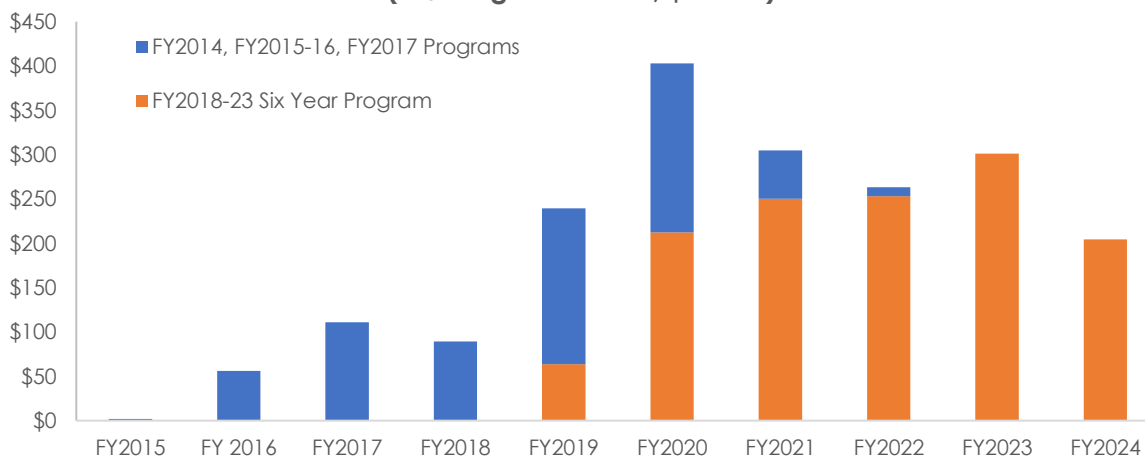
⁷ IMPLAN Pro is one of two major software packages used by economists to evaluate the effects of an economic event.

Economic Impact of NVTA Total Investment

Economic Impact of NVTA Programs

NVTA's FY2018-23 Six Year Program involves investment totaling \$1.3 billion (in 2018 dollars) for multimodal transportation projects. The funding for this plan is expected to be spent from FY2019 through FY2024 (Figure 2).⁸ Prior to the Six Year Program, NVTA's FY2014, FY2015-16, and FY2017 programs included projects with a total investment of \$689.2 million, which is allocated from FY2015 to FY2022.⁹ These programs overlap in certain years. For example, the total investment in FY2020 is expected to reach \$403.0 million, and this counts projects carried over from the FY2014 through FY2017 programs as well as the FY2018-23 Six Year Program. NVTA projects from those programs cover a variety of activities across Northern Virginia, including construction of transit facilities, bike and pedestrian facilities, parking, transit equipment installation, road and bridge construction, transportation technology deployment, and capital asset acquisition.¹⁰

**Figure 2: Total Capital Expenditure for NVTA Programs
(70% Regional Funds, \$Million)**



Source: NVTA

The total investment outlined in Figure 2 only includes projects under NVTA programs with 70% regional funds, and it does not include funding allocated to local jurisdictions from the 30%. The available data indicate that from FY2015 to FY2018, total investment for the local projects amounted to \$474.6 million. In addition, the anticipated funding for local projects is projected to be \$409.9 million from FY2019 to

⁸ Please note that while the plan is called the Six Year Program, actual spending of funds may occur over more than six years. Similarly, the FY2014 through FY2017 programs involve actual spending beyond FY2017.

⁹ In the impact analysis, the impacts are estimated based on the year in which the project spending occurs, not the program year. For example, the NVTA FY2018-23 Six Year Program includes capital expenditures from FY2019 to FY2024.

¹⁰ Please note that the actual spending in FY2015 was \$2.0 million, and there was no actual spending in FY2014.

FY2023.¹¹ Adding NVTA programs and local projects, the total actual and planned investment of NVTA will reach \$2.9 billion from FY2015 through FY2024.

Economic Impact of NVTA FY2018-23 Six Year Program

Table 1 presents the estimated economic impact of NVTA's FY2018-23 Six Year Program. The total planned investment is \$1.3 billion. Chmura excludes 62% of the right-of-way cost from analysis, as it involves a property transfer and whose economic impact is difficult to quantify. 38% of the right-of-way cost is related to utility work, which was included in the analysis.¹² Chmura further excludes the estimated spending outside the region, and direct spending in Northern Virginia is estimated to be \$1.1 billion (in nominal dollars).¹³ From FY2019 through FY2024, it is estimated that the capital expenditure from NVTA's Six Year Program will generate a total economic impact (direct, indirect, and induced impacts) of \$1.7 billion (in nominal dollars) in Northern Virginia, supporting a total of 9,078 cumulative jobs.¹⁴ Of the total economic impact, \$1.1 billion is estimated to be direct spending within Northern Virginia, with direct cumulative jobs amounting to 5,306 from FY2019 through FY2024 (or 884 per year). The cumulative indirect impact in Northern Virginia is estimated to be \$265.7 million that can support 1,238 cumulative jobs (or 206 per year) in industries related to construction, such as site preparation, road and transit facilities, truck transportation, and congestion relieving technologies. The cumulative induced impact is expected to total \$319.1 million with 2,534 cumulative jobs (or 422 per year) in the region; these jobs will be concentrated in consumer service-related industries such as restaurants, hospitals, and retail stores. From FY2019 through FY2024, the annual average economic impact of NVTA's capital expenditure is estimated to total \$275.4 million that can support 1,513 jobs in Northern Virginia.

Table 1: Economic Impact of NVTA Six Year Program

			Direct	Indirect	Induced	Total Impact
Northern Virginia	Cumulative	Spending (\$Million)	\$1,067.9	\$265.7	\$319.1	\$1,652.7
	(FY2019-24)	Employment	5,306	1,238	2,534	9,078
	Annual Average	Spending (\$Million)	\$178.0	\$44.3	\$53.2	\$275.4
	(FY2019-24)	Employment	884	206	422	1,513
Virginia	Cumulative	Spending (\$Million)	\$1,078.6	\$371.7	\$377.3	\$1,827.5
	(FY2019-2024)	Employment	5,354	1,635	3,082	10,071
	Annual Average	Spending (\$Million)	\$179.8	\$61.9	\$62.9	\$304.6
	(FY2019-24)	Employment	892	272	514	1,679

Note: Numbers may not sum due to rounding

Source: IMPLAN Pro 2016 and Chmura

¹¹ Source: NVTA. The annual amounts are not available for local projects from FY2014 to FY2018.

¹² Source: NVTA.

¹³ In addition, Chmura used the consumer price index (CPI) to convert the investment from fixed dollars to nominal dollars. The average annual CPI from 2010 to present is 1.7%. Source: Bureau of Labor Economics.

¹⁴ Please note that the cumulative jobs are the sum of jobs in each year. For example, if a construction worker is involved in the project for two years, cumulative jobs will be two.

The economic impact of NVTA's Six Year Program in Virginia is larger than in Northern Virginia, as businesses elsewhere in the state will also benefit from the investment activities. It is estimated that from FY2019 through FY2024, the annual average statewide impact will reach \$304.6 million (direct, indirect, and induced) that can support 1,679 jobs in Virginia.¹⁵

Economic Impact of All NVTA Programs (FY2014 through FY2018-23 Programs)¹⁶

Combining economic impacts from the FY2018-23 Six Year Program, and those from NVTA's FY2014, FY2015-16, and FY2017 programs, Table 2 summarizes the economic impact of all NVTA programs since NVTA started receiving dedicated funding. In Northern Virginia, for FY2015 through FY2024, the estimated capital expenditure can generate a total economic impact (direct, indirect, and induced impacts) of \$2.6 billion, supporting 14,536 cumulative jobs. On an annual average basis, the economic impact of all NVTA programs is estimated to be \$260.9 million that can support 1,454 jobs in Northern Virginia from FY2015 through FY2024.

Table 2: Economic Impact of all NVTA Programs (FY2014 Through FY2018-23 Program)

			Direct	Indirect	Induced	Total Impact
Northern Virginia	Cumulative	Spending (\$Million)	\$1,685.0	\$423.7	\$500.1	\$2,608.8
	(FY2015-24)	Employment	8,484	2,005	4,047	14,536
	Annual Average	Spending (\$Million)	\$168.5	\$42.4	\$50.0	\$260.9
	(FY2015-24)	Employment	848	201	405	1,454
Virginia	Cumulative	Spending (\$Million)	\$1,701.3	\$593.9	\$591.4	\$2,886.6
	(FY2015-24)	Employment	8,559	2,653	4,935	16,148
	Annual Average	Spending (\$Million)	\$170.1	\$59.4	\$59.1	\$288.7
	(FY2015-24)	Employment	856	265	494	1,615

Note: Numbers may not sum due to rounding

Source: IMPLAN Pro 2016 and Chmura

The economic impact of NVTA projects in Virginia is larger than in Northern Virginia, and the annual average statewide impact is estimated to reach \$288.7 million (direct, indirect, and induced) that can support 1,615 jobs in Virginia.

Economic Impact of NVTA Total Investment, Including 30% Local Fund Projects

The economic impact analyzed above includes only NVTA programs funded with regional funds, which account for 70% of the total funding stream allocated by the state legislation. The 30% funding allocated to local jurisdictions also generates a sizable impact in Northern Virginia and Virginia.

Adding the impact from local projects, Table 3 summarizes the economic impact of total NVTA investment. In Northern Virginia, for FY2015 through FY2024, it is estimated that capital spending from NVTA total investment can generate a total economic impact (direct, indirect, and induced impacts) of

¹⁵ The economic impact in Virginia is inclusive of the impact in Northern Virginia.

¹⁶ A separate analysis of the impact of the FY2014 through FY2017 programs was conducted by George Mason University in 2016. As a result, this section only presents the aggregate impact.

\$4.0 billion, supporting 23,420 cumulative jobs in the region. On an annual average basis, the economic impact of NVTA total investment is estimated to be \$397.1 million that can support 2,342 jobs in Northern Virginia from FY2015 through FY2024. The economic impact of NVTA total investment in Virginia is larger than in Northern Virginia, and the annual average statewide impact will reach \$438.1 million (direct, indirect, and induced) that can support 2,602 jobs in Virginia.

Table 3: Economic Impact of NVTA Total Investment

			Direct	Indirect	Induced	Total Impact
Northern Virginia	Cumulative	Spending (\$Million)	\$2,510.1	\$647.2	\$813.3	\$3,970.5
	(FY2015-24)	Employment	13,654	3,089	6,676	23,420
	Annual Average	Spending (\$Million)	\$251.0	\$64.7	\$81.3	\$397.1
	(FY2015-24)	Employment	1,365	309	668	2,342
Virginia	Cumulative	Spending (\$Million)	\$2,532.5	\$891.4	\$956.9	\$4,380.8
	(FY2015-24)	Employment	13,758	4,052	8,211	26,021
	Annual Average	Spending (\$Million)	\$253.2	\$89.1	\$95.7	\$438.1
	(FY2015-24)	Employment	1,376	405	821	2,602

Note: Numbers may not sum due to rounding

Source: IMPLAN Pro 2016 and Chmura

Fiscal Impact

NVTA investment will also generate tax revenue for local and state governments. In order to be conservative, only tax revenue from the direct impact is estimated in this section.¹⁷

For capital expenditure activities, the business, professional, and occupational license (BPOL) tax is collected for local governments, and individual and corporate income taxes are collected for the state government. Chmura used the average BPOL tax rates of all local governments in Northern Virginia to calculate BPOL tax revenue, which is an estimated \$1.7 million for the Six Year Program. Including NVTA programs from FY2014 through FY2017, the total BPOL tax is estimated to be \$2.6 million from FY2015 through FY2024. Finally, adding local projects, local tax revenue from all NVTA investment is estimated to be \$3.6 million from FY2015 through FY2024 (Table 4).

Table 4: State and Local Fiscal Impacts (\$Million)

NVTA Funds/Programs	Impact Years	Northern Virginia		Virginia	
		Cumulative	Annual Average	Cumulative	Annual Average
NVTA FY2018-23 Six Year Program	FY2019-24	\$1.7	\$0.3	\$24.5	\$4.1
All NVTA Programs (FY2014, FY2015-16, FY2017 & Six Year Program)	FY2015-24	\$2.6	\$0.3	\$38.1	\$3.8
NVTA Total Investment (NVTA Programs & Local Projects)	FY2015-24	\$3.6	\$0.4	\$57.1	\$5.7

Source: Chmura

¹⁷ This approach is recommended by Burchell and Listokin in *The Fiscal Impact Handbook*.

For the Virginia state government, revenue originates from individual and corporate income taxes as a result of new employment and profits from capital expenditure. The total state tax revenue is estimated to be \$24.5 million from FY2019 through FY2024, from planned investment based on the FY2018-23 Six Year Program. Including NVTA programs from FY2014 through FY2017, total state tax is estimated to be \$38.1 million. Finally, adding local projects, total NVTA investment can generate an estimated tax revenue of \$57.1 million from FY2015 through FY2024.

Other Benefits of Transportation Investment

The economic impact of capital expenditure from the NVTA transportation investment does not only occur during the construction phase. After the projects are completed, improvements in Northern Virginia's regional multimodal transportation infrastructure can lead to other sustained benefits. An assessment of the broader economic benefits to the Northern Virginia region and Commonwealth is not in the scope of this study. However, these impacts are discussed qualitatively in this section.

The transportation investments will increase the capacity of Northern Virginia's transit, roadways, and all modes of the public transportation network, which will provide time savings for businesses and residents. The time savings can translate into higher productivity and growth opportunities for state and regional businesses.

NVTA's transportation investment will also replace and rehabilitate transit facilities and equipment as well as roads and bridges, as part of capacity expansion. This investment will also have safety benefits. For example, expanded road capacity, improved road conditions, and improved incident management systems can reduce traffic congestion and accidents on Northern Virginia's roads and transit systems.

Furthermore, investment in transportation infrastructure can also bring other benefits to Northern Virginia. It can help attract businesses and stimulate job growth. Investment in transportation infrastructure can also boost tourism in Northern Virginia. Studies have found that traffic congestion, poor road conditions, and absent or confusing signage decrease the drawing power of a tourist attraction. On the other hand, transportation investments help to increase tourist volume, length of stay, and spending per visitor—thus benefiting state and regional economies.

Finally, transportation investments can also improve quality of life for regional residents. Improved road and transit capacity can make it more convenient for residents to reach destinations for work, shopping, recreation, and entertainment. Further, it can increase the appeal of the region to future businesses and residents. This investment can also improve air quality, which will not only provide improved quality of life for residents, but will also reduce their healthcare costs.

Appendix 1: Impact Analysis Glossary

IMPLAN Professional—an economic impact assessment modeling system. It allows the user to build economic models to estimate the impacts of economic changes in states, counties, or communities. It was created in the 1970s by the Forestry Service and is widely used by economists to estimate the impact of specific events on the overall economy.

Input-Output Analysis—an examination of business-business and business-consumer economic relationships capturing all monetary transactions in a given period, allowing one to calculate the effects of a change in an economic activity on the entire economy (impact analysis).

Direct Impact—economic activity generated by a project or operation. For construction, this represents activity of the contractor; for operations, this represents activity by tenants of the property.

Overhead—construction inputs not provided by the contractor.

Indirect Impact—secondary economic activity that is generated by a project or operation. An example might be a new office building generating demand for parking garages.

Induced (Household) Impact—economic activity generated by household income resulting from direct and indirect impacts.

Ripple Effect—the sum of induced and indirect impacts. In some projects, it is more appropriate to report ripple effects than indirect and induced impacts separately.

Multiplier—the cumulative impacts of a unit change in economic activity on the entire economy.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: December 7, 2018

SUBJECT: Regional Funding Project 2018-001-1 Arlington County (ART Operations and Maintenance Facility)

1. Recommendation. Approval of attached Standard Project Agreement (SPA) 2018-001-1.

2. Suggested motion. I move approval of the proposed Standard Project Agreement 2018-001-1, Arlington County (ART Operations and Maintenance Facility), in accordance with NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Executive Director sign on behalf of the Authority.

3. Background.

- a. This project was adopted as part of the FY2018-2023 Six Year Program and received FY2019 appropriation approval on October 11, 2018.
- b. The attached SPA presented by the Arlington County is consistent with the project previously submitted by Arlington County and approved by the Authority.
- c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

Attachment: <https://thenovaauthority.org/meetings-events/authority-meetings/>

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: December 7, 2018

SUBJECT: Regional Funding Project 2018-005-1 Arlington County (Intelligent Transportation Systems)

1. Recommendation. Approval of attached Standard Project Agreement (SPA) 2018-005-1.

2. Suggested motion. I move approval of the proposed Standard Project Agreement 2018-005-1, Arlington County (Intelligent Transportation Systems), in accordance with NVTAs approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Executive Director sign on behalf of the Authority.

3. Background.

- a. This project was adopted as part of the FY2018-2023 Six Year Program and received FY2019 appropriation approval on October 11, 2018.
- b. The attached SPA presented by the Arlington County is consistent with the project previously submitted by Arlington County and approved by the Authority.
- c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

Attachment: <https://thenovaauthority.org/meetings-events/authority-meetings/>

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: December 7, 2018

SUBJECT: Regional Funding Project 2018-028-1 Loudoun County (Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard)

1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 2018-028-1.
2. **Suggested motion.** I move approval of the proposed Standard Project Agreement 2018-028-1 Loudoun County (Dulles West Boulevard Widening: Loudoun County Parkway to Northstar Boulevard), in accordance with NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Executive Director sign on behalf of the Authority.
3. **Background.**
 - a. This project was adopted as part of the FY2018-2023 Six Year Program and received FY2019 appropriation approval on October 11, 2018.
 - b. The attached SPA presented by the Loudoun County is consistent with the project previously submitted by Loudoun County and approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

Attachment: <https://thenovaauthority.org/meetings-events/authority-meetings/>

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: December 7, 2018

SUBJECT: Regional Funding Project 2018-029-1 Loudoun County (Evergreen Mills Road Intersection Realignment – Watson Road and Reservoir Road)

1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 2018-029-1.
2. **Suggested motion.** I move approval of the proposed Standard Project Agreement 2018-029-1 Loudoun County (Evergreen Mills Road Intersection Realignment – Watson Road and Reservoir Road), in accordance with NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Executive Director sign on behalf of the Authority.
3. **Background.**
 - a. This project was adopted as part of the FY2018-2023 Six Year Program and received FY2019 appropriation approval on October 11, 2018.
 - b. The attached SPA presented by the Loudoun County is consistent with the project previously submitted by Loudoun County and approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

Attachment: <https://thenovaauthority.org/meetings-events/authority-meetings/>

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: December 7, 2018

SUBJECT: Regional Funding Project 2018-024-1 Virginia Department of Transportation
(Loudoun County Route 28 NB Widening between Dulles Toll Road and Sterling
Boulevard)

-
1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 2018-024-1.
 2. **Suggested motion.** I move approval of the proposed Standard Project Agreement 2018-024-1, Virginia Department of Transportation (Loudoun County Route 28 NB Widening between Dulles Toll Road and Sterling Boulevard), in accordance with NVTA's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Executive Director sign on behalf of the Authority.
 3. **Background.**
 - a. This project was adopted as part of the FY2018-2023 Six Year Program and received FY2019 appropriation approval on October 11, 2018.
 - b. The attached SPA presented by the Virginia Department of Transportation is consistent with the project previously submitted by Loudoun County and approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

Attachment: <https://thenovaauthority.org/meetings-events/authority-meetings/>

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Nohe and Members of the
Northern Virginia Transportation Authority

FROM: Chair Phyllis Randall – Chair, Governance and Personnel Committee

SUBJECT: Adoption of the 2019 Legislative Program

DATE: December 7, 2018

- 1) **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of the 2019 Legislative Program. The draft 2019 Legislative Program as reviewed by the NVTA Governance and Personnel Committee (GPC) on December 13, 2018.
- 2) **Suggested Motion:** *I move Authority approval the draft 2019 Legislative Program, inclusive of any amendments made at the December 13, 2018 Authority meeting.*
- 3) **Background:**
 - a) The GPC, with the assistance of the Authority’s Legislative Liaison, Ms. Tracy Baynard – McGuireWoods Consulting LLC, has met since September of 2018 to work on the draft development of the 2019 Legislative Program.
 - b) A draft 2019 Legislative Program was circulated to the GPC and all Authority members on December 7th.
 - c) The GPC will have met to review and discuss as well as finalize the draft Program at the December 13th 5:30PM meeting.
 - d) Please note the compressed timeline, with GPC meeting just before the Authority meeting on December 13th may require the distribution of a revised draft Program at the meeting.

Attachment: Draft - 2019 Legislative Program



2019 State and Federal Legislative Program

(Draft Date: December 7, 2018)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (New Section and Positions)

The Northern Virginia Transportation Authority (Authority) is a regional body that focused on delivering real transportation solutions and value for Northern Virginia's transportation dollars by bringing Northern Virginia jurisdictions and agencies together to prioritize projects and implement solutions. In 2002, the Authority was created by an act of the Virginia General Assembly to develop and update a regional transportation plan of prioritized multimodal transportation projects to address the mobility needs of Planning District 8. As directed via HB 599 (2012) and HB 1470 (2015), the Authority uses performance criteria to analyze project benefits relative to costs with the goal of reducing congestion and improving emergency evacuation.

The landmark HB 2313 (2013) statewide transportation funding legislation also provided new, sustained regional funding for the Authority and its member jurisdictions. Revenues from a two percent Transient Occupancy Tax, (TOT) a fifteen cents per \$100 Grantor's Tax and \$.07 Sales and Use Tax, were divided with thirty percent flowing to the individual jurisdiction members for use on transportation improvements and the Authority retaining seventy percent to add new capacity to multimodal facilities across the region.

For the 2019 General Assembly Session, the Authority has three legislative priorities as noted below:

RESTORE LONG TERM FUNDING TO THE AUTHORITY

In 2018, deliberations on how the Commonwealth of Virginia should provide \$154 million annually to address long neglected capital maintenance at the Washington Metropolitan Area Transit Authority (WMATA) resulted in the diversion of two of the Authority's revenue sources. The Transit Occupancy Tax and the Grantor's Tax are now assigned to Virginia's newly created WMATA Capital Fund. The annual impact is a loss of \$102 million in Authority revenues for regional and local use. The adopted FY 2018-2023 Six Year Program was reduced by \$289 million from initial projections resulting in partial funding for multiple projects with high analysis scores of reducing congestion. In addition, we note that many of the Authority's member localities use both 70% Regional Revenues and 30% Local Distribution Funds as a match to the Virginia Revenue Sharing Program, and will struggle to participate in this program without restoration of long term funding for the Authority.

ALLOW THE AUTHORITY TO PERFORM HB 599 PRIORITIZATION ANALYSIS

Since the adoption of HB 599 (2012), the Authority has worked with the Virginia Department of Transportation (VDOT) and the Department of Rail and Public Transportation to create and use a prioritization evaluation process to determine which transportation projects will do the most to reduce congestion in our region. NOVA VDOT was not given any new revenues to undertake this work and indicated it had capacity to review only 25 projects every 4 years. However, the Authority, as an experiment with VDOT, incorporated HB 599 into the 2017 TransAction update (the region’s long range transportation plan) and 352 projects were evaluated for their impact on congestion reduction. These results were incorporated into the Authority’s FY2018-2023 Six Year Program. The Authority believes it is more efficient to perform the analysis based on the approach of incorporating HB 599 into TransAction as it has high benefit to the region. It is more efficient and provides a wider regional look at congestion relief than can be obtained through the process as originally envisioned in HB599. The Authority seeks the transfer of responsibility for the HB 599 analysis from VDOT to the Authority.

PROVIDE THE AUTHORITY THE SAME FLEXIBILITY IN FUNDING OPERATIONS AS THE HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION

The Authority seeks the same flexibility in which funding sources are used to support administration and operations expenses as the Hampton Roads Transportation Accountability Commission.

STATE LEGISLATIVE PROGRAM

STATE FUNDING

Allocation of Statewide Revenues: It is important that Northern Virginia continues to receive its fair share of statewide revenues, as required in HB 2313. This is especially important as various formulas and processes for transportation funding are being created and/or modified.

- **State of Good Repair:** The Authority recommends an increase in the percentage of State of Good Repair revenues that come to Northern Virginia.
 - The Authority requests that the Commonwealth also consider the condition of our region’s secondary and urban roads when allocating the State of Good Repair and Highway Maintenance and Operations Funds (HMOF). Northern Virginia is only expected to receive 6.39 percent in FY2019, of State of Good Repair funds this year as 87 percent of roads in Northern Virginia are in Fair or Better Condition. However, according to VDOT’s Dashboard, our secondary pavement conditions are the worst in the Commonwealth, with only 41 percent of these roads in Fair or Better Condition. This percentage is far less than the Commonwealth’s average of 60 percent and far from the Commonwealth’s 65 percent target. This is an on-going concern of the Authority as millions of people drive on our roads every day and these deteriorated pavements will only get worse until something is done to address them.

Revenue Sharing: The Authority recommends that funding of the Revenue Sharing Program not be decreased below its current level of \$100 million.

- The Revenue Sharing Program, which significantly leverages state transportation funds by encouraging local governments to spend their own money on transportation projects, is important to the Authority and the region. This program has been a success in Northern Virginia, where our localities regularly apply for and rely on these funds to advance critical transportation projects. Given the transportation needs of the region while acknowledging that Smart Scale is extremely oversubscribed, projects funded through the Revenue Sharing Program are not only important to the localities that seek Revenue Sharing funds, but are important to the region as well.
- **Transit Capital Funding: The Authority supports efforts to fully address this anticipated state funding reduction with statewide resources to ensure that all the Commonwealth's transit systems continue to receive appropriate state resources to provide critical transit services.** Accessible and affordable transit services are an integral component to resolving Northern Virginia's traffic congestion challenges. Revised

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

WMATA bus and rail services continue to support job and population growth in the Commonwealth of Virginia and Northern Virginia. The Authority, in addition to WMATA's Virginia jurisdictional partners, are on track to enhance the system through significant investments, e.g. Silver Line completion, new Potomac Yards station and numerous park and ride garages along I-66. WMATA, its funding partners, stakeholders and users are at a critical crossroads as we collectively try to determine the future of this important transportation infrastructure and also protect the cumulative billions of dollars already invested by local, state and federal government, by this Authority and by the private sector.

Metrorail in particular is a significant driver of the Commonwealth's and Northern Virginia's economy. The transit system station locations are the focus of some \$25 billion in residential and commercial development and economic activity around rail facilities generates \$600 million a year in state tax revenues.

- A. **State of Good Repair: The Authority supports legislation and funding necessary to sustain investments in transit and keep transit systems in a state of good repair, including maintaining dedicated funding for Metro.**
 - The Authority opposes any legislation that would shift the Commonwealth's responsibility for transit funding to localities or regions.
- B. **Safety: The Authority supports adequate funding for and oversight of WMATA as it enhances the safety and security of the system and its riders. The Authority applauds work being done to stand up the Metro Safety Commission to ensure adequate oversight of WMATA's efforts.**
 - The Commonwealth is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system, and must work with the Federal Government to ensure that it, too, provides sufficient resources.

C. Sustainable Governance, Operating and Funding Reforms: The Authority supports appropriate changes in governance structures and policies, operational practices, and funding sources as identified in SB 856/HB 1539, to address WMATA's current and long-term challenges.

- Extending the \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) beyond 2019 is critical. This funding addresses urgent capital needs and is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.
- The system staff, board and stakeholders must identify, adopt and implement reforms in all three areas in order to provide the Commonwealth, Northern Virginia and the National Capital Region with a transit system capable of supporting continued economic and population growth and national security response.
- WMATA Board governance reforms should recognize that those jurisdictions that fund Metro have a role in decision-making.
- Capital and operating funding agreements among all Metro stakeholders is essential to ensuring sustainable funding for maintenance and enhancements.

D. Maximize Metrorail's Existing Infrastructure: The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.

- While focusing on safety and state of good repair, the region must also work to address the WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
- Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. (Reaffirms Previous Position)

VIRGINIA RAILWAY EXPRESS (VRE)

The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.

- VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I-95/I-395 and I-66 Corridors of Statewide Significance during peak periods, with less pollution, energy consumption and accident cost from highway operation.
- VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the Atlantic Gateway projects, additional funding for capital and

operating remains a critical need to sustain the current level of service and meet future demand.

- The creation of the Commuter Rail Operating and Capital (CROC) fund and annual \$15 million allocation of regional gas tax revenue by the 2018 General Assembly was a clear acknowledgement of the critical role VRE plays in the regional transportation system. VRE is currently conducting an in-depth financial analysis to establish whether additional funding is needed to ensure VRE's financial security, as well as determining which capital projects are best suited for CROC funding in VRE's Capital Improvement Program.

PEDESTRIAN AND TRANSIT SAFETY

The Authority supports revisions to Virginia's existing pedestrian legislation to clarify the responsibilities of drivers and pedestrians in order to reduce the number of pedestrian injuries and fatalities that occur each year. In particular, support legislation that would require motorists to stop for pedestrians in crosswalks at unsignalized intersections on roads where the speed is 35 mph or less and at unsignalized crosswalks in front of schools.

Strong safety records depend on strong safety practices and training and **the Authority supports training programs for transit systems, pedestrians and bicyclists.** (*Revises and reaffirms previous position*)

LAND USE PLANNING

The Authority supports land use and zoning as fundamental local responsibilities and objects to certain land use provisions included in state law that could override the work done by our local governments and our residents, property owners, and the local business communities on land use and transportation plans.

Land use provisions included in legislation during the 2012 Session provide that VDOT and the Commonwealth Transportation Board (CTB) can decide whether local transportation plans are consistent with the Commonwealth's current priorities. If they decide this is not the case, they are able to withhold funding for transportation projects in counties. While the Authority is appreciative of efforts to better coordinate local and state transportation planning, it is also concerned that these provisions essentially transfer the responsibility for land use planning from local governments to the Commonwealth. (*Reaffirms previous position*)

The Authority supports the ability of its member jurisdictions to collect both in-kind and cash proffers that assist with providing necessary transportation facilities and infrastructure to serve new development and help address transportation congestion and accessibility.

Proffers have been a critical element in leveraging local, regional, state, and federal funds, which come together to fully fund necessary transportation projects in our region. Member jurisdictions and their landowner partners should have sufficient flexibility to explore all options to provide critical transportation facilities. (*Reaffirms previous position*)

SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS

The Authority opposes the transfer of secondary road construction and maintenance responsibilities to counties, especially if these efforts are not accompanied with corresponding revenue enhancements. While there may be insufficient resources to adequately meet the maintenance and improvement needs of secondary roads within the Commonwealth,

the solution to this problem is not to simply transfer these responsibilities to local government that have neither the resources nor the expertise to fulfill them.

The Authority opposes any legislative or regulatory moratorium on the transfer of newly constructed secondary roads to VDOT for the purposes of ongoing maintenance.

The Authority opposes changes to maintenance allocation formulas detrimental to localities maintaining their own roads. Changing current formulas or requiring additional counties to maintain their roads could lead to a reduction in Urban Construction and Maintenance Funds, placing a huge extra burden on these localities. (Reaffirms previous position)

MAXIMIZING USE OF FACILITIES AND OPERATIONS

A vital component of our transportation network is transportation demand management, such as high occupancy vehicle use, and teleworking, safe pedestrian and bicyclist movement; and encourage user friendly access to transit. The Authority supports these efforts to help mitigate roadway congestion and provide benefits to employers and employees. (Reaffirms Previous Position)

FEDERAL LEGISLATIVE PROGRAM

SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION

The level of Federal investment in the nation's transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly

USDOT must coordinate with regional agencies, including the Northern Virginia Transportation Authority and the Transportation Planning Board, and local governments as it works to rules to establish performance measures and standards for numerous programs;

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) are essential to the region. These two programs are presently overextended and additional funding for both is crucial to address needs throughout the Country.

To recognize the uniqueness of metropolitan areas, greater decision-making authority for determining how transportation funding is spent should be given to local governments and regional agencies, such as the Northern Virginia Transportation Authority; and

Safety and security must continue to be an important focus of transportation projects.

(Revises and reaffirms previous position)

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) FUNDING

- A. **Extending Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding and Safety:** The Authority supports WMATA's efforts to enhance the safety and security of the system and its riders, through adequate funding and oversight.

- o The federal government is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system. The \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) addresses

urgent capital needs and is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.

- This authorization, which must continue to be accompanied by annual appropriations, is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system. (Reaffirms Previous Position)

B. Maximize Metrorail's Existing Infrastructure: The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.

- While focusing on safety and state of good repair, the region must also work to address the WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
- Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. (Reaffirms Previous Position)

VIRGINIA RAILWAY EXPRESS (VRE)

The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.

- VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the Atlantic Gateway projects, additional funding for both capital and operating remains a critical need to sustain the current level of service and meet future demand.
- VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I-95/I-395 and I-66 Corridors of Statewide Significance during peak periods with less pollution, energy consumption and accident cost from highway operation.
- Federal funding and cooperation is critical to the expansion of the Long Bridge, currently a significant impediment to enhancing passenger and freight rail service in the Northeast Corridor. Expanding the Long Bridge is identified in VRE's 2040 Plan.
- The Authority urges the Federal government to complete implementation of the Positive Train Control initiative in order to improve employee and passenger safety in rail corridors used by VRE.

FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION

The Authority supports greater coordination and sufficient funding to address the planning and transportation issues associated with any future Base Realignment and Closure Commission recommendations or other federal Government Relocations and Consolidations. (Reaffirms previous position)

FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS

The Authority calls upon Congress to provide increased emergency preparedness and security funding to local and regional transportation agencies in the metropolitan Washington area. (Reaffirms previous position)

FUNDING FOR THE METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION (MATOC) PROGRAM

The Authority calls upon Congress to provide increased funding to transportation agencies in the metropolitan Washington area to continue funding for MATOC's operations. The MATOC program is a coordinated partnership between transportation agencies in D.C., Maryland, and Virginia that aims to improve safety and mobility in the region through information sharing, planning, and coordination. (Reaffirms previous position)

FLIGHT OPERATIONS AT REAGAN WASHINGTON NATIONAL AIRPORT

The Authority supports, along with other localities and regional bodies, efforts to maintain the slot rule (limiting the takeoffs and landing) and the perimeter rule at Reagan Washington National Airport. Increasing the number of slots and changing the perimeter rules would have substantial negative impacts on congestion, efficiency, service and the surrounding community. The region has encouraged air expansion at Dulles International Airport and Northern Virginia continues to significantly invest in transportation projects, such as the Metrorail Silver Line extension, that will provide greater accessibility to Dulles International Airport. (Reaffirms previous position)

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Chair Cristol – NVTA Governance and Personnel Committee

DATE: November 2, 2018

SUBJECT: Governance and Personnel Committee Report of the November 26, 2018 Meeting

1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with a report of the Governance and Personnel Committee (GPC) activities.
2. **Background:** The GPC last met on November 26, 2018. The next meeting is scheduled for December 13, 2018 at 5:30 PM. The following summarizes the November 26th meeting:
3. **Action Item:** No Action Items.

Ed. Note: As the Committee Chair and Vice-Chair were not available for the meeting, Chairman Nohe appointed Chair Cristol as temporary Committee Vice-Chair for the November meeting.

4. Discussion Items:

a. Review of Executive Director 2018 Performance Goals.

- i. The Executive Director's report of accomplishments and progress on her 2018 performance goals was presented to the Committee.
- ii. The Committee also received a report of additional accomplishments.
- iii. The Committee reviewed the accomplishments and discussed the next steps in the evaluation process, which is to distribute the reviewed accomplishments to the entire Authority for comment.
- iv. At the next meeting of the Committee, Authority member feedback will be reviewed and 2019 goals discussed.

b. Preparation for the 2019 General Assembly Session.

- i. Ms. Backmon and Ms. Baynard presented updated background on the 2019 General Assembly Session.
- ii. The Committee discussed the new language and edits to the draft 2019 Legislative Program.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: December 7, 2018

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of items of interest not addressed in other agenda items.
2. **Ribbon Cuttings and Groundbreakings.**
 - The Authority will be hosting/participating in several groundbreakings and ribbon cuttings on projects that are being funded (partially) with NVTA regional revenues. The events are noted below:
 - i. Belmont Ridge Road Widening (Loudoun County) - Wednesday, December 5, 2018
 - ii. PRTC Western Maintenance & Storage Facility (Prince William County) - Wednesday, January 23, 2019
 - iii. Northfax - Intersection Improvements at Route 29/50 and Route 123 (City of Fairfax) - To be held early 2019
3. **Five-Year Strategic Plan – One-Year “Progress Report.”**
 - The Authority adopted its Five-Year Strategic Plan on November 9, 2017. As part of the adoption, NVTA staff committed to provide a one-year progress report on the progress being made to meet the stated goals. Staff will present the one-year progress report at the January 10, 2019 Authority meeting.
4. **\$228M in NVTA Investments in the Crystal City/National Landing Area.** Through our four funding programs, NVTA has funded \$228 million in transportation investments in the Crystal City/National Landing area that relieve congestion and move residents and employees in the National Landing area and beyond. By investing in total nineteen (19) road, transit and ITS projects in the area, the Authority continues to execute policies and priorities, guided by performance-based criteria, that improve travel times, reduce delays, connect regional activity centers, improve air quality and move the most people in the most cost-effective manner.

5. NVTA Standing Committee Meetings

- **Finance Committee:** The NVTA Finance Committee is scheduled to meet next on Thursday, January 17, 2019 at 1:00pm.
- **Governance and Personnel Committee:** The next meeting of the NVTA Governance and Personnel Committee (GPC) is Thursday, December 13, 2018 at 5:30pm.
- **Planning and Programming Committee:** The NVTA Planning and Programming Committee is not scheduled to meet again until late 2019/early 2020 as part of the update of the Authority's Six Year Program covering fiscal years FY2020-2025.

6. NVTA Statutory Committee Meetings:

- **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee is not scheduled to meet again until late 2019/early 2020 as part of the update of the Authority's Six Year Program covering fiscal years FY2020-2025.
- **Technical Advisory Committee:** The next meeting of the NVTA Technical Advisory Committee is not scheduled to meet again until late 2019/early 2020 as part of the update of the Authority's Six Year Program covering fiscal years FY2020-2025.

7. CMAQ-RSTP Transfers:

- CMAQ and RSTP Transfers requested since the last Executive Director's report are presented in Attachment A.

8. Regional Projects Status Report:

- Please note the updated Regional Projects Status Report (Attachment B), which provides a narrative update for each project and the amount of project reimbursements requested and processed to date.

Attachments:

- A.** CMAQ-RSTP Transfers
- B.** Regional Projects Status Report

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

TO: Chairman Martin E. Nohe and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds
for the City of Manassas

DATE: December 6, 2018

- 1. Purpose:** To inform the Authority of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds for the City of Manassas.
- 2. Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTa to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On November 28, 2018, the City of Manassas requested the following reallocation:

- \$375,549 in CMAQ funds to the Manassas Signal Software & Equipment project (UPC 109642) from the following projects:
 - \$140,298 in previous year surplus funds from the Citywide Traffic Signal Coordination project (UPC 112301)
 - \$51,811 in previous year NOVA Balance Entry Account funds from the Highway Signalization project (UPC 13465)
 - \$183,440 in previous year NOVA Balance Entry Account funds from the Traffic Signal Improvements project (UPC 100473)

The RJACC approved this request on November 29, 2018.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Request from the City of Manassas

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

December 13, 2018

Ms. Helen Cuervo
District Administrator
Virginia Department of Transportation
4975 Alliance Dr. Suite 4E-342
Fairfax, Virginia 22030

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) funds for the City of Manassas

Dear Ms. Cuervo:

On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC).

On November 28, 2018, the City of Manassas requested the following reallocation:

- \$375,549 in CMAQ funds to the Manassas Signal Software & Equipment project (UPC 109642) from the following projects:
 - \$140,298 in previous year surplus funds from the Citywide Traffic Signal Coordination project (UPC 112301)
 - \$51,811 in previous year NOVA Balance Entry Account funds from the Highway Signalization project (UPC 13465)
 - \$183,440 in previous year NOVA Balance Entry Account funds from the Traffic Signal Improvements project (UPC 100473)

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved the requests on November 29, 2018 and the NVTA was informed at their December 13, 2018, meeting. The NVTA has not objected to these reallocations.

Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Noelle Dominguez
NVTA RJACC Chairman

cc: Martin E. Nohe, Chairman, NVTA
Monica Backmon, Executive Director, NVTA
Bryan D. Foster, Deputy City Manager, City of Manassas



November 28, 2018

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

RE: Request to Transfer Congestion Mitigation and Air Quality Improvement funds

Dear Ms. Backmon:

The City of Manassas requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) for the transfer of \$375,549 in surplus Congestion Mitigation and Air Quality Improvement (CMAQ) funds.

The funds will be transferred from three different projects to the Manassas Signal Software & Equipment project (UPC 109642). The recipient project is an existing project. The donor projects are listed below:

- UPC 112301 – Citywide Traffic Signal Coordination (\$140,298) - surplus
- UPC 13465 – Highway Signalization (\$51,811) – NOVA Balance Entry Account
- UPC 100473 – Traffic Signal Improvements (\$183,440) – NOVA Balance Entry Account

If you have any questions or concerns about this request, please contact Chloe Delhomme at (703) 257-8235.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bryan D. Foster", is written over a faint, larger version of the same signature.

Bryan D. Foster
Deputy City Manager

cc. Claudia Llana, VDOT
Angel Tao, VDOT
Carol Bondurant, VDOT

CMAQ/RSTP Transfer Request Form
 (One Sheet Needed Per Donor Project)

Date: 11/28/2018

Name of Jurisdiction/Agency Requesting: City of Manassas

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$330,298

From (Donor): To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
112301	Citywide Traffic Signal Coordination	CMAQ	Y		\$140,298.00	109642	Manassas Signal Software & Equipment	Y	2009				

TOTAL OF TRANSFER \$140,298.00

Attach Signed Request of Transfer Letter

CMAQ/RSTP Transfer Request Form
 (One Sheet Needed Per Donor Project)

Date: 11/28/2018

Name of Jurisdiction/Agency Requesting: City of Manassas

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): _____ \$51,811

From (Donor):					To (Recipient):								
UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
13465 (Balance Entry Account)	Highway signalization	CMAQ	Y		\$51,811.00	109642	Manassas Signal Software & Equipment	Y	2009				

TOTAL OF TRANSFER \$51,811.00

Attach Signed Request of Transfer Letter

CMAQ/RSTP Transfer Request Form
(One Sheet Needed Per Donor Project)

Date: _____ 11/28/2018

Name of Jurisdiction/Agency Requesting: _____ City of Manassas

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): _____ \$183,440

From (Donor): _____ To (Recipient): _____

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal Years	If No, Year Requested	Transfer Amount	UPC	Project Description	Previously Approved by NVTA	If Yes, Year Approved	JACC Approval (NVTA)	Authority Approval (NVTA)	Funds Verified (VDOT)	Completed (VDOT)
100473 (Balance Entry Account)	Traffic Signal Improvements	CMAQ	Y		\$183,440.00	109642	Manassas Signal Software & Equipment	Y	2009				

TOTAL OF TRANSFER _____ \$183,440.00

Attach Signed Request of Transfer Letter



NVTA FY2014-17 Program Project Status

Upcoming Public Information Meetings:

Fairfax County: Fairfax County Parkway Improvements – A public meeting will be held on **January 7, 2019** to focus on storm water management and Popes Head Road interchange options. Venue and time to be decided.

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
Arlington County	Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections (new trail connection to the Mt. Vernon trail) to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway (awaiting IMR approval from FHWA); construction of the interchange begins in Fiscal Year 2020. Working with VDOT to transfer PE/ROW/CN phases from County to VDOT. Long Bridge Drive was complete on June 28, 2018 and is in closeout.	Long Bridge Drive was completed in June 2018 and interchange is expected by end of Calendar year 2022	Mid-2020	49.9%
Arlington County	Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Streetscape and Undergrounding plan approval received in May 2017. Washington Gas relocations are complete. The undergrounding and streetscape improvement have commenced with NTP of 2/20/18. Watermain installation work and testing completed. Sanitary sewer work 60% complete. Storm sewer work ongoing. Utility duct banks installation ongoing on the western end of this segment. Redesigning of dry utilities on the eastern end of this segment due to existing utility conflicts.	Spring 2021	Fall 2020	10.1%
Arlington County	Columbia Pike Multimodal Street Improvements (East End) – Includes a modified street cross-section along the eastern portion of Arlington's 3.5 mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location,	\$10,000,000 (FY2015-16)	Engineering Construction	Segment A (East End) has been split into two sections. First section is Orme to Oak (West) and the second is Oak to Joyce Street (East). Right-of-Way acquisition underway, but must be completed prior to final plan approval and construction. Pursuing required easements with	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	9.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
	eliminating the s-curves, utility undergrounding and enhancing pedestrian facilities			property owners. Dominion Electric and VDOT agreements underway for installation of equipment on VDOT land. Design approval is expected in spring 2019. Segment A East is subject to negotiations with Arlington National Cemetery. Completed review of draft Environmental Assessment (EA) with comments sent to U.S. Army Corps of Engineers on 9/21/18. Continuing discussions with ANC based on EA comments.			
Arlington County	Crystal City Multimodal Center – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.	\$1,500,000 (FY2014)	Construction	Ribbon cutting occurred on May 18, 2017. Remaining funds being used to implement the real-time information signage installation. Staff determined type and location of sign. Property easement is being finalized. Power source being identified. Installation is expected by Spring 2019.	Closed construction contract and released retainage by late April 2018. Signage phase to be completed by Spring 2019.	Signage phase to be completed by Spring 2019.	88.4%
Arlington County	Ballston-MU Metrorail Station West Entrance – Constructs a second entrance to the Ballston- MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines	\$12,000,000 (FY2015-16)	Design	Design work is expected to run two years starting in Winter 2019. County and WMATA staff have reinitiated coordination on the project. WMATA is reviewing the 2006 30% design plans and preparing an estimated level of support for the project. County staff is drafting the project coordination agreement, design support agreement, and	Start of construction in Spring 2021	Fall 2020	0.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
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	and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform			project implementation plan. Project is tied to redevelopment plan of adjacent private property.			
Arlington County	Glebe Road Corridor Intelligent Transportation System Improvements – Design and construction of Intelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs.	\$2,000,000 (FY2015-16)	Engineering Construction	Task 1 – On Site Support - Engineer has been procured for this project. Task 2 – Chain Bridge ITS upgrades – 100% design submitted to VDOT. Task 3 – Chain Bridge Fiber communication – In construction phase. 95% completed. Task 4 – ITS Equipment Installations – Equipment procured. 50% completed. Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment.	Task 2 – Summer 2019 Task 3 - Nov 2018 Task 4 – Nov 2018 Task 5 – Fall 2018	Task 2 – Summer 2019 Task 3 - Nov 2018 Task 4 – Nov 2018 Task 5 – Fall 2018	20.9%
Arlington County	Lee highway Corridor ITS Enhancements – The project proposes to address congestion, safety, and transit issues by installing an Intelligent Transportation System (ITS) and corresponding Adaptive Traffic Control System program, to better manage traffic flow for both automobiles and buses. The project will install additional Bluetooth devices, count stations, CCTV cameras, and Forward Looking Infrared (FLIR) detectors in order to monitor traffic flow and safety of all modes. At the	\$3,000,000 (FY2017)	Design, PE, ROW, Construction	Task 1 – Lee Hwy / Adams – 90% design completed Task 2 – Lee Hwy / Danville - 90% design completed Task 3 – Lee Hwy / Spout Run - 30% design completed Task 4 - Lee Hwy / Old Dom. - 30% design completed Task 5 – Lee Hwy/Culpepper - 30% design completed Task 6 – ITS Equipment installation – Field survey completed. Equipment procurement in process.	June 2020	June 2020	5.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
	interchange of Lee Highway and I- 66, the project will upgrade two signals, providing a better-timed connection between I-66 and Lee Highway. The project will also upgrade existing mast arm signals and add or improve existing streetlights along Lee Highway.						
Arlington County	Crystal City Streets: 12 th Street Transitway, Clark/Bell Realignment & Intersection Improvements – The goal is to streamline the existing road network, make movements for all modes of transportation more efficient, create new connections to the street grid network, and to construct an extension of the Crystal City-Potomac Yard (CCPY) Transitway. It includes reconfiguring the street between South Eads Street and South Clark Street to provide exclusive transit lanes, reconfigure and realign a segment of Clark Street with Bell Street, and the intersection improvements around 23rd Street South and US-1 will simplify the design of three closely-spaced intersections that are confusing and inefficient for all modes.	\$11,600,000 (FY2017)	Design, PE, ROW, Construction	12 th Street design plans are at 30%. The County has decided to combine this phase of the project with the larger CCPY extension project to Pentagon City Metro. County engineers will bring that phase to 30% and then complete overall design concurrently. This phase is currently on hold pending further traffic studies to accommodate the Transitway extension. 23 rd street has been split into 2 phases. The segment between US1 and Eads will be completed in Phase 1. Design has been expanded to include improvements on the south side of this segment in Phase 1. Design and construction are scheduled to be completed by Spring/Summer 2019. The new Phase 2 will include the reconfiguration of US1 interchange and adjacent pedestrian facilities as well as the section of 23 rd Street from Eads to Crystal Drive. This project will be designed in coordination with an adjacent private sector development.	June 2021	June 2021	12%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
				Discussions have begun with that developer and design may begin by February 2019. Phase 2 will also include the closing of the existing pedestrian tunnel under US1 and removal of all above-ground structures Clark/Bell Realignment has completed 30% design. An NTP was issued to Volkert in early April and design work continues towards the 60% level. The remaining design work is scheduled to be completed in early 2020.			
Fairfax County	Innovation Metrorail Station – Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$41,000,000 (FY2014)	Design, Construction	Pedestrian bridges are complete. The County has awarded the contract for construction and work is expected on the kiss and ride, bike facilities and taxi waiting areas. The bus bays have been completed on the south side.	Spring 2019	Spring 2019	92%
	Innovation Metrorail Station (Continuation) - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances	\$28,000,000 (FY2015-16)	Construction	Pedestrian bridge is complete. The County has awarded the contract for construction and work is expected on the kiss and ride, bike facilities and taxi waiting areas. The bus bays have been completed on the south side.	Spring 2019	Spring 2019	99.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
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	from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.						
Fairfax County UPC 108720	VA Route 28 Widening – Prince William County Line to Route 29 - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environmental Study	Design: Approximately 20% complete. Environmental: NEPA Concurrence for revised project scope received from FHWA. VDHR on 10/23/18 provided concurrence that project would have no adverse impact on historic properties. Draft Noise Study submitted to VDOT on 11/19/18. Air study should be complete by December 2018. Traffic: Draft 2040 traffic model submitted to VDOT 10/18/18. Utility Designation survey completed in May 2016. Geotech: Draft Geotechnical Data Report sent to VDOT for review on 10/19/18.	2023	2019	39.2%
UPC 108720	VA Route 28 Widening – Prince William County Line to Route 29 (continuation) - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2017)	PE, ROW	Continuation of the 2015-16 project.	2023	2019	0%
Fairfax County UPC 107937	Fairfax County Parkway Improvements – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway.	\$10,000,000 (FY2015-16)	Design, Environmental, PE	VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. The overall project is about 20% complete, including obtaining survey information, developing multiple design concepts (Popes Head/Shirley gate interchange, Burk Center Parkway intersection improvement, and Parkway	2023	Spring 2019	40%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
				widening), initiating Traffic data collection, Noise analysis, Environment assessment, IJR framework, TDM, public outreach programs etc. Three public information meetings were held on Sep 25, Sep 27, and Oct 3. Another public meeting will occur on Jan 7, 2019 to focus on storm water management and Popes Head Road interchange options. NEPA documents will be prepared prior to the public hearing. The preliminary noise analysis is ongoing.			
Fairfax County UPC 107937	Route 286 Fairfax County Parkway Widening: Route 123 to Route 29 – Widen Route 286 from four lanes (undivided) to six lanes (divided). It also includes bike-ped amenities such as paved trail. Intersection improvement and access management will be considered in design.	\$10,000,000 (FY2017)	ROW	VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. The overall project is about 20% complete, including obtaining survey information, developing multiple design concepts (Popes Head/Shirley gate interchange, Burk Center Parkway intersection improvement, and Parkway widening), initiating Traffic data collection, Noise analysis, Environment assessment, IJR framework, TDM, public outreach programs etc. Three public information meetings were held on Sep 25, Sep 27, and Oct 3. Another public information meeting will occur on Jan 7, 2019 to focus on storm water management and the Popes Head Road Interchange options. NEPA documents will be prepared	2023	Spring 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
				prior to the public hearing.			
Fairfax County UPC 109814 & 5559	Rolling Road Widening – Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities.	\$5,000,000 (FY2015-16)	Design, PE, ROW	Phase 1 (interim improvements at Old Keene Mill Road and Rolling Road intersection) and Phase 2 (roadway design) design is in progress. A public hearing was held on February 27. Fairfax County Board endorsed public hearing plans on 7/31/18. Construction to begin in fall 2019 and end in fall 2020.	Phase 1: 2020 Phase 2: 2024	Fall 2018	62.5%
Fairfax County UPC 106742	Frontier Drive Extension - Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as add pedestrian and bicycle facilities.	\$2,000,000 (FY2015-16)	Design, PE	VDOT is administering this project. Design and Preliminary Engineering related efforts are underway. The IMR has received conditional approval based upon some modifications necessary to the modelling but are the subject of a supplemental submitted by the consultants for some out of scope efforts. More coordination required with WMATA. At a recent Value Engineering presentation. Fairfax County indicated conditional agreement on the VE recommendations which will result in significant redesign if adopted. Public Hearing has been postponed indefinitely.	2022-2023	Fall 2018 (Full payment made to VDOT)	100%
Fairfax County UPC 106917 (Parent UPC 52328; Asso UPC 99478)	Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive – Widen Route 7 from four to six lanes, improve intersections, and add 10-ft shared use path on both sides with connections to local trails.	\$10,000,000 (FY2017)	ROW	30% plans completed. Public hearing held on 11/15/16. Official RFP was released on 11/21/17. A Working Group meeting was held on March 7, 2018. Bids were opened on 3/29/18. CTB Award and NTP to the Design-Build contractor	2024	June 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
				<p>expected in July 2018. Construction is anticipated to begin in early 2019. Final project completion is expected in Summer 2024. Kick-off meeting with DB Team. Preliminary design going on. This includes aerial mapping, field surveys, utility designations, utility test pits, pipe video inspections, property title searches (240 of 280 searches complete; will proceed with ROW paperwork for ~60 properties shortly, since there are no significant impacts), traffic counts, geotech investigations, wetland delineations and setting up horizontal and vertical alignments (vertical alignment will not be set until mapping is complete; horizontal completed). This is expected to take several months. Field surveys completed by Nov. 1st. Geotech report is expected in May 2019. Early ROW plans in Dec 2018. Working Group Meeting #19 scheduled on 12/13/18. ROW plan submission meeting scheduled on 12/17/18.</p>			
Loudoun County	Leesburg Park and Ride – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.	\$1,000,000 (FY2014)	ROW, Construction	A construction contract was awarded and a construction kick-off meeting was held on October 1, 2018 to begin construction for a 300-space park and ride lot adjacent to Bolen Park in the Town of Leesburg. Site work started on October 22, 2018	January 2020	January 2020	0%
Loudoun	Belmont Ridge Road -	\$19,500,000	Construction	Design is complete. Right of	Summer	Summer	10.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
County	Truro Parish Road to Croson Ln – The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization.	(FY2015-16)		way acquisition continues.	2021	2021	
Loudoun County UPC 97529, 105064, 105575	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four-lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.	\$31,000,000 (FY2015-16)	Design, ROW, Construction	The construction of intersection at Loudoun County Parkway and Old Ox Road is complete. Additional work to design, acquire ROW, and construct a right turn lane from southbound Loudoun County Parkway to Westbound Route 50 is being initiated.	Mid 2021	Mid 2021	34.1%
Loudoun County/ Town of Hillsboro	NEW: Route 9 Traffic Calming: Town of Hillsboro – The project includes roundabouts at RT 9/RT 719 and RT 9/ RT690S intersections, sidewalks on both sides of RT 9, streetscaping, pedestrian lighting, raised and at-grade crosswalks, on-street parking, a closed storm sewer system, shared-use path connecting to existing and planned area trails, overhead utility burial, duct banks for future data utilities, and new drinking water main, sanitary sewer main and laterals.	\$12,112,000 (FY2018-23 SYP)	Design, ROW, Construction	Project at 100% design, awaiting final comments on second round of reviews from VDOT and Loudoun County. ROW progressing on schedule, Appraisals 100% complete, 85% offers made, 60% offers accepted and signed. Dominion Energy Authorization, GO letter for Eastern Roundabout issued.	Mid 2020	Mid 2020	6.2%
Prince William	Route 1 Widening from Featherstone Road to	\$3,000,000 (FY2014)	Design	Duct bank design completed and approved by VDOT	April 2021	October 2018	78.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
County	Marys Way – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.			Finalizing roadway project design.			
	Route 1 Widening from Featherstone Road to Marys Way (continuation) - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$49,400,000 (FY2015-16)	Design, ROW Acquisition, Construction	Right of Way plan approval and authorization received from VDOT for total and partial takes. There are approximately 69 parcels impacted with 11 total takes. All ROW has been acquired with the exception of 12 parcels waiting for settlement. Property Demolition has resumed and is ongoing with asbestos removal as needed. Roadway construction advertisement is anticipated for January 2019, with award in March 2019. The \$14,475,732 Duct Bank construction contract was awarded to Sagres Construction Corporation on August 7, 2018. Construction of the Duct Bank is anticipated to take one year. The pre-construction meeting was held on August 27, 2018. The duct bank construction activities are ongoing on schedule. Several buildings have been demolished. Demolition of structures continues and removal of tanks from service stations are ongoing.	April 2021	April 2021	49.4%
	Route 1 Widening from	\$11,000,000	Construction	Continuation of the FY2014	April 2021	April 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
	Featherstone Road to Marys Way (continuation) - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	(FY2017)		and FY2015-16 projects above.			
Prince William County	Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes the construction of a multi-use trail on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering, ROW Acquisition, Construction	ROW acquisition and utility relocations are complete. On October, 2018, the contractor completed the southbound lanes to final configuration and traffic shift. Northbound lane construction is ongoing.	October 2019	October 2019	59.5%
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design, ROW Acquisition, Construction	Project was bid as an unsolicited PPTA (Public-Private Transportation Act) proposal. The construction contract was awarded on March 6, 2018 to Shirley Contracting, LLC. The QA/QC plan was approved in April 2018. Design activities are ongoing. Negotiating with area developer that may be working in the area simultaneously to reduce impacts and duplication. Design activities are ongoing. Final bridge typical section design is being re-designed to accommodate asphalt trail.	Summer 2021	Design March 2018 thru summer 2019. Construction to begin summer 2019.	10.4%
	Route 28 Widening from Route 234 Bypass to Linton Hall Road (continuation) - Widen	\$10,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	Summer 2021	Design March 2018 thru summer	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
	approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.					2019. Construction to begin summer 2019.	
City of Manassas/Prince William County	Route 28 (Manassas Bypass) Study – Godwin Drive Extended - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	NEPA process began in Spring 2018, with an approximate 21 to 36-month timeline. A new task order with Parsons Transportation Group was finalized in April 2018. Additional funds have been approved as part of the NVTA SYP. VDOT provided a signed concurrence letter from FHWA indicating that the study can move forward as an EA on July 26, 2018. Preliminary data collection is completed. The technical report is being finalized. Public Information Meetings are scheduled for December 5 th (in Prince William County) and December 6 th (in Fairfax County). Purpose and need will be developed.	Location study (phase 1 of the overall study) completed in November 2017. NEPA (phase 2) to be completed by spring 2021.	Location study (phase 1 of the overall study) completed in November 2017. NEPA (phase 2) to be completed by spring 2021.	37.9%
City of Alexandria	Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	Project phase completed and final reimbursement submitted 04/23/2018.	EIS Phase is complete	EIS Phase is completed. Project completion form accepted by NVTA	100%
	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new	\$1,500,000 (FY2015-16)	Planning, PE, Design	Project phase completed and final reimbursement submitted as of 08/08/2018.	Planning phase is complete	Completed in September 2018.	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
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	Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.					Project close out form submitted on 10/1/2018.	
	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$66,000,000 (FY2017)	Design, PE, Construction (Design-Build)	WMATA awarded the contract on September 10, 2018 to the Potomac Yard Constructors JV for design and construction of the project. Notice to Proceed was issued 9/24/2018. The City has conducted several public meetings to present the design of the station access to the public. The City in conjunction with the contractor and WMATA continue to advance the project design. Additional public meetings will be held in December. The state announced \$50 million in funds on November 13 for the south entrance in association with the Amazon HQ2 project. The funding will require approval (likely sometime in 2019) by the Commonwealth Transportation Board. The City is working with WMATA and the state to explore the feasibility and cost of including the south entrance into the current project. We are also determining whether the scale of the entrance will be the same as contemplated in the original station design. The chief goal	Project completion is currently scheduled for Winter/Spring 2022	Phase will be completed in 2022.	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
				is to ensure the current project remains on schedule for a 2022 opening. There is approximately 18 months of design and construction that can proceed before a decision on how to implement the south entrance would become a critical path item.			
City of Alexandria	Shelters and Real Time Transit Information for DASH/WMATA – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Asset Acquisition, Construction	Since January 2017, 19 shelters have been constructed and opened to the public. Final NVTA reimbursement completed. Project colose out form submitted on 12/4/18.	Summer 2018	Summer 2018	100%
City of Alexandria	Traffic Signal Upgrades/Transit Signal Priority – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.	\$660,000 (FY2014)	Design, Asset Acquisition	Installation of the equipment is underway. Most of the equipment has been purchased by the contractor but the City is still waiting on few as the specialized modems and SIM Cards equipment to be delivered by WMATA (anticipated delivery of the pending equipment is at end of December 2018). The associated equipment programming and specialized site configuration for transit priority is underway and is expected to be completed by the end of January 2019. The testing procedures of the newly installed transit priority system are anticipated to start early February 2019.	Winter 2019	Winter 2018	12.7%
City of Alexandria	Duke Street Transit Signal Priority - Includes design, install and implementation of a transit vehicle signal priority system (on board system	\$190,000 (FY2015-16)	Construction	Installation of the equipment is underway. Most of the equipment has been purchased by the contractor but the City is still waiting on few as the specialized	Winter 2019	Fall 2019	31.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
	on DASH and field equipment along the route) on Duke Street.			modems and SIM Cards equipment to be delivered by WMATA (anticipated delivery of the pending equipment is at end of December 2018). The associated equipment programming and specialized site configuration for transit priority is underway and is expected to be completed by the end of January 2019. The testing procedures of the newly installed transit priority system are anticipated to start early February 2019.			
City of Alexandria	West End Transitway (WET) - Will provide frequent, reliable transit service connecting major activities. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).	\$2,400,000 (FY2015-16)	Design, Construction	The project has been revised to align with available funding in order for the City to achieve a beneficial facility sooner. The first phase will be along Van Dorn between Landmark Mall Rd and Sanger Avenue and Beauregard between Sanger Avenue and Mark Center Drive. The procurement for design services is anticipated for 3 rd Quarter of FY 2019.	2024	2021	36.6%
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by	\$5,000,000 (FY2014)	ROW Acquisition, Construction	NTP for construction was issued on September 19, 2016. Detour at CBR/Route 50 ended. Punchlist items.	December 2018	December 2018	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
	the inadequate culvert under Route 123.						
	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place "Northfax" – Widens Route 123 (Chain Bridge Road) to 6 lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$10,000,000 (FY2015-16)	Construction	NTP for construction was issued on September 19, 2016. Detour at CBR/Route 50 ended. Punchlist items.	December 2018	December 2018	70.5%
City of Fairfax	Kamp Washington Intersection Improvements – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and	\$1,000,000 (FY2015-16)	Construction	Construction began in December 2015. Project is substantially complete. Working on punch list items.	January 2019	January 2019	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
	pedestrian signalization; and replacement of span-wire signals with mast arm signals.						
City of Falls Church	Pedestrian Access to Transit – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed.	\$700,000 (FY2014)	Engineering, Environmental, Construction	100% design completed. Currently in ROW phase with 8 out of 12 easements completed. Utility undergrounding contract award made to Sagres Construction Corp on June 28, 2017. Notice to Proceed issued on September 11, 2017, and currently under construction. Closed out construction.	Complete in August 2018	Complete in August 2018	100%
City of Manassas	Route 28 Widening South to City Limits – Includes widening Route 28 from 4 lanes to 6 lanes from Godwin Drive in Manassas City to the southern city/Prince William County limits. This project also adds a dual left turn lane on north bound Route 28 to serve Godwin Drive. The project eliminates a merge/weave problem that occurs as travelers exit the 234 bypass and attempt to cross 2 lanes to access Godwin Drive. Signalization improvements are included.	\$3,294,000 (FY2015-16)	Engineering, ROW Acquisition, Construction	PE phase is ongoing. PE plans at 90%. Obtained CTB approval for "Limited Access Control Change." Right of Way acquisition and utility relocation coordination continues. Project advertising expected in spring 2019.	October 2019	October 2019	0.4%
Town of Dumfries UPC 90339	Widen Route 1 (Fraleigh Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) - This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to	\$6,900,000 (FY2015-16)	Engineering	The project had a PFI stage milestone meeting on 9/13/2017. The design team has addressed the PFI comments. Environmental Document is complete. Resolution of Design Support was received by the Town. Value Engineering has been approved in July 2018. A design Public Hearing was	FY2025	FY2023	10.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
	the Route 234 interchange and communities along the Route 1 corridor. This project will bring northbound and southbound Route 1 onto the same alignment by widening Route 1 NB from 2 lanes to 6 lanes, with a wide curb lane for on-road bicycle use and a sidewalk and multi-use trail for pedestrians and other modes. It includes replacing the bridge over Quantico Creek.			held on Thursday October 18, 2018. Design approval is scheduled for spring of 2019. ROW is expected to begin in July 2019.			
Town of Herndon	Intersection Improvements (Herndon Parkway/Sterling Road) – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits.	\$500,000 (FY2014)	Final Engineering, ROW Acquisition, Construction	Sidewalk construction on Sterling Rd west of Herndon Pkwy is complete and close-out pending	Highway capacity improvements completed November 2014.	Complete in June 2018	40.1%
Town of Herndon	Intersection Improvements (Herndon Parkway/Van Buren Street) – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Construction	Design is at 80% complete. Land acquisition and utility underground/relocation to occur during early 2019.	Expected in 2020, prior to the opening of Dulles Metrorail Phase II.	Spring 2020	0%
Town of Herndon	Access Improvements (Silver Line Phase II – Herndon Metrorail Station) – Provides additional vehicle and bus pull-off bays and major intersection improvements to include ADA accessible streetscape, paver crosswalks, bike-pedestrian signalization, refuge media islands and bus	\$1,100,000 (FY2014)	Engineering, ROW Acquisition, Construction	Currently in ROW phase. Construction expected to start in early 2020.	Expected in 2020, to be coordinated with the opening of Dulles Metrorail Phase II.	Winter 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
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	shelter/transit facilities.						
Town of Herndon UPC 50100	East Elden Street Improvement & Widening - Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.	\$10,400,000 (FY2015-16)	ROW, Utilities	Right of way acquisition/street dedication in 2018-2019. Construction advertisement to occur in 2022. VDOT and consultant continue work on Field Inspection / Right of Way plans. VDOT is conducting Utility Field Inspection (UFI) to coordinate the latest PE plans with utility companies.	2024	TBD after contract award	0%
Town of Leesburg UPC 89890	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation) - The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested.	\$1,000,000 (FY2015-16)	Design	Interchange Justification Report Traffic Framework document was approved on 7/14/16. Public Involvement Meeting was held on March 2 where three alternative proposals were presented. The town endorsed Alternative B on 5/9/17. Preliminary Field Inspection meeting held on 8/9/17. Draft CE has been prepared and has been approved by Federal Highway in April 2018. Public Hearing was held in May 2018. Value Engineering recommendations as well as IJR currently under review with Central Office. PH Transcript and Design	Design approval expected in early 2019.	Design approval expected in early 2019. (Full payment made to VDOT)	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
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				Approval request also currently under review at the District.			
Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg	\$13,000,000 (FY2015-16)	Design	On June 27, 2017, the Leesburg Town Council endorsed Alternate 4 (Single Point Urban Interchange-SPUI), Right in/Right out with an acceleration lane at Cardinal Park Drive and Design Build delivery method. The NEPA document (CE) is under way. Public Hearing held Mar 7, 2018. The NEPA document (CE) approved by FHWA on June 8, 2018. Request for D-B Proposal (RFP) and conceptual plans released on June 18, 2018. RFP process continues. Alternate Technical Concepts (ATCs)/proprietary meetings held and ATC under review. Technical proposals due on November 27, 2018 and Price Proposals due on December 12, 2018.	November 2021	November 2019	30.8%
	Route 7 East Market Street and Battlefield Parkway Interchange (continuation) - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg.	\$20,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	November 2021	Begin construction on 2020	0%
Potomac and Rappahannock Transportation Commission	Western Maintenance Facility – New facility will alleviate overcrowding at PRTC’s Transit Center (which was designed to accommodate 100 buses, but is currently home to over	\$16,500,000 (FY2015-16)	Construction Testing Inspection Oversight	Building Permit was approved by Prince William County on 2/5/2016. Building Permit has been extended indefinitely. Because of two years of delay in order to be able to use the NVTA (Financial Close for I-66	late Spring 2020	December 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
	166 buses) and to permit service expansion as envisioned and adopted in PRTC's long range plan.			has taken place), additional funding has been requested to cover increase in construction costs. PRTC was awarded \$11M in Concessionaire payment funds. Still awaiting project agreements from DRPT. Bid packages were issued July 16, with bids being due August 16, 2018. Clark Construction is working with the bidders to evaluate prices. On average bids increased by 25% from 3 years ago with copper and steel increasing by 40%. May have to cut some items in order to stay within budget. Start of construction expected in early 2019. Seeking Commission authorization to amend Clark's contract to include GMP (Guaranteed Maximum Price) for construction. Waiting for DRPT agreement for the Concession Payment – NTP may have to be delayed if agreement isn't completed by end of month as we'll be unable to sign contract with Clark.			
Virginia Railway Express	Alexandria Station Tunnel – Includes a pedestrian tunnel connection between Alexandria Union Station/ VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000 (FY2014)	Construction	The concept of the tunnel project is being reconsidered due to constructability, schedule considerations and projected cost increases.	TBD	TBD	0%
Virginia Railway Express	Gainesville to Haymarket Extension/ Broad Run Expansion – Corridor	\$1,500,000 (FY2014)	Planning, Project Developmen	Phase I, planning and alternatives analyses, complete. Phase II, NEPA/PE,	2022	2019	75.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
	study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.		t, Conceptual Design	is underway. Project development including preliminary engineering/30% design for expansion of the VRE Broad Run Station and Maintenance and Storage Facility (MSF) site, the selected VRE Manassas Line expansion option, is underway. NEPA effects assessment is underway. The project development phase including NEPA/PE will be complete in early 2019, pending Norfolk Southern review.			
Virginia Railway Express	Lorton Station Second Platform – Includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.	\$7,900,000 (FY2014)	Final Design, Construction	Preliminary engineering/30% design plans and NEPA documents are currently under review by CSXT. Once design review comments are received, the PE plans and environmental documents will be revised and the project development phase completed. Final design is anticipated to start by early 2019. It is anticipated that Construction will start in 2020 and be complete by 2022.	2022	2022	4.5%
Virginia Railway Express	Manassas Park Station Parking Expansion - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station	\$500,000 (FY2015-16)	Planning & Engineering Studies	Alternatives analysis and planning and Preliminary Engineering/30% design complete. A zoning waiver was approved by the Planning Commission and Governing Body for the project. All work associated with FY15/16 funding is complete.	Completed in Spring 2018	Completed in Spring 2018	100%
	Manassas Park Station Parking Expansion (continuation) - Planning and engineering investigations to expand	\$2,000,000 (FY2017)	Design, PE, Environment al	Continuation of the FY2015-16 project. Value Engineering (VE) recommendations being vetted by the City.	2022	2020	5.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
	parking and pedestrian connections at the VRE Manassas Park station.			Coordination with Norfolk Southern for access to railroad ROW for survey and geotechnical work ongoing.			
Virginia Railway Express	Franconia-Springfield Platform Expansion - Design and construction to extend the existing north-side (Metro station side) platform by up to 700 feet to allow the north-side platform at the station to be usable by full length VRE trains. It also includes design and construction of modifications to the south-side platform at the station.	\$13,000,000 (FY2015-16)	Design, Construction	Preliminary engineering/30% design plans and environmental documents are currently under review by CSXT. Once design review comments are received, the PE plans and environmental documents will be revised and the project development phase completed. Final design is anticipated to start by early 2019. It is anticipated that Construction will start in 2020 and be complete by 2022.	2022	2022	2.6%
Virginia Railway Express	Rippon Station Expansion and Second Platform - Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.	\$10,000,000 (FY2015-16)	NEPA, Design, Construction	Draft preliminary engineering/30% design plans and NEPA documents are complete for review by CSXT, pending a final design review agreement. Final Design services are anticipated to be completed by 2021 with construction completed by 2023.	2023	2023	0%
Virginia Railway Express	Slaters Lane Crossover - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.	\$7,000,000 (FY2015-16)	Design, Construction	Final design and Construction Agreement/Force Account Agreement between CSXT and VRE complete. Construction initiated but on hold until January 2019.	2019	2019	1.3%
Virginia	Crystal City Platform	\$400,000	Planning	Concept Design is complete.	2023	September	85.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 11/30/18
Railway Express	Extension Study - Includes planning and engineering investigations to evaluate the options for expansion of the VRE Crystal City station that will alleviate existing crowding, improve multimodal connections, and accommodate future service expansion and bi-directional service. The project includes development of a NEPA checklist.	(FY2015-16)	Engineering Studies	Advertisement of a request for proposals (RFP) for preliminary engineering/30% design and environmental review consultant is scheduled for early 2019 to continue project development activities using state funding; NVTA has approved final design funding for FY2020.		2018. Final invoice is being prepared.	
Washington Metropolitan Area Transit Authority	8-Car Traction Upgrades – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$4,978,685 (FY2014)	Construction Contract Admin.	Installation of the traction power gear began June 11, 2017 at K06TB2 Greenwich Street. K06TB2 was cutover back on-line July 28, 2017 and punch list items completed by September. The second location at K07TB2 was cutover back on-line on August 21, 2017 and punch list items completed in October. NVTA funded phases are 100% complete and contract close out is currently in progress.	Projected Contract Close- out Jan. 2019	Jan 2019	29.8%
Washington Metropolitan Area Transit Authority	Blue Line 8-Car Traction Upgrades – Begins the process of upgrading traction power along the Blue Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$17,443,951 (FY2017)	Engineering, Construction, Contract Admin.	Invitation for Bid (IFB) was released on September 6, 2017. Notice to Proceed was issued to the Contractor April 20, 2018. Contractor site surveys have been completed and shop drawing/submittal approvals are ongoing. Tie breaker and Traction Power Substation manufacturing are ongoing. Due to manufacturing lead times installation is estimated to commence February 2019.	Project Contract Close-out estimated December 2021	December 2021	0%