



# Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

Thursday, February 14, 2019  
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 January 10, 2019 Meeting**  
*Recommended action: Approval [with abstentions from members who were not present]*

## Action

**IV. Approval of Standard Project Agreement for City of Alexandria—Regional Funding 2018-042-1 (Alexandria Bus Network ITS)**  
Mr. Longhi, CFO  
*Recommended action: Approval of Standard Project Agreement*

**V. Approval of Deallocation of FY2019 Appropriation for the Town of Vienna**  
Mr. Longhi, CFO  
*Recommended action: Approval of Deallocation of FY2019 Appropriation*

**VI. Approval of Highway Infrastructure Program Project Recommendations**  
Ms. Backmon, Executive Director  
*Recommended action: Approval of HIP Project Recommendations*

**VII. Approval of RSTP Transfer for the Town of Leesburg**  
Mr. Sree Nampoothiri, Transportation Planner  
*Recommended action: Approval of the Transfer*

**VIII. Approval of the FY2025 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Recommendations**  
Ms. Backmon, Executive Director  
*Recommended action: Approval of the CMAQ/RSTP Recommendations*

## Discussion/Information

- |              |  |  |
|--------------|--|--|
| <b>IX.</b>   | <b>2019 Legislative Update</b>                       | Chair Randall, Chair, GPC<br>Tracy Baynard, McGuire Woods, LLC |
| <b>X.</b>    | <b>Governance and Personnel Committee Report</b>     | Chair Randall, Chair, GPC                                      |
| <b>XI.</b>   | <b>Executive Director’s Report</b>                   | Ms. Backmon, Executive Director                                |
|              | <b>A. RSTP Transfer for the City of Falls Church</b> |  |
| <b>XII.</b>  | <b>Chairman’s Comments</b>                           |  |
| <b>XIII.</b> | <b>Adjournment</b>                                   |  |

## Correspondence

**Next Meeting: March 14, 2019 at 7:00p.m.**  
**NVTA Offices**



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

**Thursday, January 10, 2019**

**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 7:09 PM.**

#### **II. Roll Call**

Ms. Thomas-Jones, Clerk

- Voting Members: Chairman Nohe; Chair Randall; Chairman Bulova; Board Member Cristol; Mayor Wilson; Mayor Parrish; Mayor Rishell; Councilmember Snyder; Mr. Kolb; Mr. Minchew; Delegate Hugo (via conference call); Ms. Hynes.
- Non-Voting Members: Mayor Wood; Ms. Cuervo; Mr. Horsley.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Planning and Programming); Harun Rashid (Transportation Planner); Peggy Teal (Assistant Finance Officer); Richard Stavros (Investment and Debt Manager); Sree Nampoothiri (Transportation Planner); Erica Hawksworth (Communication and Public Affairs Manager); Yolanda Thomas-Jones (Board Clerk); various jurisdictional and agency staff.

Chairman Nohe welcomed Mayor Wood and Mayor Wilson to the Authority.

Chairman Nohe appointed Mayor Wilson to the Finance Committee.

#### **III. Minutes of the December 13, 2018 Meeting**

Mayor Parrish moved approval of the December 13, 2018 minutes; seconded by Chair Randall, two abstentions, Ms. Hynes and Mr. Wilson. Motion carried unanimously.

### **Presentation**

#### **IV. 2018 Annual Report**

Ms. Hawksworth, Communications & Public Affairs Manager

- Ms. Backmon introduced Ms. Hawksworth, Communication and Public Affairs Manager noting:
  - ✓ The 2018 Annual Report is also available on electronically (Flipbook).
  - ✓ The report highlights the FY2018-2023 Six Year Program (SYP).
- Ms. Hawksworth presented the 2018 Annual Report and described some key content details.
  - ✓ There are two themes to the 2018 Annual Report.
    - Multimodal transportation

- Adoption of Inaugural Six Year Program
- ✓ The tagline for the 2018 Annual Report is ‘Moving Northern Virginia Forward’.
- ✓ Moving 122 projects forward within the region.
- ✓ Mandate to relieve congestion in Northern Virginia.
- ✓ Highlighted Economic Impact Report on inside cover.
- ✓ Visual breakdown of NVTAs funded projects by mode.
  - 52 bicycle pedestrian projects, includes primary and secondary modes.
- ✓ Chairman’s Acknowledgement Letter.
- ✓ Four Ribbon Cutting Ceremonies and one Groundbreaking in 2018.
- ✓ Executive Director’s letter discussing the Six Year Program and collaborative effort that continue to make the Authority a success.
- ✓ Highlighted page 8, timeline of SYP noting October 2017 TransAction Update adoption through 2018 adoption of SYP.
- ✓ 60 candidate projects reviewed, 1200 public comments, 44 adopted projects, \$1.285B in funding.
  - Two recipients received regional funds for the first time-Town of Vienna and NOVA Parks.
- ✓ Adopted projects map with breakout of all projects including modes, jurisdictions and agencies.
- ✓ Significant feature of the SYP is the funding strategy to appropriate the approved funding amounts in the first fiscal year the project is projected to expend NVTAs funds.
- ✓ The SYP funding strategy recommended by the Finance Committee, saved the Authority \$194 million over traditional funding approaches.
- ✓ Page 16, SYP Multi-modal Project Spotlight. A project from each jurisdiction with a breakdown of funding provided and summary of each project.
- ✓ FY 2019-2023 Revenue Estimates. The Grantor’s and Transient Occupancy Tax provided previously in HB2313 are no longer available to the Authority. The original and revised NVTAs revenue and distribution estimates for FY2019-2023 is charted on page 17 of the 2018 Annual Report.
- ✓ NVTAs Events and Celebrations on page 24 and page 25.
  - August 15, 2018, City of Falls Church expanded Van Buren Bridge.
  - May 22, 2018, Dulles Toll Road Ribbon Cutting.
  - August 6, 2018, Route 606 Ribbon Cutting.
  - December 5, 2018, Belmont Ridge Ribbon Cutting.
  - Hillsboro Groundbreaking, Route 9 Traffic Calming Project.
  - Amazon HQ2 Live Announcement.
  - Regional Chambers Elected Leaders Summit
  - Third Annual Northern Virginia Roundtable on Transportation.
  - Adoption of Six Year Program on June 14, 2018.
- ✓ Strategies for the future, page 26, focused on achieving the targets for the Five-Year Strategic Plan. Ms. Hawksworth mentioned Ms. Backmon will provide detail on how we are meeting the goals during the Five-Year Strategic Update presentation.
  - Regional Prosperity
  - Mobility
  - Innovation
  - Funding
  - Ms. Hawksworth thanked member localities, dedicated staff, committee members, regional partners, stakeholders and everyone involved for helping

the Authority be successful.

- ✓ Ms. Hawksworth acknowledged and thanked, in memoriam:
  - Jeff L. Davidson, a dedicated Councilmember of the Town of Herndon and member of the Authority's Planning Coordination Advisory Committee (PCAC).
  - Doug R. Fahl, a dedicated member of the Authority's Technical Advisory Committee (TAC).
- ✓ Fold-out map of SYP, and path to the Inaugural Six Year Program.
- ✓ Ms. Backmon added the map reflects the geographic balance and modal distribution regarding the funding of Authority projects.

## V. Five-Year Strategic Plan Progress Report

Ms. Backmon, Executive Director

- Ms. Backmon presented the Five-Year Strategic Plan Progress Report noting:
  - ✓ The Five-Year Strategic Plan was adopted in November 2017 after a year of work sessions with the Authority and jurisdictional and agency staff.
  - ✓ Top four goals over five years: regional prosperity, mobility, innovation and funding.
  - ✓ Regional Prosperity action included:
    - Meeting with Chambers and business community.
    - Conducted Economic Analysis using Chmura, that reflects the impact of funded projects.
    - Will continue to meet with Chambers and business community. The message regarding, our focus is congestion relief relative to cost as mandated by law.
    - There is an economic side the projects and investments the Authority makes in the Commonwealth.
  - ✓ Mobility has two strategies: Multimodal Regional Transportation Planning and Programming and Advocacy/Education.
    - The goal was to try to secure the ability to undertake HB599 in-house. Virginia Department of Transportation (VDOT), has been a great partner in working with NVTa.
    - HB599 was incorporated into the TransAction Plan. It provided the ability to undertake HB599 evaluation on all 352 projects that are in TransAction.
    - SMART SCALE application submitted which requested funding for a Regional Multi-modal Mobility Program. NVTa will learn the status of the application the week of January 15<sup>th</sup>.
    - Established Transportation and Technology Committee (TTC). Councilmember Snyder has agreed to Chair.
    - Ms. Backmon mentioned technology is here and the NVTa wants to be at the forefront and not reactive position. She also noted that innovation/technology is one of Secretary Valentine's three initiatives.
    - A high-level scenario analysis was conducted as part of the TransAction update and noted that some of the projects included in TransAction may not be needed if the given scenarios were implemented.
  - ✓ Innovation action included:
    - NVTa applied for SMART SCALE funding to implement a Regional Multi-modal Mobility Program for the entire NoVA region based on

- previously developed Integrated Corridor Management (ICM) application.
- NVTa hosted the Intelligent Transportation Society's (ITS) 3rd Annual Northern Virginia Transportation Roundtable in the Spring of 2018 which focused on self-driving vehicles. The sold-out event featured experts from organizations such as Uber, Morgan Stanley and Virginia Tech. Attendance included Authority members, elected officials, regional jurisdiction leaders and professional staff.
- NVTa will continue to host annual Northern Virginia Transportation Roundtable discussions, with the next one scheduled for March 13, 2019.
- The regularly distributed Driven by InNoVation newsletter compiles stories on emerging transportation technologies, including independent research.
- The compilation of objective, independent research is part of the TransAction update FY2020.
- ✓ Funding has three strategies: transparency/stewardship/accountability, regional coordination and advocacy/education.
  - NVTa Produced definitive financial impact assessments on proposed WMATA funding legislation, during the 2018 General Assembly Session.
  - Enhanced Financial Statement presentation to show link between size of NVTa Balance Sheet and the large number of projects adopted by the Authority, through FY2023.
  - NVTa developed and hosted a regional workshop to help regional staff in completing Standard Project Agreement (SPA) and reimbursement documents. Due to possible changes in regional staff, the Authority wanted to ensure regional staff knew how to complete the SPA.
  - The Finance Committee developed the SYP PayGo funding level recommendation and project funding strategy.
- ✓ Ms. Backmon summarized, this is the first one-year progress report for the Five-Year Strategic Plan to ensure the NVTa is making and exceeding targeted outputs.

### **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 Loudoun County—Regional Funding 2018-007-1 (Richmond Highway BRT)**
- VIII. Approval of Standard Project Agreement for City of Falls Church—Regional Funding 2018-062-1 (Falls Church Enhanced Regional Bike Routes- W&OD Trail)**
  - Mayor Parrish moved for a block approval of Items VI., VII., and VIII., 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 passed unanimously.

### **Discussion /Information**

- IX. 2019 GPC Legislative Program Update** Chair Randall, GPC
  - Ms. Baynard gave a brief update of 2019 Legislative Program Update noting:

- ✓ SB1468 has been produced, carried by Senator Black and referred to Senate Transportation Committee. As a reminder, SB 1468 transfers the HB599 responsibilities from VDOT to the Authority and allows the Authority some flexibility in funding operational costs.
- ✓ Wayfair decision came down, the state will start collecting taxes from remote sales, however, there is additional legislation that has to be adopted before this can happen. There are seven bills introduced. This decision will provide additional money to the Authority through increased sales tax collections.
- ✓ The Authority has been asked to speak to the Northern Virginia Delegation on Monday, January 21, 2019 at 5PM.
- ✓ Deadline for bills to be introduced is Friday, January 18<sup>th</sup>.
- ✓ General Assembly members have until January 11<sup>th</sup> to submit any proposed amendments to the budget.
- Ms. Baynard stated she would have a more in-depth update at the February Authority Meeting.
- Mayor Wood noted the Coal Ash Bill (SB1533), will impact roads in the Town of Dumfries. The removal of the coal ash would need to happen through the Town of Dumfries using Possum Point Road. He mentioned, Possum Point Road is not able to withstand this type of usage due to age and structural issues. Mayor Wood added there needs to be funding in the bill to include bringing the road to standard for removing these materials.
- Ms. Baynard responded once SB1533 shows, she will add it to her tracking chart and monitor.
- Chairman Nohe stated that if any unexpected legislative issue arise that requires immediate Authority attention, Chair Randall will call an emergency Governance and Personnel Committee (GPC) meeting.
- Chair Randall informed he Authority that Secretary Valentine stated that the restoration of NVTAF funds discussion will not happen until 2020. Chair Randall confirmed that although a bill was filed by Delegate Watts (HB2085), that addressed the restoration of funding, this bill is a place-holder in case a discussion happens. The bill has no companion bill in the senate and it not expected to be addressed until 2020.

## **X. Executive Director's Report**

Backmon, Executive Director

- Ms. Backmon reported items of interest, noting:
  - ✓ Groundbreaking for OmniRide Western Maintenance Facility on January 23<sup>rd</sup> at 11AM.
  - ✓ Northfax Intersection Improvements at Route 29/50 and Route 123 Ribbon-Cutting on February 4<sup>th</sup> at 11AM.

## **XI. Chairman's Comments**

- Chairman Nohe discussed the upcoming meeting schedule adding:
  - ✓ There are no action items scheduled for the March or April meeting. There is a possibility that one or both meetings will be canceled.
    - Ms. Backmon mentioned there are two outstanding SPA's that were a part of the FY2019 appropriations. One may be withdrawn and the other may come forward in February.

## **Closed Session to Discuss Executive Director's Annual Performance Evaluation**

Chair Randall moved that the Northern Virginia Transportation Authority convene a closed meeting, as authorized by Virginia Code section 2.2-3711.A.1, for the purpose of discussing a personnel matter. Seconded by Chairman Nohe and approved unanimously. (Entered closed session at 7:47PM)

Chair Randall moved that the members of the Northern Virginia Transportation Authority certify: (1) that only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia; and (2) only such public business matters as were identified in the motion by which the closed meeting was convened were heard, discussed or considered by the Committee. Seconded by Mayor Parrish, motion carried unanimously. (Reconvened closed session at 8:48PM)

**XII. Adjournment 8:49PM**

**Next Meeting: February 14, 2019 at 7:00PM**  
**NVTA Offices**



# NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

## MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** February 7, 2019

**SUBJECT:** Regional Funding Project 2018-042-1 City of Alexandria (Alexandria Bus Network ITS)

- 
- 1. Recommendation.** To seek Northern Virginia Transportation approval of the attached Standard Project Agreement (SPA) 2018-042-1.
  - 2. Suggested motion.** *I move approval of the proposed Standard Project Agreement 2018-042-1 City of Alexandria (Alexandria Bus Network ITS), 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 City of Alexandria reflects scope changes from the project application approved by the Authority.
    - c. The scope change is to reduce the number of real-time information signs from 20 to 5 since WMATA has agreed to install 20 signs thus bringing the total number of signs to 25. The savings will be used to replace GTFS technology proposed in the approved application with expanded MobileCAD technology that is expected to enhance the previously approved project goals of providing real-time bus information to the public and will additionally allow DASH supervisors to more closely monitor bus operations without the use of two-way radios.
    - d. The proposed scope change accomplishes the original adopted project goals, while expanding the project benefits through replacing manual tasks with real time tracking information to monitor schedules and make adjustments.
    - e. The attached SPA presented by the City of Alexandria is consistent with the revised project scope submitted by the City of Alexandria.
    - f. 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>  
Appendix A

**Coordination:** Council of Counsels



## Appendix A – Narrative Description of Project (Attach Project Description Form)

NVTA Project Title: Alexandria Bus Network ITS  
NVTA SPA Number: 2018-042-1 Internal NVTA Project Number (leave blank): \_\_\_\_\_  
Recipient Entity: City of Alexandria (Alexandria Transit Company-DASH)  
Project Manager Name: Martin Barna  
Phone: (703)746-5644 email: martin.barna@alexandriava.gov

### Table A-1 Project Scope/Schedule Changes

Fill any Differences from the Approved NVTA Project Description Form Attached or Previously Submitted Appendix A. Describe and provide rationale for changes in scope and/or schedule.

The project scope has been amended as follows:

DASH is seeking to upgrade its real-time passenger info capabilities by implementing ~~Real Time General Transit Feed Specification (GTFS)~~, developing a Real Time SMS text system, **“MobileCAD” system** and installing additional real-time signage along several of its busiest transit corridors.

~~With Real Time GTFS, DASH would be able to provide real-time trip planning information, based on actual vehicle locations instead of scheduled arrival times. DASH would be able to integrate its real-time data feed with partner agency platforms (i.e. WMATA’s BusETA) and third-party applications such as Google Transit. The second item, Real Time SMS, would allow passengers to get stop-specific real-time bus arrival information via text message. This is particularly helpful for passengers with non-smartphones, or those with tactile-related disabilities.~~ **MobileCAD implementation will provide a mobile version of the existing CAD/AVL system for use by field supervisors on tablet devices as they monitor service, manage re-routes, and respond to incidents. Field supervisors currently don’t have access to CAD while they are out in the field, which limits their ability to make sure service is running smoothly with high reliability. DASH will continue the introduction of a real-time SMS text message system for all DASH bus stops. Lastly, the additional real-time signage units would improve passenger information and convenience, particularly along busier routes and at major trip generators. Roughly 20 5 solar-powered units would be mounted on stop poles along major transit corridors such as King Street (Route 7), Duke Street, Beauregard Street, and Van Dorn Street.**

#### Justification:

**Since WMATA has recently purchased 20 solar-powered, real-time info signs that will be used for both Metrobus and DASH, DASH staff will reduce the 70% request from 20 to 5 signs thus making the total number of signs 25 instead of 20 at key high-ridership stops. DASH will continue the introduction of a real-time SMS text message system for all DASH bus stops consistent with the original project application.**

**The above change provides DASH an opportunity to implement additional enhancements to applications to improve real-time service delivery and customer information. Based on the adjusted project scope, DASH will implement MobileCAD (instead of GTFS), which will also provide improved real-time capabilities for front-line supervisors to monitor bus locations, adjust service on the fly, and provide customers with real-time updates about any incidents, delays or re-routes. MobileCAD implementation will negate the need for drivers to provide their bus locations over a two-way radio, allowing them to be more focused on monitoring operations and assisting customers in real-time. Overall, these changes will enhance customer convenience, improve system performance, and increase the long-term benefits proposed in the original application scope and allow for more real-time signs to be installed.**

# **Table A-2 Project Milestone by Phase Changes**

Fill any Differences from the Approved NVTa Project Description Form Attached or Previously Submitted Appendix B. Provide Date of Revision. Any update to Appendix A, Table A-2 requires an update to Appendix B reflecting the changes.

	Project description form		Rev. 1: 01/02/2019		Rev. 2: MM/DD/YYYY	
	Start Date	End Date	Start Date	End Date	Start Date	End Date
Study						
Preliminary Engineering						
Right of Way						
Construction						
Capital Asset Acquisition	7/2018	12/2018	1/2019	4/2019		
Other (Installation/Launch)	9/2018	3/2019	1/2019	6/2019		


	Rev. 3: MM/DD/YYYY		Rev. 4: MM/DD/YYYY		Rev. 5: MM/DD/YYYY	
	Start Date	End Date	Start Date	End Date	Start Date	End Date
Study						
Preliminary Engineering						
Right of Way						
Construction						
Capital Asset Acquisition						
Other						

## **RECIPIENT ENTITY**

**NVTa**

Submitted by (Person authorized in the resolution or Transportation Director):

Accepted by:

Signature:   
 Name: Mark B. Jinks, City Manager  
 Title: \_\_\_\_\_  
 Date: 1-17-19

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

  
 Assistant City Attorney  
 Approved as to Form

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Michael Longhi, Chief Financial Officer

**DATE:** February 8, 2019

**SUBJECT:** FY2019 Regional Revenue Fund Appropriation Cancellation

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1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) budget de-appropriation action for the Town of Vienna, Mill Street Parking Garage. This action does not change the project's status as an adopted project in the Six Year Program. As the Town develops updated project plans these funds are expected to be appropriated to a future fiscal year.
2. **Suggested Motion:** *I move the Authority cancel the FY2019, \$2,300,000 appropriation to the Town of Vienna Mill Street Parking Garage (Project ID: 2018-057-0), reclassifying the funds in the Regional Revenue Fund from appropriated to restricted.*
3. **Background:**
  - a. The Town of Vienna formally notified the Authority by a letter dated January 15, 2019 (attached) that the Mill Street Parking Garage Project will not be able to utilize the FY2019 appropriation of \$2,300,000, this fiscal year.
  - b. A new project plan is in development by the Town.
  - c. Appropriated projects are expected to start drawing project funds in the year of appropriation.
  - d. A policy setting out expected project activation, monitoring and de-appropriation is in development and is expected to be presented to the Authority for consideration this fiscal year.
  - e. The Town and Authority staff have worked together to determine removing the appropriation will allow the project the greatest amount of timing flexibility.
  - f. The project will remain an adopted project in the Authority's Six Year Program (SYP) with a pending appropriation. There are 28 other projects in the SYP worth \$758 million in this status.
  - g. The project will be included in a future appropriation cycle between FY2020 and FY2023. Funding remains available provided the new project plans are consistent with the scope of the originally adopted project application approved by the Authority.

Attachment: Deallocation Request Letter



**Town Manager's Office**

January 15, 2019

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

RE: Town of Vienna Mill Street NE Parking Garage - TransAction ID 199 Ref # 2018-057-0

Dear Ms. Backmon,

The Town of Vienna would like to inform you that the NVTA Project **TransAction ID 199 Ref # 2018-057-0 - Mill Street NE Parking Garage** with a FY2019 appropriation will not be ready to expend funds during this fiscal year. Therefore, we request the FY2019 appropriation be put on hold pending a future project spend plan. We anticipate project will start spending funds in or prior to FY2023 as required. I look forward to working with your staff when as this project progresses.

Sincerely,

Mercury T. Payton  
Town Manager

MP/nn

Cc: Mike Gallagher, Director of Public Works

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** February 7, 2019

**SUBJECT:** Highway Infrastructure Program (HIP) Project Recommendations

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- 1. Recommendation.** To seek Northern Virginia Transportation Authority (NVTa) approval of approximately \$7,500,000 in Highway Infrastructure Program (HIP) funds, for the Route 50 and Route 1 projects, for Commonwealth Transportation Board (CTB) consideration.
- 2. Suggested motion.** *I move Authority recommendation of \$4,000,000 for the Route 50 Intersection Improvements in Loudoun and Fairfax Counties, and \$3,500,000 for the Route 1 Widening Project in Prince William County, to the Commonwealth Transportation Board, for approval under the Highway Infrastructure Program (HIP).*
- 3. Background.**
  - a. A federal notice issued on April 25, 2018, the Department of Transportation Appropriations Act, 2018, title I of division L, Public Law (Pub. L.) 115-141, appropriated \$2.525 Billion for Highway Infrastructure Programs. Of such amount, \$1.98 Billion shall be set aside and appropriated for activities eligible under section 133(b)(1)(A) of title 23, United States Code (U.S.C.)
  - b. The Virginia Department of Transportation (VDOT) contacted the NVTa Executive Director regarding the Highway Infrastructure Program and potential projects that meet eligibility requirements for the HIP funds in the Northern Virginia region.
  - c. The amount of HIP funds available for the Northern Virginia region is \$7,585,313.
  - d. The funds are available for obligation immediately but must be obligated on or before September 30, 2021. These projects must be completed and billed by September 30, 2026.
    - a. Eligibility requirements: Eligible entities must have a population of 200,000 or more. The funds may only be applied to projects under 23 USC 133(b)(1)(a), which is for: highways, bridges, and tunnels.
    - b. Funds may not be used for local roads/minor collectors, ferry boats, intelligent transportation system (ITS), truck parking facilities, transit, planning, or research.
  - e. NVTa's Executive Director met with staff from the four counties who met the population eligibility requirements. From those meetings, consensus was built around the following two projects:

- a. **Route 50 Intersection Improvements from Centerville Road to Stone Springs Boulevard (jointly by Fairfax and Loudoun Counties) - \$4,000,000.** The project will develop and implement short-term spot improvements (new or modified lanes, signal timing/phasing improvements, signage, and pavement markings) at a specific intersection or group of intersections along US Route 50 within Fairfax County and Loudoun County. Construction is expected to be completed by 2023.
  - b. **Route 1 Widening to Six Lanes - Featherstone Road to Mary's Way (Prince William County) - \$3,500,000.** The project will widen 1.3 miles of Route 1 from four lanes to six lanes including a 5' sidewalk on the east side and 10' shared use path/trail on the west side of the roadway. NVTAs 70% funds are already allocated to this project. Construction is expected to be completed by Fall 2021.
  - f. The Regional Jurisdictional and Agency Committee was briefed on the HIP funds and the recommended projects at their January meeting.
  - g. The recommended projects support NVTAs long range transportation plan, TransAction, and investments made through NVTAs regional funding programs.
4. **Next Steps:** NVTAs recommended projects will be sent to VDOT for Commonwealth Transportation Board approval.

**Attachment:** Project applications

**Coordination:** Regional Jurisdiction and Agency Coordination Committee (RJACC)



## HIGHWAY INFRASTRUCTURE PROGRAM (HIP) FUNDS REQUEST FORM

(Please complete all questions, even if response is “not applicable.”)

### 1. BACKGROUND

<b>1.1</b>	Project Title:	Route 50 Intersection Improvements
<b>1.2</b>	Agency / Jurisdiction Submitting Project:	Loudoun County Fairfax County
<b>1.3</b>	Submitter's Name and Phone Number:	<b>Robert Brown – DTCI – 703-777-0122</b> <b>Nanditha Paradkar – FCDOT - 703-877-5667</b>
<b>1.4</b>	Implementing Agency / Jurisdiction:	Virginia Department of Transportation /NOVA Region
<b>1.5</b>	Implementer's Point of Contact:	TBD
<b>1.6</b>	Project Website (if one exists):	<a href="https://lfportal.loudoun.gov/LFPortalinternet/0/edoc/281756/Item%2012%20Route%2050%20Corridor%20Study.pdf">https://lfportal.loudoun.gov/LFPortalinternet/0/edoc/281756/Item%2012%20Route%2050%20Corridor%20Study.pdf</a>
<b>1.8</b>	Project Description:	<p>The primary objective of this project is to develop and implement short-term spot improvements at a specific intersection or group of intersections along US Route 50 within Fairfax County and Loudoun County. These short-term improvements will enhance operations at individual locations. Short-term improvements are assumed to be spot improvements at a specific intersection or group of intersections (e.g. new or modified lanes), signal timing/phasing improvements, signage, and pavement markings. These improvements are generally within the public right-of-way.</p> <p>US Route 50 is a critical link for east-west travel in Northern Virginia and in Loudoun County. The road serves both rural land uses to the west to developing suburban areas, and commercial land uses approaching eastern Loudoun County and into Fairfax County. In Loudoun County, near the corridor's densest locations, US Route 50 carries between 32,000 and 38,000 vehicles per day. East of Loudoun County and through the Sully Road (Route 28) interchange in Fairfax County, US Route 50 carries approximately 71,000 vehicles per day. A significant portion of this daily traffic includes commuters that travel to the east in the morning and return west during the evening. This daily commuting pattern and the volume of traffic involved contribute to recurring congestion on US Route 50,</p>

particularly during the weekday commuter peak hours of travel. To alleviate some of these bottlenecks, the Loudoun County Board of Supervisors in 2017 completed a US Route 50 Corridor Study – Existing Conditions and Short-Term Improvements to better understand the causes of the congestion and identify potential short-term improvements to mitigate the congestion. The western terminus of the study area is located at Stone Springs Boulevard and ends at Centreville Road in Fairfax County in the east. The Corridor Study contains an analysis of 19 intersections and one interchange (Route 28). Staff from the Fairfax County Department of Transportation participated as a stakeholder in this project. The study area intersections include:

1. Stone Springs Boulevard
2. Gateway Village Place/Medical Drive
3. Gum Spring Road
4. Hutchinson Farm Drive
5. Pinebrook Road
6. Loudoun County Parkway
7. Elk Lick Road (unsignalized)
8. South Riding Boulevard
9. Tanner Lane/Poland Road
10. Tall Cedars Parkway
11. Pleasant Valley Road (west)
12. Pleasant Valley Road (east)/Dulles S. Court \*
13. Stonecroft Boulevard \*
14. Avion Parkway/Airline Parkway \*
15. Lee Road/Air and Space Museum Parkway \*
16. Lee Road and Chantilly Crossing Lane \*
17. Route 28 southbound ramp \*
18. Centerview Drive/Sulleyfield Circle \*
19. Centreville Road/Walney Road

\* Indicates intersection in Fairfax County

Short-term improvements consist of some or all of the following types of projects: spot improvements at a specific intersection or group of intersections, signal timing/phasing improvements, signage, and pavement markings. These improvements are generally within the public right-of-way. Improvements along Route 50 in portions of Loudoun and Fairfax County presented in the Corridor Study were developed in coordination with staff from Fairfax and Loudoun County and focused on:

- Intersections with an overall LOS of E or F during one or both peak hours
- Specific movements at intersections that either have poor LOS or contributed to significant queuing at intersection

	<p>approaches</p> <ul style="list-style-type: none"> <li>• Specific movements at intersections where the traffic volume exceeds the capacity of the available lanes</li> <li>• Sources of interruption in the east-west progression of traffic</li> </ul> <p>The study showed that short-term improvements have potential to enhance operations at individual locations.</p> <p>Each of the identified short-term improvement alternatives were analyzed to determine the potential benefits to traffic operations as well as the related conditions that could enhance or limit the implementation of the alternative. Concept design sheets were developed for Tier 1 and Tier 2 short-term improvements. The design sheets include a project description, concept sketch, identified design considerations, the results of the traffic evaluation for the alternative compared with existing conditions, and a planning level opinion of probable cost. The average cost of Tier 1 improvements was about \$1.7 million per intersection.</p> <p>Transit service is located within the corridor and will benefit from the improvements from these projects. The transit services are a mixture of Loudoun Transit, Fairfax Connector, and shortly Metrorail connecting service for both local and long-haul commuter trips. Existing transit routes in the study area include:</p> <p>The <b>East Gate-Wiehle Line (Route 88X)</b> provides peak express service from the East Gate Park &amp; Ride Lot along US Route 50, Route 28, and the Dulles Toll Road to the Wiehle-Reston East Metrorail Station. In addition to the transit service, Loudoun County operates two park and ride lots in the US Route 50 corridor.</p> <p><b>The Fairfax Connector Chantilly Line (Routes 650, 651, and 652)</b> provides service from western Fairfax County to the Vienna Metrorail Station.</p>
<p><b>1.9</b> Explain how this project implementation will meet the <b>September 30, 2021 deadline?</b></p>	<p>Loudoun County has appropriated over \$600,000 in the current Fiscal Year (FY 2019) Capital Improvement Program to initiate the preliminary engineering studies and final design to enable intersection improvements to be started by June of 2019 and be completed by July of 2020. The type of improvements will qualify as a Categorical Exclusion and the ROW impacts are expected to be minimal, if any at all. This will allow the project to be advertised and awarded and HIP funds obligated, before June of 2021, three months before the obligation deadline of September 30, 2021. Loudoun County is currently working with VDOT and FHWA on the obligation of TIGER grant funds, and is familiar with the federal procurement and grant processes, which are similar to HIP funds.</p>

## PROJECT INFORMATION

<b>2.1</b> UPC#: (For existing project, if unsure, please ask VDOT staff for assistance)	<b>NA</b>
<b>2.2</b> TPB's Project ID:	<b>NA</b>
<b>2.3</b> Other Identifying Numbers: (Please list type)	<b>NA</b>
<b>2.4</b> Jurisdiction where project is located:	<b>Loudoun County and Fairfax County</b>
<b>2.5</b> Project Limits:	
From: Centreville Road in Fairfax County	
To: Stone Springs Boulevard in Loudoun County	

### 2.6 Type of Project/Action (Select one below)

**2.6.a** ☒ Roadway Project: (i.e. New roadway, widening, shoulder improvements, intersection improvements, bridge construction/repair/rehabilitation, roadway realignment, turn lanes at intersections)

**2.6.b** ☐ ITS Project: (i.e. Signals, TV Monitors)

**2.6.c** ☐ Transit Project: (i.e. Buses, Station Improvements, Park & Ride Lots)

**2.6.d** ☐ Bicycle & Pedestrian Project: (i.e. Sidewalks, Bike Trail, Bike lockers)

**2.6.e** ☐ Study: (i.e. Transit Study, Park & Ride Study, Traffic Signal System Study)

**2.6.f** ☐ Multimodal (Projects that include several modal choices for travelers. Modes include travel by car, train, bus, bicycle, or on foot.): (List all modes that apply.)

---

**2.6.g** ☐ Marketing, Public Education and/or Outreach, including alternative commute programs

### 2.7 Does Project include Bicycle/Pedestrian Accommodations? (Select one below)

**2.7.a** ☐ Primarily a Bicycle/Pedestrian project

**2.7.b** ☐ Bicycle/Pedestrian accommodations included

**2.7.c** ☐ No Bicycle/Pedestrian accommodations included

### 3. FEDERAL/STATE DOCUMENTATION

- 3.1 Air Quality Analysis (CMAQ projects or projects of regional significance require air quality analysis – use regional template): ☐ Required ☒ Not Required (exempt)

If required, are quantification of benefits included with this application?

☐ Yes ☒ No

- 3.2 Project Status: (Select as many as appropriate.)

3.2.a ☐ New Project

3.2.b ☒ Continuation of Existing Local Project

3.2.c ☐ Continuation of Federally funded project; was in Previous TIP, proceeding as scheduled

3.2.d ☐ Continuation of Federally funded project; was in Previous TIP, delayed or reprogrammed

3.2.e ☐ Continuation of State project, in SYIP

3.2.f ☐ Projected completion date: \_\_\_\_\_

- 3.3 Environmental Review:

**Type: (select one)**

☐ Blanket categorical exclusion

☐ Programmatic categorical exclusion

☒ Categorical exclusion

☐ Draft Environmental Assessment

☐ Environmental Assessment

☐ Finding of No Significant Impact

☐ Draft Environmental Impact Statement

☐ Final Environmental Impact Statement

☐ 4F Determination of Environmental Impact on Parkland

**Status: (select one)**

☐ Proposed for preparation

☐ Under preparation

☐ Under review

☐ Approved

☐ Not Applicable

#### 4. SCHEDULING INFORMATION

##### 4.1 Project Delivery Schedule for Federal Obligation

<b>PE Start Date</b>	<b>6 / 2019</b>
<b>RW Start Date</b>	<b>7 / 2020 (if needed)</b>
<b>CN Start Date</b>	<b>4 / 2021</b>
<b>CN End Date</b>	<b>1 / 2023</b>

##### 4.2 Please provide your **new funding requests** by phase in the appropriate table below:

**Table 1: Total Cost Estimates by Year for the Project.** Please identify the sources of secured funding and any gap

	<b>Total Project Cost Estimate</b>	<b>Source of Funds</b>	<b>Previous Funds spent prior to FY2019</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>
Design/PE/ Environmental	<b>\$645,000</b>	\$645,000 Loudoun FY 2019 CIP	0	\$645,000		0
ROW Acquisition/ Utility Relocation	<b>\$0.00</b>		0	0		0
Construction	<b>\$8,820,000</b>	\$4,820,000 million in Loudoun FY 2019 CIP	0	0		\$8,820,000
<b>TOTAL</b>	<b>\$9,465,000</b>		<b>\$0</b>	<b>\$645,000</b>		<b>\$8,820,000</b>

**Table 2: HIP fund requested for the Project** (should not exceed the gap in Table 1)

			<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>
Design/PE/ Environmental					
ROW Acquisition/ Utility Relocation					
Construction					\$4,000,000
<b>TOTAL</b>					<b>\$4,000,000</b>

#### 5. PLANNING CONSIDERATIONS

- 5.1** Included in:
- |                                       |   |
|---------------------------------------|---|
| <input type="checkbox"/> Primary SYIP | <input type="checkbox"/> Secondary SYIP                           |
| <input type="checkbox"/> Urban SYIP   | <input type="checkbox"/> MPO TIP                                  |
| <input type="checkbox"/> State STIP   | <input checked="" type="checkbox"/> Locality's Comprehensive Plan |

##### 5.2 Is the project included in TransAction?

☒ Yes, specifically included in TransAction. Specify TransAction ID: **318**

☐ Yes, included as part of a larger project, group of projects or Category.

Specify TransAction ID: \_\_\_\_\_

☐ No, project not included but it is still a jurisdiction/agency priority.

**5.3** For Transit Projects, will this project be “Flexed” or transferred to FTA?

☐ Yes

☐ No

☐ TBD.

**5.4** For Projects receiving HB 2313 Funds, please fill in the following.

Project Name receiving HB 2313 Funds: \_\_\_\_\_

Fiscal Year of HB 2313 Funding: \_\_\_\_\_

Funded through “30% Local” or “70% Regional” Transportation Funding? \_\_\_\_\_

<b>Form Completed by:</b>	<b>Robert S Brown, Regional Transportation Coordinator</b>
<b>Date:</b>	<b>January 30, 2109</b>

**Attachments:**

	<b>Evidence of approval of the governing body</b>
	<b>This item is scheduled to be presented to the Board of Supervisors on February 21, 2019.</b>





# HIGHWAY INFRASTRUCTURE PROGRAM (HIP) FUNDS REQUEST FORM

(Please complete all questions, even if response is “not applicable.”)

## 1. BACKGROUND

<b>1.1</b>	Project Title:	Route 1 Widening to Six Lanes – Featherstone Road to Mary’s Way
<b>1.2</b>	Agency / Jurisdiction Submitting Project:	Prince William County Department of Transportation
<b>1.3</b>	Submitter’s Name and Phone Number: fc	Paolo Belita, 703-792-6273
<b>1.4</b>	Implementing Agency / Jurisdiction:	Prince William County Department of Transportation
<b>1.5</b>	Implementer’s Point of Contact:	Ricardo Canizales, 703-792-5985
<b>1.6</b>	Project Website (if one exists):	
<b>1.8</b>	Project Description:	This current project will widen Route 1 (Jefferson Davis Highway) from four lanes to six lanes between Featherstone Road and Mary’s Way in Prince William County. The project length is 1.3 miles long and includes multimodal facilities along the entire length of the roadway. The project will construct a 5’ sidewalk on the east side and 10’ shared use path/trail on the west side of the roadway. The project is a component of a larger effort to widen and improve travel along the entire Route 1/Jefferson Davis Highway corridor in Prince William County and Northern Virginia. Increasing capacity on this section of Route 1 improves person throughput and travel time reliability on existing commuter and local PRTC/OmniRide bus routes. As an integral component of the Washington to North Carolina Corridor of Statewide Significance (CoSS), Route 1 provides a viable alternative to commuters in the region. The project will reduce delays and improve the overall reliability of this segment for various modes of transportation.
<b>1.9</b>	Explain how this project implementation will meet the <b>September 30, 2021 deadline?</b>	The project is currently underway. The construction of the project is anticipated to be completed by Fall 2021. Funds requested as part of this program will be obligated by September 30, 2021 and expended prior to the deadline.

## PROJECT INFORMATION

2.1	UPC#: (For existing project, if unsure, please ask VDOT staff for assistance)	104303
2.2	TPB's Project ID:	CE3173
2.3	Other Identifying Numbers: (Please list type)	TIP ID: 6446 / Agency ID: 104303
2.4	Jurisdiction where project is located:	Prince William County
2.5	Project Limits:	Route 1 (Jefferson Davis Highway)
From: Featherstone Road		
To: Mary's Way		

### 2.6 Type of Project/Action (Select one below)

- 2.6.a ☒ Roadway Project: (i.e. New roadway, widening, shoulder improvements, intersection improvements, bridge construction/repair/rehabilitation, roadway realignment, turn lanes at intersections)
- 2.6.b ☐ ITS Project: (i.e. Signals, TV Monitors)
- 2.6.c ☐ Transit Project: (i.e. Buses, Station Improvements, Park & Ride Lots)
- 2.6.d ☐ Bicycle & Pedestrian Project: (i.e. Sidewalks, Bike Trail, Bike lockers)
- 2.6.e ☐ Study: (i.e. Transit Study, Park & Ride Study, Traffic Signal System Study)
- 2.6.f ☒ Multimodal (Projects that include several modal choices for travelers. Modes include travel by car, train, bus, bicycle, or on foot.): (List all modes that apply.)  
The project includes a 10' shared use path and 5' sidewalk.
- 2.6.g ☐ Marketing, Public Education and/or Outreach, including alternative commute programs

### 2.7 Does Project include Bicycle/Pedestrian Accommodations? (Select one below)

- 2.7.a ☐ Primarily a Bicycle/Pedestrian project
- 2.7.b ☒ Bicycle/Pedestrian accommodations included
- 2.7.c ☐ No Bicycle/Pedestrian accommodations included

## 3. FEDERAL/STATE DOCUMENTATION

- 3.1 Air Quality Analysis (CMAQ projects or projects of regional significance require air quality analysis – use regional template): ☐ Required ☒ Not Required (exempt)

If required, are quantification of benefits included with this application?

☐ Yes      ☒ No

**3.2 Project Status: (Select as many as appropriate.)**

- 3.2.a** ☐ New Project  
**3.2.b** ☒ Continuation of Existing Local Project  
**3.2.c** ☒ Continuation of Federally funded project; was in Previous TIP, proceeding as scheduled  
**3.2.d** ☐ Continuation of Federally funded project; was in Previous TIP, delayed or reprogrammed  
**3.2.e** ☒ Continuation of State project, in SYIP  
**3.2.f** ☒ Projected completion date: 2021

**Environmental Review:**

**Type: (select one)**

**Status: (select one)**

- |   |   |
|---|---|
| <input type="checkbox"/> Blanket categorical exclusion                        | <input type="checkbox"/> Proposed for preparation |
| <input type="checkbox"/> Programmatic categorical exclusion                   | <input type="checkbox"/> Under preparation        |
| <input type="checkbox"/> Categorical exclusion                                | <input type="checkbox"/> Under review             |
| <input type="checkbox"/> Draft Environmental Assessment                       | <input checked="" type="checkbox"/> Approved      |
| <input checked="" type="checkbox"/> Environmental Assessment                  | <input type="checkbox"/> Not Applicable           |
| <input type="checkbox"/> Finding of No Significant Impact                     |   |
| <input type="checkbox"/> Draft Environmental Impact Statement                 |   |
| <input type="checkbox"/> Final Environmental Impact Statement                 |   |
| <input type="checkbox"/> 4F Determination of Environmental Impact on Parkland |   |

**4. SCHEDULING INFORMATION**

**4.1 Project Delivery Schedule for Federal Obligation**

<b>PE Start Date</b>	<b>February, 2015</b>
<b>RW Start Date</b>	<b>May, 2017</b>
<b>CN Start Date</b>	<b>June, 2020</b>
<b>CN End Date</b>	<b>Fall, 2021</b>

4.2 Please provide your **new funding requests** by phase in the appropriate table below:

**Table 1: Total Cost Estimates by Year for the Project.** Please identify the sources of secured funding and any gap

	Total Project Cost Estimate	Total Funds Available	Previous Funds spent prior to FY2019	FY2019	FY2020	FY2021 and Later
Design/PE/Environmental	\$5,308,662.00	\$5,500,000	\$4,398,812	\$1,101,188		
ROW Acquisition/Utility Relocation	\$38,755,438.00	\$40,000,000	\$22,353,014	\$10,000,000	\$7,646,986	
Construction	\$67,523,958.81	\$53,776,501	\$572,701	\$11,925,000	\$15,000,000	\$26,278,800
TOTAL	\$111,588,058.81	\$99,276,501	\$27,324,527	\$23,026,188	\$22,646,986	\$26,278,800

**Gap:** \$12,300,000

**Secured Funding Sources:**

- NVT A 70%
- VDOT / SMART SCALE
- RSTP
- Prince William County Service Authority

**Table 2: HIP fund requested for the Project** (should not exceed the gap in Table 1)

			FY2019	FY2020	FY2021
Design/PE/Environmental					
ROW Acquisition/Utility Relocation					
Construction			\$3,400,000		
TOTAL			\$3,400,000		

**5. PLANNING CONSIDERATIONS**

- 5.1 Included in:
- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Primary SYIP | <input checked="" type="checkbox"/> Secondary SYIP                |
| <input type="checkbox"/> Urban SYIP              | <input checked="" type="checkbox"/> MPO TIP                       |
| <input checked="" type="checkbox"/> State STIP   | <input checked="" type="checkbox"/> Locality's Comprehensive Plan |

5.2 Is the project included in TransAction?

☐ Yes, specifically included in TransAction. Specify TransAction ID: \_\_\_\_\_

☒ Yes, included as part of a larger project, group of projects or Category.

Specify TransAction ID: Included as part of TransAction 2040 under Corridor 8 / Project ID 8BB (As completed).

☐ No, project not included but it is still a jurisdiction/agency priority.

**5.3** For Transit Projects, will this project be “Flexed” or transferred to FTA?

☐ Yes

☒ No

☐ TBD.

**5.4** For Projects receiving HB 2313 Funds, please fill in the following.

Project Name receiving HB 2313 Funds: Widen Route 1 to Six Lanes (Featherstone Road to Mary’s Way)

Fiscal Year of HB 2313 Funding: FY2014, FY2015/16, FY2017

Funded through “30% Local” or “70% Regional” Transportation Funding? Yes

<b>Form Completed by:</b>	<b>Paolo Belita</b>
<b>Date:</b>	<b>1/28/2019</b>

**Attachments:**

	<b>Evidence of approval of the governing body</b>
	<b>BOCS Date:</b> February 12, 2019 (scheduled)
	<b>BOCS Resolution Title:</b> Ratification of a Funding Application through the Highway Infrastructure Program for the Route 1 (Featherstone Road to Mary’s Way) Project – Woodbridge Magisterial District



**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 Regional Surface Transportation Program (RSTP)  
funds for the Town of Leesburg

**DATE:** February 8, 2019

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1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTA) approval for Regional Surface Transportation Program (RSTP) funds Reallocation Requests for the Town of Leesburg.
2. **Suggested Motion:** *I move Authority approval of the reallocation of Regional Surface Transportation Program (RSTP) funds for the Town of Leesburg.*
3. **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). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.

On January 24, 2019, the Town of Leesburg requested the following transfers:

- \$4,003,555 RSTP funds to the Route 7/Battlefield Parkway Interchange project (UPC 106573).

The RSTP funding will be transferred from the following projects:

- \$2,703,555 from the Route 15 Bypass/Edwards Ferry Road Interchange Project (UPC 89890) in FY2021 and FY2022; and,
- \$650,000 from the Route 15 Widening Project (UPC 103999) in previous year funds.

The transfer of these RSTP funds would allow the Town to contribute to filling the funding shortfall in this project. The projects from which the funds are being transferred are either completed or does not start until beyond FY2022. Future RSTP funds will be allocated to the Route 15/Edwards Ferry Road Interchange project in place of the transferred RTSP funds.

While the project is currently funded with NVT A 70% regional funds, it has not received CMAQ/RSTP funds to date. Therefore, the Authority will need to approve the transfer request before those funds can be reallocated.

At its meetings on January 24, 2019 the RJACC recommended approval of the reallocation request for the Town of Leesburg.

**Attachment(s):** DRAFT Letter to VDOT NOVA District Administrator Cuervo  
Request Letter from the Town of Leesburg  
CMAQ/RSTP Transfer Request Form from the Town of Leesburg

**Coordination:** Regional Jurisdiction and Agency Coordinating Committee





## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

February 8, 2019

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

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) funds for the Town of Leesburg.

Dear Ms. Cuervo:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) 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). However, since the receiving projects are new, the Authority needs to approve the transfer requests before any funds can be reallocated.

On January 24, 2019, the Town of Leesburg requested the following transfers:

- \$4,003,555 RSTP funds to the Route 7/Battlefield Parkway Interchange project (UPC 106573).

The RSTP funding will be transferred from the following projects:

- \$2,703,555 from the Route 15 Bypass/Edwards Ferry Road Interchange Project (UPC 89890) in FY2021 and FY2022; and,
- \$650,000 from the Route 15 Widening Project (UPC 103999) in previous year funds.

The transfer of these RSTP funds would allow the Town to contribute to filling the funding shortfall in this project. The projects from which the funds are being transferred are either completed or does not start until beyond FY2022. Future RSTP funds will be allocated to the Route 15/Edwards Ferry Road Interchange project in place of the transferred RTSP funds.

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,

Martin E. Nohe  
Chairman

cc: Monica Backmon, Executive Director, NVT  
Renee LaFollette, Director, Public Works and Capital Projects, Town of Leesburg



RENÉE M. LaFOLLETTE, P.E., DIRECTOR  
Department of Public Works and Capital Projects

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25 West Market Street ■ 20176 ■ 703-771-2790 ■ Fax: 703-737-7065 ■ [rlafollette@leesburgva.gov](mailto:rlafollette@leesburgva.gov) ■ [www.leesburgva.gov](http://www.leesburgva.gov)

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January 24, 2019

Noelle Dominguez, Legislative Liaison  
Coordination and Funding Division  
Fairfax County Department of Transportation  
4050 Legato Road, Suite 400  
Fairfax, Virginia 22033

RE: Reallocation of RSTP funds, UPC 89890 and UPC 103999 to UPC 106573

Dear Ms. Dominguez:

The Town of Leesburg requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Northern Virginia Transportation Authority (NVTA) to transfer \$2,703,555 in RSTP funds from the Route 15 Bypass / Edwards Ferry Road Interchange project (UPC 89890) and \$650,000 in RSTP funds from the Route 15 Widening Project (UPC 103999) to the Route 7 / Battlefield Parkway Interchange project (UPC 106573).

The scope of UPC 106573 is the construction of a new grade separated interchange between East Market Street (Route 7) and Battlefield Parkway. This project is considered to be one of the highest transportation priorities by both the Town of Leesburg and Loudoun County. The project will mitigate traffic congestion by eliminating two existing traffic signals from the Route 7 corridor at Battlefield Parkway and Cardinal Park Drive. The project will also improve safety at the highest accident location in Leesburg. Finally, the project will provide safe and convenient pedestrian and bicycle access across Route 7 which will provide non-vehicular access from residential areas connecting to shopping and the W&OD regional trail. The Interchange Justification Report (IJR) and the NEPA Categorical Exclusion have both been completed and approved. NVTA has provided \$58 million in funding for the project. Other funding is being provided from Virginia Department of Transportation (VDOT) Revenue Sharing, and from proffers.

The project is being administered by the VDOT under an agreement with the Town of Leesburg, and is being delivered under a Design-Build contract. In December 2018, VDOT received design-build bids. VDOT has analyzed the bids and found them to be reasonable. The total estimated project costs, including the design-build bid, estimated right-of-way and utility costs, project administration costs and contingency exceed the project budget by approximately \$13.7 million. VDOT, Loudoun County, and the Town of Leesburg have developed a plan to close this funding shortfall by transferring RSTP funds from projects that will not need those funds within the next three years.

The Town of Leesburg is proposing to transfer Fiscal Year 2021 and 2022 RSTP funds from the Route 15 Bypass / Edwards Ferry Road Interchange project. Currently, that project has an approved IJR and NEPA document. NVTA has awarded funding for final design. In 2018, the Town applied to VDOT for SMART Scale funding for the project. The projected construction start date in that application is Fiscal

Year 2024 and be completed in Fiscal Year 2028. The Town will make up for the loss of funding from the proposed transfer of FY 2020 and FY 2021 RSTP funding through the assignment of RSTP funding for Fiscal Years 2025 and 2026 to the project.

The Town is also proposing to transfer unused RSTP funding from the Route 15 (South King Street) widening project. That project has been completed with the exception of final landscaping. The final cost of the project is forecast to be below budget.

This request is conditional pending Leesburg Town Council approval, expected to occur on February 12, 2019. VDOT desires to present this project to the Commonwealth Transportation Board meeting in March 2019 for award of the design-build contract.

If there are questions about this request, please contact either Tom Brandon, Capital Project Manager, at 703-737-6067, [tbrandon@leesburgva.gov](mailto:tbrandon@leesburgva.gov) or Calvin Grow, Town Transportation Engineer, at 703-771-2791, [cgrow@leesburgva.gov](mailto:cgrow@leesburgva.gov).

Sincerely,

A handwritten signature in cursive script, reading "Renee LaFollette".

Renee LaFollette, PE  
Director, Public Works and Capital Projects

Attach.

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

Date: 24-Jan-19

Name of Jurisdiction/Agency Requesting: Town of Leesburg

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$4,353,555.00

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)
89890	Route 15 Bypass / Edwards Ferry Road Interchange	RSTP	N	2021	\$1,203,555.00	106573	Route 7 / Battlefield Parkway Interchange	N					
		RSTP	N	2022	\$1,500,000.00	106573	Route 7 / Battlefield Parkway Interchange	N					

TOTAL OF TRANSFER

\$2,703,555.00

Attach Signed Request of Transfer Letter

# CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 24-Jan-19

Name of Jurisdiction/Agency Requesting: Town of Leesburg

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$859,356.00

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 NVT	If Yes, Year Approved	JACC Approval (NVT)	Authority Approval (NVT)	Funds Verified (VDOT)	Completed (VDOT)
103999	Route 15 Widening	RSTP	Y		\$650,000.00	106573	Route 7 / Battlefield Parkway Interchange	N					

TOTAL OF TRANSFER

\$650,000.00

Attach Signed Request of Transfer Letter

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** February 7, 2019

**SUBJECT:** Approval of the FY2025 Congestion Mitigation and Air Quality (CMAQ)  
and Regional Surface Transportation Program (RSTP) Funding

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1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTa) approval of the attached list of projects for funding for the FY2025 CMAQ and RSTP Funding.
2. **Suggested Motion:** *I move Authority approval of the list of proposed project recommendations for FY 2025 CMAQ and RSTP funding, to the Commonwealth Transportation Board for approval.*
3. **Background.** The NVTa established a deadline of Friday, December 14, 2018, as the submission deadline for FY 2025 CMAQ and RSTP applications. NVTa staff in coordination with the jurisdictions and agencies who applied during this funding cycle, developed the attached recommended list of projects and the proposed funding allocations.  
For FY 2025, 31 CMAQ and RSTP applications were received, totaling \$136,645,678.  
The estimated available funding for distribution in FY 2025 is noted below. These numbers are subject to change based on final Federal allocations:

CMAQ	\$22,855,280
RSTP	<u>\$54,862,872</u>
Total:	<u>\$77,718,152</u>

VDOT provides the local matches for both the CMAQ and the RSTP funds provided that the projects utilize the funds within established timelines. For the CMAQ program, the recipient has 24 months to obligate the funds and then 48 months to expend the funds. For the RSTP program, the recipient has 12 months to obligate the funds and then 36 months to expend the funds.

The Regional Jurisdiction and Agency Coordination Committee (RJACC) reviewed the projects submitted at its January 24, 2019 meeting, and recommends that the NVTA approves the attached list of CMAQ and RSTP projects for submission to the Commonwealth Transportation Board for approval.

NVTA staff and I will be available at the NVTA meeting on February 14, 2019, to answer questions.

**Attachment(s):** NVTA's Proposed FY 2025 CMAQ and RSTP Program



## CMAQ/RSTP Allocations for Northern Virginia - FY 2025

Attachment  
01/24/2019FY 2025 CMAQ/RSTP Proposed Allocations  
Winter 2018 Strawman

FY2025 CMAQ Estimate \$ 22,855,280

## CMAQ FUNDS

	Overall Ranking	FY 2025	
		Requested	Proposed
OFF-THE-TOP PROJECTS/REGIONAL		\$ 1,374,056	\$ 1,374,056
VDOT-COG/TPB - Commuter Connections Operations Center (UPC 52726)	1 of 5	\$314,010	\$314,010
VDOT/COG - Metropolitan Area Transportation Operations Coordination (MATOC), (UPC T17894)	2 of 5	\$800,000	\$800,000
VDOT - Clean Air Partners (UPC 52725)	3 of 5	\$260,046	\$260,046
CMAQ BALANCE REMAINING FOR JURISDICTIONAL ALLOCATIONS		\$ -	\$ 21,481,224

## JURISDICTIONAL ALLOCATIONS\*

	Overall Ranking	Requested	Proposed
ALEXANDRIA, CITY		\$ 4,500,000	\$ 4,500,000
Transportation Demand Management (UPC T18035)	1 of 3	\$500,000	\$500,000
West End Transitway Operations (T19651)	2 of 3	\$1,000,000	\$1,000,000
ITS Integration	3 of 3	\$3,000,000	\$3,000,000
ARLINGTON COUNTY		\$ 7,300,000	\$ 5,587,128
Commuter Services Program (ACCS),(UPC T100) (See RSTP)	2 of 3	\$7,000,000	\$5,587,128
Bicycle Wayfinding	3 of 3	\$300,000	\$0
DUMFRIES, TOWN		\$ -	\$ -
FAIRFAX, CITY		\$ -	\$ -
FAIRFAX COUNTY		\$ 670,000	\$670,000
Countywide Transit Stores (UPC T207)	6 of 6	\$670,000	\$670,000
FALLS CHURCH, CITY		\$ -	\$ -
HERNDON, TOWN		\$ 500,000	\$ 100,000
Herndon Metrorail Intermodal Access Improvements (UPC 106986, 104328)	2 of 2	\$500,000	\$100,000
LEESBURG, TOWN		\$ -	\$ -
LOUDOUN COUNTY		\$ 40,000	\$40,000
Lowes Island Park & Ride Lot Lease (UPC 79679)	2 of 2	\$40,000	\$40,000
MANASSAS, CITY		\$ 500,000	\$ 500,000
Citywide traffic signal optimization and software/equipment upgrade	1 of 2	\$500,000	\$500,000
MANASSAS PARK, CITY		\$ -	\$ -
PRINCE WILLIAM COUNTY		\$ -	\$ -
PURCELLVILLE, TOWN		\$ -	\$ -
VIENNA, TOWN		\$ -	\$ -
Total Jurisdictional		\$ 13,510,000	\$ 11,397,128

## AGENCY ALLOCATIONS

		Requested	Proposed
PRTC (Prince William, Manassas, Manassas Park)		\$ 2,980,000	\$ 2,980,000
PRTC Commuter Assistance Program (UPCT1833)	1 of 2	\$300,000	\$300,000
Commuter Bus Replacements (3 new 45 ft. Buses), (UPC T158)	2 of 2	\$2,680,000	\$2,680,000
VDOT		\$ 2,800,000	\$ 2,404,096
Traffic Signal Optimization (Fairfax, Loudoun, & Prince William)	4 of 5	\$2,000,000	\$2,000,000
Multi-modal Travel Information Displays Upgrade and Expansion (Fairfax)	5 of 5	\$800,000	\$404,096
WMATA (Arlington, Alexandria, Fairfax City, Fairfax County, Falls Church)		\$ 12,000,000	\$ 3,500,000
Virginia Metrobus Replacement (UPC 12878)	1 of 1	\$12,000,000	\$3,500,000
VRE		\$ 1,200,000	\$ 1,200,000
VRE Woodbridge Station Improvements	1 of 1	\$1,200,000	\$1,200,000
Total Agency		\$ 18,980,000	\$ 10,084,096
TOTAL CMAQ		\$ 33,864,056	\$ 22,855,280

**FY 2025 CMAQ/RSTP Proposed Allocations  
Winter 2018 Strawman**

FY2025 RSTP Initial Estimate	\$ 54,775,868
Surplus RSTP from closing out old project UPC 50004 "Install Trail Blaze Signs - District"	\$ 87,004
<b>FY2025 RSTP Estimate</b>	<b>\$ 54,862,872</b>

RSTP FUNDS	Overall Ranking	FY 2025	
		Requested	Proposed
OFF-THE-TOP PROJECTS/REGIONAL		\$ -	
RSTP BALANCE REMAINING FOR JURISDICTIONAL ALLOCATIONS			\$ 54,862,872
JURISDICTIONAL ALLOCATIONS*		Requested	Proposed
ALEXANDRIA, CITY		\$ -	\$ -
ARLINGTON COUNTY		\$ 600,000	\$ 812,872
Transportation System Management and Communications Plant Upgrade (UPC 101689, 87493)	1 of 3	\$600,000	\$600,000
Commuter Services Program (ACCS),(UPC T100) (See CMAQ)	2 of 3		\$212,872
DUMFRIES, TOWN		\$ -	\$ -
FAIRFAX, CITY		\$ 1,905,678	\$ 800,000
Government Center Parkway Extension	1 of 1	\$1,905,678	\$800,000
FAIRFAX COUNTY		\$ 60,000,000	\$ 29,600,000
Richmond Highway Widening (UPC 107187)	1 of 6	\$10,000,000	\$10,000,000
Richmond Highway Bus Rapid Transit (UPC 106921)	2 of 6	\$13,000,000	\$13,000,000
Soapstone Drive Extension (112479)	3 of 6	\$18,000,000	\$5,600,000
Fairfax County Parkway Improvements	4 of 6	\$10,000,000	\$1,000,000
Seven Corners Ring Road - Phase 1A/Segment 1A (UPC T17486)	5 of 6	\$9,000,000	
FALLS CHURCH, CITY		\$ 550,000	\$ 500,000
Pedestrian, Bicycle, Bridge, and Traffic Calming Improvements (UPC 100411)	1 of 1	\$550,000	\$500,000
HERNDON, TOWN		\$ 1,400,000	\$ 800,000
East Elden Street Widening and Improvements (UPC 50100)	1 of 2	\$1,400,000	\$800,000
LEESBURG, TOWN		\$ 2,000,000	\$ 1,750,000
Route 15 Bypass @ Edwards Ferry Rd Interchange (UPC 89890)	1 of 1	\$2,000,000	\$1,750,000
LOUDOUN COUNTY		\$ 10,976,000	\$ 10,000,000
Bike/Ped for Silver Line Metrorail (UPC T17499)	1 of 2	\$10,976,000	\$10,000,000
MANASSAS, CITY		\$ 1,700,000	\$ 600,000
Stonewall Park Trail Extension (Phase I)	2 of 2	\$1,700,000	\$600,000
MANASSAS PARK, CITY		\$ -	\$ -
PRINCE WILLIAM COUNTY		\$ 23,650,000	\$ 10,000,000
Devlin Road (Linton Hall Road to Wellington Road)	1 of 1	\$23,650,000	\$10,000,000
PURCELLVILLE, TOWN		\$ -	\$ -
VIENNA, TOWN		\$ -	\$ -
Total Jurisdictional		\$ 102,781,678	\$ 54,862,872
TOTAL RSTP		\$ 102,781,678	\$ 54,862,872

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**  
**MEMORANDUM**

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

**FROM:** Monica Backmon, Executive Director  
Tracy Baynard, Legislative Liaison

**SUBJECT:** 2019 General Assembly/Legislative Update

**DATE:** February 8, 2019

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**1. Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the activities of the 2019 General Assembly Session.

**2. Legislation that Directly Impacts the Authority:**

- **Senate Bill 1468 – Transfer HB 599 Analysis to the Authority**
  - House Transportation Subcommittee #2 met on Wednesday and agreed on a 6-0 vote to report our bill. Several organizations spoke in favor of the bill:
    - Fairfax County
    - Northern Virginia Chamber of Commerce
    - Northern Virginia Chamber Partnership
    - Northern Virginia Transportation Alliance
    - Prince William Chamber of Commerce
  - SB 1468 bill should be on the agenda for the full House Transportation Committee at their February 12<sup>th</sup> meeting. The motion will be to report the bill and refer it to the House Appropriations Committee.
- **Update on Proposed Budget Amendment from Delegate Hugo**
  - The House Appropriations Committee did not approve the proposed budget amendment affecting Authority spending on Metro.
- **Update on Bills to Implement the Wayfair Decision – Sales Tax on Internet Activity**
  - Both the House and the Senate approved their bills (HB 1722 and SB 1083) to implement the Wayfair decision. The bills are identical and making their way through the process on the way to the governor's desk. Both bills are effective July 1, 2019.

**3. Other Matters**

- The COG traffic incident management bills are dead for this year. Yesterday the Senate Transportation Committee failed to report Delegate LaRock's HB 2594 on a 6-7 vote.
- The House and Senate have now passed identical bills (HB 2718 and SB 1716) regarding improvements for the I-81 Corridor. The bills contain no tolls or any other funding mechanism for I-81. Instead, there will be a stakeholder process for vetting all revenue options with a report due back to the Governor and General Assembly December 2019.
- Both the House and Senate have approved language directing the Secretary of Transportation and the Commonwealth Transportation Board to evaluate the impact of increased fuel efficiency and increased use of hybrid and electric vehicles on long term funding for transportation. The House does this via a budget amendment. The Senate amended and adopted SB 1470. The House language is more expansive as it specifically calls for involving regional transportation authorities in the study process. Both Secretary Valentine and Secretary Layne highlighted growing weakness in Virginia's motor fuel tax collections. Both the Senate and House call for any findings and recommendations by December 2019.

**Attachment(s):** 2019 NVTB Bill Tracking Chart

**Virginia General Assembly – 2019 – Bill Tracking for the Northern Virginia Transportation Authority (NVTa)**

<b>NVTa Related Bills</b>	<b>SMARTSCALE/ Prioritization</b>	<b>Regional Transportation Funding</b>	<b>Transit</b>	<b>I-66 Related</b>	<b>General Transportation</b>	<b>Wayfair Decision</b>
HB 2085 SB 1126 SB 1468 SB 1770	HB 2326 HB 2633	HB 2571 HB 2718 SB 1470 SB 1716	HB 1983 HB 2553 HJ 671 SB 1680	HB 2511 HB 2643	HB 1705 HB 2466 HB 2467 HB 2468 HB 2527 HB 2594 HB 2667 HB 2799 HJ 580 HJ 581 HJ 647 HJ 683 SB 1133 SB 1654 SB 1749 SB 1784 SJ 254 SJ 276	HB 1722 HB 2090 HB 2801 SB 1083 SB 1120 SB 1337 SB 1390 SB 1601 SB 1767

**NVTA RELATED BILLS**

Bill and Patron	Summary	Status/Last Action	NVTA Position
<b>HB 2085</b> Watts (D-Annandale)  <a href="#">House Bill 2085</a>	<b>Transit funding.</b> Raises the existing regional transportation fee, a grantor's tax, from \$0.15 per \$100 to \$0.20 per \$100 for localities in the Northern Virginia Transportation Authority. The bill requires half of the revenues be deposited in the Northern Virginia Transportation Authority Fund and half to be deposited in the Washington Metropolitan Area Transit Authority (WMATA) Capital Fund. The rate of tax in the other localities will remain at \$0.15 per \$100, with one-third of the revenues to be retained by the locality to be used for transportation purposes and the other two-thirds to be deposited in the Northern Virginia Transportation District Fund. The bill also raises the existing transient occupancy tax in the localities located in the Northern Virginia Transportation District from \$2 to \$3, with all of the revenues from the tax used to support WMATA.	House Rules Committee	Analyzing
<b>SB 1126</b> (Lucas, Carrico, Lewis)  <a href="#">Senate Bill 1126</a>	<b>Lottery Board; regulation of casino gaming;</b> As amended and adopted by the Senate Finance Committee the bill puts in place a process for studying regulation of casino gambling in the Commonwealth. It also outlines distribution of state revenues if casino gambling moves forward. The legislation proposes 30% of state revenue be split evenly between the Northern Virginia Transportation Authority Fund, the Hampton Roads Transportation Fund and for projects to improve the I-81 Corridor.	2/4 Passed Senate 28-12  Referred to House Rules Committee	Monitor
<b>SB 1468</b> Black (R-Loudoun)  <a href="#">Senate Bill 1468</a>	<b>Northern Virginia Transportation Authority; analysis of projects.</b> Shifts responsibility from the Department of Transportation to the Northern Virginia Transportation Authority for the evaluation and rating of significant transportation projects in and near the Northern Virginia Transportation District. The bill also adds administrative and operating expenses to those expenses that can be paid by the Northern Virginia Transportation Authority Fund. Current law provides that administrative expenses be allocated to the component counties and cities of the Authority.	1/22 Senate approved bill 40-0  2/6 House Transportation Subcommittee votes 6-0 to report	Support
<b>SB 1770</b> Deeds (D-Bath)  <a href="#">Senate Bill 1770</a>	<b>Transportation Funding.</b> Creates a statewide approach to transportation funding. The bill repeals the regional sales tax and gas tax enacted in 2013 to fund transportation initiatives in Hampton Roads and Northern Virginia, and raises the statewide gas tax by three percent to fund transportation generally. The bill has a delayed effective date of July 1, 2020, and directs the Secretary of Transportation to report to the Governor and the chairmen of the House Committees on Appropriations and Transportation and the Senate Committees on Finance and Transportation regarding changes necessary to existing transportation funding allocations to honor existing contracts and debt service obligations.	1/31 Senate Finance Committee kills bill 16-0	Oppose

**SMARTSCALE/Prioritization**

Bill	Summary	Status/Last Action	NVTA Position
<b>HB 2326</b> Brewer (R-Southampton)  <a href="#">House Bill 2326</a>	<b>Statewide prioritization process; primary evacuation routes.</b> Adds maintenance of primary evacuation routes to the factors that must be considered by the Commonwealth Transportation Board in the statewide prioritization process, commonly known as SMART SCALE.	1/22 House Transportation Committee did not report bill but will send a letter to VDOT asking for a deeper look into matters regarding evacuation routes in Hampton Roads	Monitor
<b>HB 2633</b> Delaney (D-Centreville)  <a href="#">House Bill 2633</a>	<b>Commonwealth Transportation Board funding; congestion mitigation.</b> Prohibits the Commonwealth Transportation Board from prioritizing a project that is likely to increase congestion over a project that would not increase congestion during the statewide prioritization process, commonly known as SMART SCALE. In subcommittee amended to apply just to Planning District 8	1/29 House Transportation Committee tables with commitment from Secretary to work with Delegate Delaney	Monitor -The Delegate is seeking a greater emphasis on congestion relief in SMART SCALE

**Regional Transportation Funding/Entities**

Bill	Summary	Status/Last Action	NVTA Position
<b>HB 2571</b> LaRock (R-Loudoun)  <a href="#">House Bill 2571</a>	<b>Interstate 81 Corridor Improvement Transportation Commission; funding.</b> Creates the Interstate 81 Corridor Transportation Commission, embracing the localities located in planning districts 3, 4, 5, 6, and 7. The Commission would be responsible for allocating any revenues dedicated to it by the General Assembly for improvements within the Interstate 81 corridor.	Bill did not report from House Appropriations Committee	Monitor
<b>HB 2718</b> Landes (R-Rockingham)  <a href="#">House Bill 2718</a>	<b>Interstate 81; tolling; Interstate 81 Corridor Improvement Fund.</b> As amended and reported by the House Transportation Committee the bill removes all funding provisions for I-81. The bill creates an I-81 Corridor Improvement Fund; establishes a Steering Committee to work with CTB; authorizes a study and stakeholder outreach to vet all options for funding the I-81 Corridor Improvement Plan adopted by the CTB in December 2018; requires findings and recommendations from the study to be submitted to the Governor and the General Assembly by December 2019.	2/5 House passes bill 99-0  Senate Transportation Committee	Monitor

<b>SB 1470</b> Edward (D-Roanoke)  <a href="#">Senate Bill 1470</a>	<b>Additional motor fuels tax.</b> Bill amended by Senate. Now directs Secretary of Transportation to evaluate the impact of increased fuel efficiency and increased use of hybrid and electric vehicles on transportation revenues, and to report to the General Assembly no later than December 10, 2019	2/5 Senate reports amended bill 25-15	Monitor
<b>SB 1716</b> Obenshain (R-Harrisonburg)  <a href="#">Senate Bill 1716</a>	<b>Interstate 81; Interstate 81 Corridor Improvement Fund.</b> Creates the Interstate 81 Corridor Improvement Fund. Any revenues deposited in the Fund would be allocated for improvements to the Interstate 81 Corridor. The bill also directs the Commonwealth Transportation Board (Board) would develop and update, in consultation with an Interstate 81 Committee (Committee) established by the bill, to develop an Interstate 81 Corridor Improvement Program. The Committee is also directed to review the Interstate 81 Corridor Improvement Plan adopted by the Board in December, 2018, as it relates to funding options and make recommendations to the Governor and the General Assembly regarding funding recommendations and prioritization of projects.	2/5 Senate passes new version of bills 36-2. Bill no longer contains any tolls	Monitor

### Transit

Bill	Summary	Status/Last Action	NVTA Position
<b>HB 1983</b> Stolle (R-Virginia Beach)  <a href="#">House Bill 1983</a>	<b>Rail Enhancement Fund; matching funds.</b> Provides that federal government freight rail funds may be used to satisfy the requirement that any project funded by the Rail Enhancement Fund include at least 30 percent matching funds from a private source. Under current law, the matching funds requirement may be met using funds from private businesses, railroads, regional authorities, and local governments.	1/30 House of Delegates passes bill 99-0  2/6 Senate Transportation Committee reports 13-0	Monitor
<b>HB 2553</b> Thomas (R-Fredericksburg)  <a href="#">House Bill 2553</a>	<b>Mass transit providers; loss of certain operating funds.</b> As amended by the House Appropriations Committee the Commonwealth Transportation Board may allocate supplemental operating funds in fiscal year 2020 to any transit provider that receives funds to support operating costs pursuant to subdivision C 1 of § 33.2-1526.1 of the Code of Virginia and that is negatively impacted by a loss of operating funds as a direct result of the performance-based allocation process set forth in Chapter 854 of the Acts of Assembly of 2018.	2/5 House passes amended bill 99-0  Senate Transportation Committee	Monitor
<b>HJ 671</b> Roem (D-Manassas)  <a href="#">House Joint Resolution 671</a>	<b>Study; Department of Rail and Public Transportation; cost of commuter and light rail projects; report.</b> Requests the Department of Rail and Public Transportation to study and develop best practices for lowering the cost of commuter and light rail projects.	1/29 Bill failed to report from the House Rules Committee on a 3-4 vote	Monitor



<b>SB 1680</b> Mason (D-Williamsburg)  <a href="#">Senate Bill 1680</a>	<b>Mass transit providers; loss of certain operating funds.</b> As amended by the Senate the bill provides that any mass transit provider that incurs a loss in operating funds as a direct result of the performance-based allocation process set forth in Chapter 854 of the Acts of Assembly of 2018 may be eligible for supplemental operating funds in fiscal year 2020. The maximum amount of supplemental operating funds shall not exceed \$3 million from the nongeneral fund amounts available to the Department of Rail and Public Transportation.	2/5 Senate passes 35-5	Monitor
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### I-66

Bill	Summary	Status/Last Action	NVTA Position
<b>HB 2511</b> Hugo (R-Fairfax)  <a href="#">House Bill 2511</a>	<b>HOT lanes on Interstate 66; operating hours.</b> Sets the operating hours for HOT lanes on Interstate 66 inside the Beltway from 6:30 a.m. to 9:00 a.m. for eastbound lanes and from 4:00 p.m. to 6:30 p.m. for westbound lanes. In the Transportation Committee, the bill was amended to keep these hours until the I-66 Outside the Beltway lanes opened.	Left in House Appropriations Committee	Monitor
<b>HB 2643</b> Delaney (D-Centreville)  <a href="#">House Bill 2643</a>	<b>Tolling on Interstate 66.</b> Limits to \$15 the tolls collected on the tolled portion of Interstate 66 east of mile marker 67. The bill expands the limitation to the tolled portion of Interstate 66 east of mile marker 43 upon completion of the Transform 66 Outside the Beltway project.	Left in House Appropriations Committee	Monitor

### GENERAL TRANSPORTATION

Bill	Summary	Status/Last Action	NVTA Position
<b>HB 1705</b> Reid (D-Loudoun)  <a href="#">House Bill 1705</a>	<b>Dulles Airport Access Road; high-occupancy vehicles.</b> Permits a high-occupancy vehicle having two or more occupants to use the eastbound lanes of the Dulles Airport Access Road regardless of whether such vehicle is being used for airport-related purposes.	Left in Transportation Committee	Monitor
<b>HB 2466, HB 2467, HB 2468</b> Roem (D-Manassas)  <a href="#">House Bill 2466</a> <a href="#">House Bill 2467</a> <a href="#">House Bill 2468</a>	<b>3 Requests for Department of Transportation to study State Route 28; report.</b> Directs the Department of Transportation to study the feasibility of implementing improvements to State Route 28 along three segments <ul style="list-style-type: none"> <li>in Prince William County between the City of Manassas Park and Fairfax County</li> </ul>	House Rules Subcommittee did not report any of these bills. Delegate Roem withdrew the bills impacting Fairfax County	Monitor

	<ul style="list-style-type: none"> <li>between the City of Manassas Park and State Route 29 in Fairfax County</li> <li>between U.S. Route 15 in Fauquier County and State Route 29 in Fairfax County.</li> </ul>		
<b>HB 2527</b> Hugo (R-Fairfax)  <a href="#">House Bill 2527</a>	<b>Tolling; Planning District 8.</b> As amended by the House Transportation Committee the bill prohibits the imposition and collection of tolls on facilities described in such a way as to apply only to the Prince William County Parkway and the Fairfax County Parkway without prior approval by the General Assembly.	2/4 House passes bill on vote of 88-9  Senate Transportation Committee	Monitor
<b>HB 2594</b> LaRock (R-Loudoun)  <a href="#">House Bill 2594</a>	<b>Traffic incident management vehicles.</b> Extends exemption from certain regulations in HOV and HOT lanes for traffic incident management vehicles in the performance of their duties Bill amended to require training of vehicle driver	1/30 House of Delegates approves 99-0 vote  2/6 Senate Transportation failed to report on a 6-7 vote	Support/COG initiative
<b>HB 2667</b> Bell (D-Loudoun)  <a href="#">House Bill 2667</a>	<b>Virginia Highway Corporation Act of 1988; tolls; distance-based pricing program.</b> As amended by the House Transportation Committee the bill was transformed into a study for VDOT to examine ways for the Dulles Toll Road and the Dulles Greenway can work together to reduce congestion, implement distance-based pricing for tolls in the corridor.	Left in Rules Committee	Monitor
<b>HJ 580</b> Cole (R-Stafford)  <a href="#">HJ 580</a>	<b>Study; joint subcommittee to study widening Interstate 95 between Exit 118 and the Springfield Interchange.</b> Establishes a joint subcommittee to study the feasibility of widening Interstate 95 between Exit 118 and the Springfield Interchange.	Left in Rules	Monitor
<b>HJ 581</b> Cole (R-Stafford)  <a href="#">HJ 581</a>	<b>Interstate 95 Corridor Improvement Plan; report.</b> Requests the Commonwealth Transportation Board to study the portion of the Interstate 95 corridor between Exit 118 and the Springfield Interchange and financing options for improvements to the corridor.	2/4 House passes 99-0  Senate Rules Committee	Monitor
<b>HJ 647</b> Carroll Foy (D-Prince William)  <a href="#">HJ 647</a>	<b>Study; Department of Rail and Public Transportation; improved transportation services; report.</b> Requests that the Department of Rail and Public Transportation (the Department) to identify and recommend potential public transportation services from the Franconia-Springfield Metro Station to Marine Corps Base Quantico in Prince William and Stafford Counties and to study the feasibility of extending the Blue Line and other multimodal options such as bus rapid transit along Interstate 95 and U.S. Route 1. The Department shall report its findings and recommendations for the two-year study no later than the first day of the 2020 and 2021 Regular Sessions of the General Assembly.	Left in Rules	Monitor

<b>HJ 683</b> LaRock (R-Loudoun)  <a href="#">House Joint Resolution 683</a>	<b>Constitutional Amendment;</b> Resolution to create a “Lock Box” for state transportation funds (first resolution)	2/1 Failed to report from the Privileges and Elections Committee on a 11-11 vote	Monitor
<b>SB 1133</b> Favola (D-Arlington)  <a href="#">Senate Bill 1133</a>	<b>Virginia Highway Corporation Act of 1988 (Dulles Greenway); tolls; distance-based pricing program.</b> Authorizes the operator of the Dulles Greenway to apply annually to the State Corporation Commission, during the period 2020 through 2029, for increases to tolls on the roadway to reflect increases in the Consumer Price Index plus one percent. The measure also requires the operator to complete by January 1, 2023, the construction and installation of improvements required to implement a distance-based pricing program for the roadway. Under the program, users will be charged tolls on the basis of the distance traveled. The operator is required to bear all expenses incurred in implementing the program. The Commission is directed to approve the program, provided that it satisfies conditions that, among other things, set tolls of \$1 per mile at all times other than peak hours.	1/30 Senate Transportation Committee defeats the bill 6-7	Monitor
<b>SB 1654</b> Stanley (R-Franklin)  <a href="#">Senate Bill 1654</a>	<p><b>Dulles Greenway.</b> Amends the powers and responsibilities of the State Corporation Commission (SCC) to regulate toll road operators under the Virginia Highway Corporation Act of 1988.</p> <p>The measure adds requirements that toll rates not materially discourage the public's use of the toll road, that the cost of operating the toll road be reasonably apportioned across all toll road users based on the relative distance each class of user travels on the toll road such that the toll rates are established in a reasonable and nondiscriminatory manner in relation to the benefit obtained, and that toll rates shall provide the operator with no more than a reasonable return.</p> <p>In addition, the measure (i) requires the SCC, by October 1, 2019, to initiate an investigation into the tolls charged by all operators subject to the Act and to issue a ruling by April 1, 2020, on its investigation as to whether the current tolls charged by the operator comply with such new requirements; (ii) prohibits the SCC from using the fact that any incremental return resulting from increased traffic related to a relative change in potential toll users that is greater than zero on a cumulative basis as the sole basis for finding that the operator's return exceeds a reasonable level as specified in such new requirements, during any future complaint proceeding; (iii) requires the SCC, in its initial investigation, to develop a baseline from which it can measure the relative change in potential toll users and directs how the incremental return shall be computed; (iv) prohibits an operator from seeking a toll increase that attempts to raise its return above the reasonable level; (v) requires the full disclosure, in public financial reports to the SCC, of the details of any related party transactions; and (vi) establishes a presumption that any related party transactions shall be presumed to be imprudent and excluded from costs used for any purpose, including but not limited to costs of lobbyists, excessive compensation, and entertainment expenses, unless the operator provides information showing that at least three separate competitive bids demonstrate that the operator could not have achieved better contract terms from a third party.</p>	1/30 Senate Transportation Committee defeats the bill 6-7	Monitor

<b>SB 1749</b> McDougle (R-Henrico)  <a href="#">Senate Bill 1749</a>	<b>Robert O. Norris Bridge and Statewide Special Structure Fund.</b> As passed Senate creates the Robert O. Norris Bridge and Statewide Special Structure Fund to fund the maintenance and replacement of large and unique structures. The bill directs the Commonwealth Transportation Board to undertake a comprehensive review of the current and future condition of pavements and bridges and create a plan that includes the funding needs of large and unique transportation structures in the Commonwealth.	2/4 Passed Senate 40-0  2/7 House Transportation Committee reports 14-0	Monitor
<b>SB 1784</b> Boysko (D-Fairfax)  <a href="#">Senate Bill 1784</a>	<b>Traffic incident management vehicles.</b> Authorizes traffic incident management vehicles, defined in the bill, to be (i) equipped with flashing red or red and white warning lights, (ii) exempt from certain traffic regulations in particular situations, and (iii) equipped with a siren, exhaust whistle, or air horn. The bill adds traffic incident management vehicles to the list of stopped vehicles for which the operator of a motor vehicle must move over or proceed with caution.	1/30 Senate Transportation Committee failed to report 6-7	Support/COG initiative
<b>SJ 254</b> Black (R-Loudoun)  <a href="#">SJ 254</a>	<b>Study; Department of Transportation; purchase of the Dulles Greenway; report.</b> As amended by the Senate requests the Department of Transportation to study the feasibility of purchasing all or part of the Dulles Greenway and of installing distance based tolling on the facility	2/5 Senate passes 40-0	Monitor
<b>SJ 276</b> Reeves (R-Spotsylvania)  <a href="#">SJ 276</a>	<b>Interstate 95 Corridor Improvement Plan; report.</b> Requests the Commonwealth Transportation Board to study the portion of the Interstate 95 corridor between Exit 118 and the Springfield Interchange and financing options for improvements to the corridor.	2/5 Senate passes 40-0	Monitor

### Wayfair Decision

Bill	Summary	Status/Last Action	NVTA Position
<b>HB 1722</b> Bloxom (R-Southampton)  <a href="#">House Bill 1722</a>	<b>Remote sales.</b> Authorizes implementation of the Wayfair decision and allows Virginia to collect sales tax from Internet and catalog sales. Revenue is distributed according to current law. The bill also repeals language in HB 2313 that would reduce the gas tax if the U.S. Congress adopts legislation regarding remote sales. Effective July 1, 2019	2/1 House passes amended bill 72-20-2  Senate Finance Committee	Support

<b>HB 2090</b> Watts (D-Annandale) <a href="#">House Bill 2090</a>	<b>Remote sales.</b> Authorizes implementation of the Wayfair decision and allow Virginia to collect sales tax from Internet and catalog sales. Revenue is distributed according to current law. The bill also repeals language in HB 2313 that would reduce the gas tax if the U.S. Congress adopts legislation regarding remote sales.	Left in House Rules Committee	Support
<b>HB 2801</b> Brewer (R-Isle of Wight) <a href="#">House Bill 2801</a>	<p><b>Remote sales and use tax collection and sufficient activity by remote sellers and marketplace facilitators as to require registration for sales and use tax collection.</b> Directs the Department of Taxation (the Department) to require a remote seller to collect sales and use tax if the seller has more than \$250,000 in annual gross revenue from sales in Virginia and requires a marketplace facilitator, which enables marketplace sellers to sell in Virginia through its marketplace, to collect sales and use tax on any sales facilitated in the Commonwealth. The bill provides that the obligation of remote sellers and marketplace facilitators to collect sales and use tax shall not apply to transactions occurring before July 1, 2019.</p> <p>The bill provides that in administering remote sales and use tax collection, the Department shall provide information to remote sellers to allow them to identify state and local tax rates and exemptions. For auditing purposes, the Department is directed to allow a remote seller to complete a single audit covering all localities. The bill requires the Department to give remote sellers at least 30 days' notice of any change in tax rate.</p> <p>The bill provides that upon written application and for good cause shown, the Department shall have the discretion to temporarily suspend or delay the collection or reporting requirements of a marketplace facilitator or remote seller for a period not to exceed 184 days after collection is required. The Department is directed to implement protections from penalties and interest for marketplace facilitators that act in good faith but collect an incorrect amount of sales and use tax before January 1, 2026.</p> <p>The bill repeals several contingent provisions of previous related bills that would take effect if the United States Congress enacted legislation related to remote sales and use tax collection. The bill contains technical corrections.</p>	Left in House Rules Committee	Support
<b>SB 1083</b> Ruff (R-Mecklenburg) <a href="#">Senate Bill 1083</a>	<b>Remote sales.</b> Authorizes implementation of the Wayfair decision and allow Virginia to collect sales tax from Internet and catalog sales. Revenue is distributed according to current law. The bill also repeals language in HB 2313 that would reduce the gas tax if the U.S. Congress adopts legislation regarding remote sales. Effective July 1, 2019	1/30 Passed Senate 37-3 House Finance Committee	Support

<b>SB 1120</b> Petersen (D-Fairfax) <a href="#">Senate Bill 1120</a>	<b>Motor fuels tax; rate of taxation.</b> Repeals the enactment clause from Chapter 766 of the Acts of Assembly of 2013 (the transportation funding bill) that would automatically lower the rate of taxation on motor fuels if Congress were to enact legislation granting states the authority to compel remote sellers to collect and remit sales and use tax.	Senate Finance Committee merged into SB 1083	Support
<b>SB 1337</b> Peake (R-Fluvanna) <a href="#">Senate Bill 1337</a>	<b>Remote sales.</b> Authorizes collection of sales and use tax from Internet and catalog sales but puts the money in a new Online Revenue Collection Fund for one full fiscal year. At that time the amount of revenue is used to calculate a reduction in the state sales and use tax.	Senate Finance Committee rejected this concept and merged into SB 1083	Oppose
<b>SB 1390</b> Wagner (R-Virginia Beach) <a href="#">Senate Bill 1399</a>	<b>Motor fuels tax; rate of taxation.</b> Repeals the enactment clause from Chapter 766 of the Acts of Assembly of 2013 (the transportation funding bill) that would automatically lower the rate of taxation on motor fuels if Congress were to enact legislation granting states the authority to compel remote sellers to collect and remit sales and use tax.	Senate Finance Committee merged into SB 1083	Support
<b>SB 1601</b> Norment (R-James City County) <a href="#">Senate Bill 1601</a>	<b>Remote sales and use tax collection.</b> Requires certain marketplace facilitators and marketplace sellers, defined in the bill, to collect and remit sales and use tax if such facilitators or sellers make sales of tangible personal property or taxable services for delivery in the Commonwealth exceeding \$100,000 or in 200 or more separate transactions. The bill provides that facilitators and sellers may enter into agreements regarding the fulfillment of the collection requirements. The bill prohibits class action from being brought against a marketplace facilitator on behalf of customers for overpayment of sales and use tax collected by the marketplace facilitator. The bill provides that the sales and use tax collection requirements shall not apply to any sales transactions occurring before July 1, 2019.	Senate Finance Committee merged in to SB 1083	Support
<b>SB 1767</b> Wagner (R-Virginia Beach) <a href="#">Senate Bill 1767</a>	<p><b>Remote sales and use tax collection and sufficient activity by remote sellers and marketplace facilitators as to require registration for sales and use tax collection.</b> Directs the Department of Taxation (the Department) to require a remote seller to collect sales and use tax if the seller has more than \$250,000 in annual gross revenue from sales in Virginia and requires a marketplace facilitator, which enables marketplace sellers to sell in Virginia through its marketplace, to collect sales and use tax on any sales facilitated in the Commonwealth. The bill provides that the obligation of remote sellers and marketplace facilitators to collect sales and use tax shall not apply to transactions occurring before July 1, 2019.</p> <p>The bill provides that in administering remote sales and use tax collection, the Department shall provide information to remote sellers to allow them to identify state and local tax rates and exemptions. For auditing purposes, the Department is directed to allow a remote seller to complete a single audit covering all localities. The bill requires the Department to give remote sellers at least 30 days' notice of any change in tax rate.</p>	Senate Finance Committee merged into SB 1083	Support

	<p>The bill provides that upon written application and for good cause shown, the Department shall have the discretion to temporarily suspend or delay the collection or reporting requirements of a marketplace facilitator or remote seller seller for a period not to exceed 184 days after collection is required. The Department is directed to implement protections from penalties and interest for marketplace facilitators that act in good faith but collect an incorrect amount of sales and use tax before January 1, 2026.</p> <p>The bill repeals several contingent provisions of previous related bills that would take effect if the United States Congress enacted legislation related to remote sales and use tax collection. The bill contains technical corrections.</p>		
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**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY****MEMORANDUM**

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

**FROM:** Chair Randall – NVTa Governance and Personnel Committee

**DATE:** February 8, 2019

**SUBJECT:** Governance and Personnel Committee Report of the January 10, 2019 Meeting

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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 January 10, 2019. The next meeting will be determined dependent on events in the 2019 General Assembly Session. The following summarizes the January 10th meeting:
3. **Discussion Items:**
  - a. **General Assembly 2019 Session Discussion.**
    - i. The Committee received an update from the Authority's Legislative Liaison, Ms. Tracy Baynard, McGuireWoods Consulting.
    - ii. An initiative raised by MWCOC regarding Traffic Incident Management (TIM) was brought forward. Committee members discussed various ways to support the initiative.
    - iii. Active legislative items were discussed and a similar report/discussion was held at the full Authority later that evening.
  - b. **Review of Executive Director 2018 Performance Evaluation.**
    - i. Chair Randall distributed a draft evaluation letter which was discussed by the Committee.
    - ii. The draft was discussed at the full Authority meeting later that evening.



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** February 8, 2019

**SUBJECT:** Executive Director's Report

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1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVRTA) of items of interest not addressed in other agenda items.
2. **Transportation Planning Board (TPB) Technical Committee.** On Friday, February 1, 2019, NVRTA staff gave a presentation to the TPB's Technical Committee on the Bus Rapid Transit (BRT) Initiatives at the Northern Virginia Transportation Authority. The presentation highlighted the four Bus Rapid Transit projects being advanced through \$284.4 million in NVRTA funding. The four BRT projects are noted below.
  - **Richmond Highway BRT (Fairfax County)**
    1. Type: Median running
    2. Length: 10.4 miles
    3. Total Cost: \$730 million
    4. NVRTA Funds: \$250 million
  - **Pentagon City Transitway Extension (Arlington County)**
    1. Type: Median/curbside exclusive lanes and mixed traffic
    2. Length: 1.5 mile
    3. Total Cost: \$47 million
    4. NVRTA Funds: \$29 million
  - **West End Transitway Phase 1 -Landmark Mall to Pentagon (City of Alexandria)**
    1. Type: Exclusive lanes/mixed traffic
    2. Length: 5.3 miles
    3. Total Cost: \$128 million
    4. NVRTA Funds: \$4.6 million
  - **Envision Route 7 BRT (Fairfax and Arlington Counties, Cities of Falls Church and Alexandria)**
    1. Type: Exclusive lanes/mixed traffic
    2. Length: 12 miles
    3. Total Cost: \$300 million
    4. NVRTA Funds: \$800,000

There was an appreciation for the holistic approach as evaluated in the TransAction update and the emphasis on the need for continued cross-boundary collaboration through NVTAs regional planning efforts.

Montgomery and Prince Georges Counties were glad to see the BRT/LRT connections, as analyzed in the TransAction update, to their jurisdictions. This recognition demonstrates the value and importance of TransAction as the regional planning tool extends further than the borders of Northern Virginia.

TPB Director of Transportation, Kanti Srikanth, mentioned that the TPB incorporated the Authority's BRT network into the MWCOG's Visualize 2045.

### **3. Regional Multimodal Program and the Innovation and Transportation Technology Fund.**

- The Authority's SMART SCALE application for the Regional Multi-Modal Program (RM3P) was recently recommending for funding through the Office of Intermodal Planning's Innovation and Transportation Technology Fund (ITTF).
- The ITTF provides funding specifically for the purposes of pilot programs and fully developed initiatives pertaining to high-tech infrastructure improvements with a focus on:
  - Reducing congestion
  - Improving mobility
  - Improving safety
  - Providing up-to-date travel data
  - Improving emergency response

The Authority's \$15M RM3P application seeks to:

- Task 1: Enhance Commuter Parking Data
- Task 2: Develop MaaS Dynamic Service Dashboard
- Task 3: Implement an AI based decision support system
- Task 4: Deploy a Data-driven Tool to Incentivize Traveler Choice

### **4. Transportation Technology Committee.**

- The Transportation Technology Committee (TTC) met for the first time on January 30, 2019. The meeting was very well attended, including Authority members Councilman Snyder (TTC Chair) and Mr. Jim Kolb. Approximately half the participants represented Northern Virginia jurisdictions and regional agencies. The remainder represented academia, national and regional associations, and the private sector. Based on feedback from TTC members, additional members representing other transportation technology sectors are expected to be invited prior to the next meeting.
- The meeting was both introductory and exploratory. NVTAs staff set the context for the TTC, describing how it grew from TransAction, the Authority's long-range

transportation plan for Northern Virginia. Staff also described other Authority transportation technology initiatives, such as the bi-weekly *Driven by Innovation* eblast, the upcoming NoVA Transportation Roundtable on March 13, 2019, and the Authority's \$15M SMART SCALE application for the Regional Multi-Modal Mobility Program (RM3P) project.

- NVTA staff outlined the purpose of the TTC as an Advisory Committee to the Executive Director, providing important insights as to how existing and emerging transportation technologies and changing travel behaviors should be addressed in the Authority's future planning and programming activities. Five key topics were highlighted for potential inclusion in a future TTC workplan. The next meeting has not been scheduled but is expected to occur in mid-March.

#### **5. Virginia Transit Association Annual Conference.**

- NVTA staff will be presenting at the Virginia Transit Association (VTA) Annual Conference on the "Technologies to Optimize and Enhance Multimodal Transportation Networks: How to Collaborate with the Gig Economy." The VTA Annual Conference will take place at the [Renaissance Portsmouth-Norfolk Waterfront Hotel](#). The NVTA presentation will take place via a roundtable discussion on Thursday, May 30 from 10-10:45 a.m. Hope to see you there!

#### **6. American Society of Civil Engineers.**

- NVTA staff will be presenting at the American Society of Civil Engineers International Conference on Big Data and Project Prioritization: Using Trip Origins to Assess the Benefits of Congestion Reduction Investments," the ASCE International Conference on Transportation & Development! The conference will be held on June 2019, in Alexandria, VA.

#### **7. Economic Impact of NVTA Transportation Investments.**

- On February 6, 2019, the Authority and the Northern Virginia Transportation Alliance co-hosted a Forum on the Economic Impacts of Transportation Investments at the Northern Virginia Association of Realtors that brought experts in transportation, real estate, heavy construction and business together to discuss the economic benefits of the Authority's \$3 billion in regional funding of transportation projects and how transportation factors into business decisions. Also discussed, was the recent NVTA study on the economic benefits of the Authority's multi-billion dollar funding of transportation projects aimed at tackling congestion across the region.
- The event kicked off with Chair Nohe presenting the economic impact study's findings and key takeaways, followed by a panel discussion moderated by Monica Backmon (panelists: Chair Nohe; Maggie Parker, Comstock Companies; Greg Smith, Shirley Contracting Company LLC; and Jason Stanford, Alliance), and wrapped up with a Q&A with the audience.

- An at-a-glance summary of the 2018 Economic Impact Study can be found [here](#) and Chair Nohe's presentation on the economic impacts of the Authority-funded investments can be found [here](#). You can also view the full event on the Authority's Facebook page ([@TheNVTA](#)).

#### **8. Regional Investment Conversation.**

- On January 23<sup>rd</sup> NVTA hosted the kick off meeting of investment portfolio managers from around the region. Investment managers and elected treasurers from all NVTA jurisdictions expressed an interest in having peer discussion of portfolio strategies, tools and experiences. Looking forward the group is interested in quarterly meetings to discuss future topics for the benefit of all.

**9. TransAction Listening Session.** The Authority adopted the current version of TransAction, the long-range multimodal transportation plan for Northern Virginia, in October 2017. TransAction is updated on a five-year cycle, and takes several years to develop. Consequently, the consultant procurement process for the next update is expected to start during the first half of 2020. Prior to this, commencing in early 2019, Authority staff will begin to develop a draft scope of work for the TransAction update. An important component of scope development will be a TransAction 'Listening Session,' at which citizens and stakeholders will have the opportunity to provide inputs and make suggestions to Authority members related to the Authority's long-range transportation planning activities. The TransAction Listening Session, which will include an Open House, is tentatively scheduled for September 12, 2019 prior to the Authority meeting that same evening.

#### **10. NVTA Standing Committee Meetings**

- **Finance Committee:** The NVTA Finance Committee is scheduled to meet next on February 21, 2019 at 1:00pm.
- **Governance and Personnel Committee:** The next meeting of the NVTA Governance and Personnel Committee (GPC) is TBD.
- **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.

#### **11. 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.

#### **12. CMAQ-RSTP Transfers:**

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

**13. 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. RSTP Transfer for Falls Church
- B. Regional Projects Status Report
- C. NVRTA BRT Presentation





**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 Regional Surface Transportation Program (RSTP)  
funds for the City of Falls Church.

**DATE:** February 9, 2019

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- 1. Purpose:** To inform the Northern Virginia Transportation Authority of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Reallocation of Regional Surface Transportation Program (RSTP) funds for the City of Falls Church.
- 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 January 24, 2019, the City of Falls Church requested the following reallocation:

- Transfer of \$108,000 in RSTP funds from “Pedestrian, Bicycle, Bridge and Traffic Calming Improvements” UPC 100411 to “Bridge Inspection, Maintenance, Repair and Replacement Activities” UPC 108295

The City of Falls Church is responsible for the inspection of 25 bridges, 22 of which require inspection by the end of the 2019 cycle. The City is prepared to commence annual bridge safety inspections, required by the Federal Highway Administration (FHWA) and Virginia Department of Transportation (VDOT) to ensure the safety of these structures. Final inspection reports provide preventative maintenance and repair recommendations to extend the life of structures and prevent costly repairs in the future.

The RJACC approved this request on January 24, 2019.

**Attachment(s):** DRAFT Letter to VDOT NOVA District Administrator Cuervo  
Requests from Falls Church

**Coordination:** Regional Jurisdiction and Agency Coordinating Committee





## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

February 8, 2019

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

Reference: Request to Reallocate Regional Surface Transportation Program (RSTP) funds for the City of Falls Church.

Dear Ms. Cuervo:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) 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). However, since the receiving projects are new, the Authority needs to approve the transfer requests before any funds can be reallocated.

On January 24, 2019, the City of Falls Church requested the following reallocation:

- Transfer of \$108,000 in RSTP funds from "Pedestrian, Bicycle, Bridge and Traffic Calming Improvements" UPC 100411 to "Bridge Inspection, Maintenance, Repair and Replacement Activities" UPC 108295

The City of Falls Church is responsible for the inspection of 25 bridges, 22 of which require inspection by the end of the 2019 cycle. The City is prepared to commence annual bridge safety inspections, required by the Federal Highway Administration (FHWA) and Virginia Department of Transportation (VDOT) to ensure the safety of these structures. Final inspection reports provide preventative maintenance and repair recommendations to extend the life of structures and prevent costly repairs in the future.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved the requests on January 24, 2019 and the NVTA was informed at their February 14, 2019 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,

Wendy Block-Sanford  
RJACC Vice-Chairman

cc: Martin E. Nohe, Chairman, NVT  
Monica Backmon, Executive Director, NVT  
Cindy Mester, Deputy City Manager, City of Falls Church



# CITY OF FALLS CHURCH

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January 23, 2019

Noelle Dominguez  
Regional Jurisdiction and Agency Coordinating Committee (RJACC)  
Northern Virginia Transportation Authority (NVTa)  
3060 Williams Drive, Suite 510  
Fairfax, Virginia 22031

Dear Ms. Dominguez:

The City of Falls Church requests the following:

Transfer of \$108,000 in RSTP funds from "Pedestrian, Bicycle, Bridge and Traffic Calming Improvements" UPC 100411 to "Bridge Inspection, Maintenance, Repair and Replacement Activities" UPC 108295

The City of Falls Church is responsible for the inspection of 25 bridges, 22 of which require inspection by the end of the 2019 cycle. The City is prepared to commence annual bridge safety inspections, required by the Federal Highway Administration (FHWA) and Virginia Department of Transportation (VDOT) to ensure the safety of these structures. Final inspection reports provide preventative maintenance and repair recommendations to extend the life of structures and prevent costly repairs in the future.

If you have any questions, please contact me at 703-298-5100 or [csobsey@fallschurchva.gov](mailto:csobsey@fallschurchva.gov).

Sincerely,

Caitlin Sobsey  
Grants Manager

CC: Cindy Mester, Deputy City Manager  
Melissa Ryman, Deputy Director of Finance  
Michael J. Whitfield, Director of Public Works  
Karin Battle, Public Resources Manager  
Kerri Oddenino, Planner  
Paul Stoddard, Director of Planning  
Lionel Millard, CIP Project Manager

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

Date: 1/22/2019

Name of Jurisdiction/Agency Requesting: City of Falls Church

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$108,000

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)
100411	Pedestrian, Bicycle, Bridge and Traffic Calming Improvements	RSTP	N		\$108,000.00	108295	Bridge Inspection, Maintenance, Repair and Replacement Activities	Y					

TOTAL OF TRANSFER \$108,000.00

Attach Signed Request of Transfer Letter



# NVTA Funding Program Project Status

## Upcoming Public Information Meetings:

**Fairfax County: Route 1 Widening (Jeff Todd Way to Napper Road)** – A design public hearing will be held Tuesday, **March 26 from 6:30 p.m. to 8:30 p.m.** in the auditorium/cafeteria (use entrance 4) at Mount Vernon High School, 8515 Old Mount Vernon Road, Alexandria, VA 22309.

**Fairfax County: Route 7 Widening - Colvin Forest Drive to Jarrett Valley Drive** – Public information meetings are scheduled to be held on **April 2, 2019 at 6:30PM at Colvin Run Elementary School** (1400 Trap Road, Vienna, VA 22182) and **April 3, 2019 at 6:30PM at Forestville Elementary School** (1085 Utterback Store Road, Great Falls, VA 22066)

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
Arlington County	<b>Boundary Channel Drive Interchange</b> – 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	<b>Columbia Pike Multimodal Improvement</b> – 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 in-street gas main and lateral connections have been completed. Old gas line has been abandoned. The undergrounding and streetscape improvement have commenced with NTP of 2/20/18. Watermain installation work and testing has been completed. Final installation of water laterals by mid-February. 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	<b>Columbia Pike Multimodal Street Improvements (East End)</b> – Includes a modified street cross- section along the eastern portion of Arlington's 3.5 mile Columbia Pike	\$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,	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending	9.5%



Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
	corridor. Specific works includes realignment of road including shifting the roadway south of its existing location, eliminating the s-curves, utility undergrounding and enhancing pedestrian facilities			but must be completed prior to final plan approval and construction. Pursuing required easements with 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.	on negotiations)	on negotiations)	
Arlington County	<b>Crystal City Multimodal Center</b> – 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	<b>Ballston-MU Metrorail Station West Entrance</b> – Constructs a second entrance to the Ballston- MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators,	\$12,000,000 (FY2015-16)	Design	Design work is expected to run two years starting in late Winter/early Spring 2019. County and WMATA staff have reinitiated coordination on the project. WMATA is reviewing the 2006 30% design plans and preparing an estimated	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 1/31/19
	connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform			level of support for the project. County staff is drafting the project coordination agreement, design support agreement, and project implementation plan. Project is tied to redevelopment plan of adjacent private property.			
Arlington County	<b>Glebe Road Corridor Intelligent Transportation System Improvements</b> – 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 - Work completed Task 2 – Chain Bridge ITS upgrades – 100% design coordination with VDOT. Task 3 – Chain Bridge Fiber communication – cable testing revealed issues; contractor repairing fibers. Task 4 – ITS Equipment Installations – Equipment procured. 50% completed. Remaining 50% proceeding once weather breaks. Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment.	Task 1 – completed Task 2 – Summer 2019 Task 3 - Spring 2019 Task 4 – Spring 2019 Task 5 – Fall 2019	Task 1 – completed Task 2 – Summer 2019 Task 3 - Spring 2019 Task 4 – Spring 2019 Task 5 – Fall 2019	20.9%
Arlington County	<b>Lee Highway Corridor ITS Enhancements</b> – 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	\$3,000,000 (FY2017)	Design, PE, ROW, Construction	Task 1: On-Site ITS Consultant – Work completed Task 2: Signal Upgrades – 90% design completed on Adams, Danville, and Old Dom intersections; 30% design completed on Spout Run and Culpepper intersections Task 3: Streetlighting – construction to start by 2019 end Task 4: ITS equipment deployment - Field survey completed. Equipment procurement in process.	Design Tasks Task 1 – Spring 2019 Task 2 – Spring 2019 Task 3 – Summer 2019 Task 4 – Summer 2019 Task 5 – Summer 2019	Design Tasks Task 1 – Spring 2019 Task 2 – Spring 2019 Task 3 – Summer 2019 Task 4 – Summer 2019 Task 5 – Summer 2019	5.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
	Forward Looking Infrared (FLIR) detectors in order to monitor traffic flow and safety of all modes. At the 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.				Task 6 – Spring 2019  Project completion June 2020	Task 6 – Spring 2019  Project completion June 2020	
Arlington County	<b>Crystal City Streets:</b> 12 <sup>th</sup> 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 <sup>th</sup> 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 <sup>rd</sup> 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 is at 90% and negotiations are underway for temporary construction easements. Design will be completed in late summer 2019, followed by a three-month procurement process. The construction should start in late 2019 with completion in	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 1/31/19
				<p>mid-2020.</p> <p>The new Phase 2 will include the reconfiguration of US1 interchange and adjacent pedestrian facilities as well as the section of 23<sup>rd</sup> Street from Eads to Crystal Drive. This project will be designed in coordination with an adjacent private sector development. 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</p> <p>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 mid- 2020.</p>			
Arlington County	<p><b>NEW! ART Operations and Maintenance Facilities</b> – This funding will enable construction for parking additional ART buses, facilities for maintenance and bus operations, as well as enclosed storage for transit infrastructure. When complete, ART will have the support network it needs to increase ridership, including new routes and increased services, and to keep the entire bus fleet maintained and in service</p>	\$39,027,000 (FY2018-23 SYP)	Design, Construction, Asset Acquisition	The project is currently undergoing conceptual design	Fall 2021	Fall 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
Arlington County	<b>NEW! Intelligent Transportation Systems Improvements</b> – This funding will enable implementation of upgraded ITS, adaptive signal optimization, real-time signal optimization, additional bluetooth devices, count stations, CCTV cameras, FLIR detections; enable future initiatives such as connected vehicles and transit signal priority	\$10,000,000 (FY2018-23 SYP)	Design, ROW, Construction, Asset Acquisition	Phase1: Conducted field verification of 50% of phase 1 limits. Started project implementation planning/task development. Phases 2 & 3: Project implementation planning/task development will start soon.	Summer 2024	Summer 2024	0%
Fairfax County	<b>Innovation Metrorail Station</b> – 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%
	<b>Innovation Metrorail Station (Continuation)</b> - 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.	\$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 1/31/19
Fairfax County UPC 108720	<b>VA Route 28 Widening – Prince William County Line to Route 29</b> - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environmental Study	Design: Consultant submitted 30% plans. These plans and the draft Design Build RFQ and RFP were submitted to VDOT 12/21/18. 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. Revised Noise Study submitted to VDOT on 12/18/18. Draft Air study submitted to VDOT 12/20/18. Traffic: Draft 2040 traffic model submitted to VDOT 10/18/18; coordinating with VDOT and consultants to finalize the study. Geotech: Revised Geotechnical Data Report sent to VDOT for review on 12/10/18.	2023	2019	39.2%
UPC 108720	<b>VA Route 28 Widening – Prince William County Line to Route 29 (continuation)</b> - 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	<b>Fairfax County Parkway Improvements</b> – 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	Summer 2019	40%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
				widening), initiating Traffic data collection, Noise analysis, Environment assessment, IJR framework, TDM, public outreach programs etc. Most recent PIM was held on Jan 7, 2019 to focus on Popes Head Road interchange options, Burke Center Pkwy intersection options, and storm water management. NEPA documents in progress. Addressing public comments and working on IJR and environmental analysis. Design public hearing expected mid-2019.			
Fairfax County UPC 107937	<b>Route 286 Fairfax County Parkway Widening: Route 123 to Route 29</b> – 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. Most recent PIM was held on Jan 7, 2019 to focus on Popes Head Road interchange options, Burke Center Pkwy intersection options, and storm water management. NEPA documents in progress. Addressing public comments	2023	Spring 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
				and working on IJR and environmental analysis. Design public hearing expected mid-2019.			
Fairfax County UPC 109814 & 5559	<b>Rolling Road Widening –</b> 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 Feb 27, 2018. Fairfax County Board endorsed public hearing plans on 7/31/18. Phase 1 construction to begin in fall 2019 and end in fall 2020. Phase 2 construction from Fall 2022 to Fall 2024.	Phase 1: 2020  Phase 2: 2024	Nov 2020	62.5%
Fairfax County UPC 106742	<b>Frontier Drive Extension -</b> 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. Consultants have submitted a supplement to incorporate the VE recommendations and	2022-2023	Fall 2018 (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 1/31/19
				also additional WMATA tasks as a result of a recent coordination meeting with them.			
Fairfax County	<b>West Ox Bus Garage -</b> Expands capacity of the West Ox bus facility and allows for additional, increased Fairfax Connector bus service. Includes 9 maintenance bays and expansion of facilities for bus drivers and security.	\$20,000,000 (FY2015-16)	Construction	Project complete. Close out pending.	2018	2018	60.3%
Fairfax County UPC 106917 (Parent UPC 52328; Asso UPC 99478)	<b>Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive</b> – 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 occurred in July 2018. Construction is anticipated to begin in early 2019. Construction to begin in Spring 2019. Final project completion is expected in Summer 2024. Preliminary design going on. This includes aerial mapping, field surveys, utility designations, utility test pits, pipe video inspections, property title searches, traffic counts, geotech investigations, wetland delineations and setting up horizontal and vertical alignments. Field surveys completed.. Geotech report is expected in May 2019. Early ROW plans completed in Dec 2018.	2024	June 2020	0%
Fairfax	<b>NEW! Richmond</b>	\$250,000,000	Design,	Preliminary design and	2029	2029	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
County	<b>Highway BRT: Phases 1 and 2</b> – This includes median running BRT from Huntington Metro Area to Fort Belvoir. The project will include new transit stations, facilities for bicycle, pedestrian, and vehicle travel modes.	(FY2018-23 SYP)	ROW, Construction	environmental work is underway.			
Loudoun County	<b>Leesburg Park and Ride</b> – 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 County	<b>Belmont Ridge Road - Truro Parish Road to Croson Ln</b> – 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.	\$19,500,000 (FY2015-16)	Construction	Design is complete. Right of way acquisition continues.	Summer 2022	Summer 2022	10.5%
Loudoun County UPC 97529, 105064, 105575	<b>Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd</b> – 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	<b>Route 9 Traffic Calming: Town of Hillsboro</b> – The project includes roundabouts	\$12,112,000 (FY2018-23 SYP)	Design, ROW, Construction	Project at 100% design, awaiting final comments on second round of reviews from	Mid 2020	Mid 2020	8.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
Hillsboro	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.			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.			
Loudoun County	<b>NEW! Dulles West Blvd Widening: Loudoun County Pkwy to Northstar Blvd</b> – This includes the construction of a four-lane median divided roadway for approximately 2 miles within a 120 foot right of way and six signalized intersections.	\$47,800,000 (FY2018-23 SYP)	Design, ROW, Construction	Consultant selection is underway for a Design Consultant	2026	2026	0%
Loudoun County	<b>NEW! Evergreen Mills Rd Intersection Alignments – Watson Rd and Reservoir Rd</b> – This includes the realignment of Watson Road and Reservoir Road to align with the intersection of Evergreen Mills Rd and form a four-legged intersection; construct right and left turn lanes from Evergreen Mills Rd onto Watson Rd and Reservoir Rd.	\$14,000,000 (FY2018-23 SYP)	Design, ROW, Construction	Consultant selection is underway for a Design Consultant	2024	2024	0%
Prince William County	<b>Route 1 Widening from Featherstone Road to Marys Way</b> – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance	\$3,000,000 (FY2014)	Design	Duct bank design completed and approved by VDOT Finalizing roadway project design. Final reimbursement request is being prepared.	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 1/31/19
	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.						
	<b>Route 1 Widening from Featherstone Road to Marys Way (continuation)</b> - 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.	April 2021	April 2021	49.4%
	<b>Route 1 Widening from Featherstone Road to Marys Way (continuation)</b> - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project	\$11,000,000 (FY2017)	Construction	Continuation of the FY2014 and FY2015-16 projects above.	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 1/31/19
	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.						
Prince William County	<b>Route 28 Widening from Linton Hall Road to Fitzwater Drive</b> -- 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. Northbound bridge construction is also ongoing.	October 2019	October 2019	65.8%
Prince William County	<b>Route 28 Widening from Route 234 Bypass to Linton Hall Road</b> - 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.	16.7%
	<b>Route 28 Widening from Route 234 Bypass to Linton Hall Road (continuation)</b> - 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.	\$10,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	Summer 2021	Design March 2018 thru summer 2019. Construction to begin summer 2019.	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
Prince William County	<b>NEW! Route 28 Corridor Improvements from Fitzwater Dr to Pennsylvania Ave (continuation)</b> – Widen Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$15,000,000 (FY2018-23 SYP)	Construction	Continuation of the above.	Summer 2021	Summer 2021	0%
City of Manassas/Prince William County	<b>Route 28 (Manassas Bypass) Study – Godwin Drive Extended</b> - 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 were held on December 5 <sup>th</sup> (in Prince William County) and December 6 <sup>th</sup> (in Fairfax County). Purpose and need being developed. Current task focuses on feasibility of obtaining permits for the bypass.	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.	44.2%
Prince William County	<b>NEW! Construct Interchange at Route 234 and Brentsville Rd</b> – This includes grade separation at Brentville; converting intersection of Prince William Pkwy and Bradley Cemetery Way to T-intersection; realigning Brentsville Rd to	\$54,900,000 (FY2018-23 SYP)	Design, ROW, Construction	An unsolicited PPTA proposal was received from a design-build team. The proposal was evaluated and accepted by the County. The project was advertised on November 29, 2018 for competing bids. Bids must be received by March 20, 2019. We believe that this	2025	2025	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
	provide through access to Dumfries Rd			procurement process will save time and costs because of the low risk due to available right of way and minimal utility impacts.			
Prince William County	<b>NEW! Construct Interchange at Prince William Pkwy and University Blvd</b> – The intersection will be redesigned as quadrant roadway (QR), which will restrict left turns at the main intersection and moves them to secondary intersection further down and connector roads. It will also include two signalized intersections.	\$24,200,000 (FY2018-23)	Design, ROW, Construction	A task order with Parsons has been executed and design work has been initiated. Consultant is currently performing survey activities.	2022	2022	0%
Prince William County	<b>NEW! Summit School Extension and Telegraph Road Widening</b> – This includes extending Summit school Rd to Telegraph Rd as a 4-lane divided roadway; widening Telegraph Rd from new Summit School Rd intersection and Horner Rd commuter lot as well as from Caton Hill Rd to Prince William Pkwy; constructing sidewalk and multiuse path.	\$38,700,000 (FY2018-23 SYP)	Design, ROW, Construction	Currently determining the best procurement method prior to moving forward.	2022	2022	0%
City of Alexandria	<b>Potomac Yard Metrorail Station EIS</b> – 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 Environment al	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%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
	<b>Potomac Yard Metrorail Station (continuation)</b> - 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.	\$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. Project close out form submitted on 10/1/2018.	100%
	<b>Potomac Yard Metrorail Station (continuation)</b> - 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. 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	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 1/31/19
				be the same as contemplated in the original station design. The chief goal is to ensure the current project remains on schedule for a 2022 opening. There is approximately 8 months of design and construction that can proceed before a decision on how to implement the south entrance would become a critical path item. The City, WMATA, and the Contractor continue to work to move the project forward to maintain the current project schedule while developing a feasible design to enhance the south entrance. Community outreach will continue.			
City of Alexandria	<b>Shelters and Real Time Transit Information for DASH/WMATA</b> – 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 close out form submitted on 12/4/18.	Completed in December 2018	Completed in December 2018	100%
City of Alexandria	<b>Traffic Signal Upgrades/Transit Signal Priority</b> – 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	90% of the equipment has been installed. The specialized modems and SIM Cards have been provided by WMATA; Equipment programming and configuration is underway and is expected to be completed by the end of February 2019. Equipment testing is anticipated to start early March 2019.	Summer 2019	Winter 2018	12.7%
City of Alexandria	<b>Duke Street Transit Signal Priority</b> - Includes design, install and implementation of a transit	\$190,000 (FY2015-16)	Construction	90 percent of the equipment has been installed. The specialized modems and SIM Cards have been provided by	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 1/31/19
	vehicle signal priority system (on board system on DASH and field equipment along the route) on Duke Street.			WMATA; Equipment programming and configuration is underway and is expected to be completed by the end of February 2019. Equipment testing is anticipated to start early March 2019.			
City of Alexandria	<b>West End Transitway (WET)</b> - 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 4 <sup>th</sup> Quarter of FY 2019.	2024	2021	36.6%
City of Fairfax	<b>Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place</b> – 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 the inadequate culvert under Route 123.	\$5,000,000 (FY2014)	ROW Acquisition, Construction	NTP for construction was issued on September 19, 2016. Detour at CBR/Route 50 ended. Punchlist items. Ribbon Cutting scheduled for February 4, 2019.	December 2018	December 2018	100%
	<b>Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place “Northfax”</b> – Widens Route 123 (Chain Bridge	\$10,000,000 (FY2015-16)	Construction	NTP for construction was issued on September 19, 2016. Detour at CBR/Route 50 ended. Punchlist items. Ribbon Cutting scheduled for	December 2018	December 2018	70.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
	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.			February 4, 2019.			
City of Fairfax	<b>Kamp Washington Intersection Improvements</b> – 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 pedestrian signalization; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Construction began in December 2015. Project is substantially complete. Working on punch list items.	February 2019	February 2019	100%
City of Fairfax	<b>NEW! Jermantown Road Improvements</b> – Includes the provision of spot	\$21,000,000 (FY2018-23 SYP)	Design, ROW, Construction		2022	2022	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
	widening, new turn lanes, new signals, and pedestrian crossings.						
City of Fairfax	<b>NEW! Roadway Network Northfax West</b> – Includes the construction of 700 ft long new roadway between Fairfax Blvd/Farr Avenue and Orchard Street to create a grid network within the NW quadrant of Fairfax Blvd/Chain Bridge Road ("Northfax"), sidewalks, and bike lanes	\$2,500,000 (FY2018-23)	Design, ROW, Construction		2022	2022	0%
City of Falls Church / NOVA Parks	<b>NEW! Enhanced Regional Bike Routes (W&amp;OD Trail)</b> – Replaces 1.2 miles of 10-foot wide trail with 11-foot wide bike trail and 8-foot wide pedestrian trail separated by a median, upgrades curb ramps to ADA standards, and widens Four Mile Run bridge.	\$3,244,959 (FY2018-23 SYP)	Engineering, Construction	Engineering contract awarded to AMT Sept. 2018. Kick-off meeting with AMT, City and NOVA Parks staff on Nov. 2018. Engineering in progress.	August 2020	August 2020	0%
City of Manassas	<b>Route 28 Widening South to City Limits</b> – 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 95%. Obtained CTB approval for "Limited Access Control Change." <a href="#">Currently finalizing ROW. Utility relocation will begin as soon as all properties are clear.</a> Project advertising expected in May 2019.	October 2019	October 2019	0.4%
Town of Dumfries UPC 90339	<b>Widen Route 1 (Fraleigh Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)</b> - This	\$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	FY2025	Summer 2019	14.9%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
	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 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.			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 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	<b>Intersection Improvements (Herndon Parkway/Sterling Road)</b> – 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 was completed on June 29, 2019 and the Town paid final invoice to the contractor on Nov 2018. Project close-out with NVTA pending	Highway capacity improvements completed November 2014. Sidewalk improvements completed Nov 2018.	Complete in Nov 2018	40.1%
Town of Herndon	<b>Intersection Improvements (Herndon Parkway/Van Buren Street)</b> – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Construction	Design is at 90% complete. Land acquisition and utility underground/relocation to occur during early 2019.	Expected in 2021, prior to the opening of Dulles Metrorail Phase II.	Spring 2021	0%
Town of Herndon	<b>Access Improvements (Silver Line Phase II – Herndon Metrorail Station)</b> – Provides additional vehicle	\$1,100,000 (FY2014)	Engineering, ROW Acquisition, Construction	Currently in ROW phase. Construction expected to start in 2020.	Expected in 2021, to be coordinated with the	Spring 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
	and bus pull-off bays and major intersection improvements to include ADA accessible streetscape, paver crosswalks, bike-pedestrian signalization, refuge media islands and bus shelter/transit facilities.				opening of Dulles Metrorail Phase II.		
Town of Herndon UPC 50100	<b>East Elden Street Improvement &amp; Widening -</b> 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	<b>Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation)</b> - 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	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 1/31/19
				approved by Federal Highway in April 2018. Public Hearing was held in May 2018. PH Transcript and Design Approval request currently under review at the District. IJR approved 12/16/18. VE approved 1/25/19. Awaiting endorsement of Limited Access Modifications from Town in order to submit to CTB for approval. Subsequently submit the plans for Design approval in order to close out PE phase.			
Town of Leesburg UPC 106573	<b>Route 7 East Market Street and Battlefield Parkway Interchange</b> - 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 were due on November 27, 2018 and Price Proposals were due on December 12, 2018. Bids were opened on 12/18/18 and the procurement process for selection of the Design-Builder is underway.	November 2021	November 2019	30.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
	<b>Route 7 East Market Street and Battlefield Parkway Interchange (continuation)</b> - 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%
VDOT (Loudoun County) UPC 109146	<b>NEW! Route 28 NB Widening between Dulles Toll Road and Sterling Boulevard</b> – This includes widening of northbound Route 28 from 3 to 4 lanes. An additional thru lane will be added in the NB direction, and the existing auxiliary lane configurations between the Innovation Avenue, Route 606 and Sterling Boulevard interchanges will be maintained but shifted to the east to accommodate the additional thru lane.	\$20,000,000 (FY2018-23 SYP)	Construction	Contractor has been issued notice to proceed with construction. Construction signage has been placed; concrete barrier has been placed along right shoulder of NB Route 28; and utility relocations are underway. Project is currently on-time and on-budget.	June 2020	June 2020	0%
Potomac and Rappahannock Transportation Commission	<b>Western Maintenance Facility</b> – New facility will alleviate overcrowding at PRTC's Transit Center (which was designed to accommodate 100 buses, but is currently home to over 166 buses) and to permit service expansion as envisioned and adopted in PRTC's long range plan.	\$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 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	Late Spring 2020	Late Spring 2020	0%



Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
				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. Commission approved awarding GMP to Clark Construction LLC on October 4, 2018. Contract fully executed 11/6/2018 and NTP was effective 11/7/2018. Concession payment agreement with DRPT was issued fully executed 2/6/2019. Groundbreaking took place 1/23/19. Currently, foundations are being poured for the maintenance building once that is complete, will begin foundations for Administration Building. Project has experienced about a month of delay because of various weather events.			
Virginia Railway Express	<b>Alexandria Station Tunnel</b> – 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 project has been rescoped to modify the existing tunnel and no longer includes construction of a new tunnel or connection to the King Street Metrorail Station. The funding agreement with NVTA will be terminated.	TBD	TBD	0%
Virginia Railway Express	<b>Gainesville to Haymarket Extension/ Broad Run Expansion</b> – Corridor study and preliminary	\$1,500,000 (FY2014)	Planning, Project Developmen t,	The Project Development phase, including NEPA (documented CE) and Preliminary Engineering	2022	2019	79.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
	engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.		Conceptual Design	(PE)/30% design are underway for expansion of the VRE Broad Run Station and Maintenance and Storage Facility (MSF) site, the selected VRE Manassas Line expansion option. The Project Development phase will be complete in early 2019, pending Norfolk Southern review.			
Virginia Railway Express	<b>Lorton Station Second Platform</b> – 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 documentation are complete. Final design utilizing a GEC Task Order to start in early 2019.	2022	2022	4.5%
Virginia Railway Express	<b>Manassas Park Station Parking Expansion -</b> 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%
	<b>Manassas Park Station Parking Expansion (continuation) -</b> Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station.	\$2,000,000 (FY2017)	Design, PE, Environmental	Continuation of the FY2015-16 project. Final design has begun. Norfolk Southern agreement for access to railroad ROW to complete survey and geotechnical work is in place. A workshop with Governing Body will be held on 1/29/19.	2022	2020	5.1%
Virginia Railway Express	<b>Franconia-Springfield Platform Expansion -</b> Design and construction to extend the existing north-side (Metro station side) platform by up to 700 feet to allow the north-side platform	\$13,000,000 (FY2015-16)	Design, Construction	Preliminary engineering/30% design plans and NEPA documentation are complete. Final design utilizing GEC Task Order will start in January 2019.	2022	2022	2.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
	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.						
Virginia Railway Express	<b>Rippon Station Expansion and Second Platform</b> - 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 2020 with construction completed by 2023.	2023	2023	0%
Virginia Railway Express	<b>Slaters Lane Crossover</b> - 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	Signal construction initiated in 2018 and continues. Underground conduit placed. Receiving materials ordered in 2018.	2019	2019	1.3%
Virginia Railway Express	<b>Crystal City Platform Extension Study</b> - 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.	\$400,000 (FY2015-16)	Planning Engineering Studies	Concept Design is complete. 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.	2023	September 2018. Final invoice is being prepared.	85.5%
Washington	<b>8-Car Traction Upgrades</b>	\$4,978,685	Construction	Installation of the traction	Projected	Feb 2019	29.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 1/31/19
Metropolitan Area Transit Authority	– 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.	(FY2014)	Contract Admin.	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.	Contract Close- out Feb. 2019		
Washington Metropolitan Area Transit Authority	<b>Blue Line 8-Car Traction Upgrades</b> – 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. Installation of C11TB and J03TB2 to begin February 11.	Project Contract Close-out estimated December 2021	December 2021	0%

# ***BRT Initiatives at the Northern Virginia Transportation Authority***

*TPB Technical Committee  
February 1, 2019*

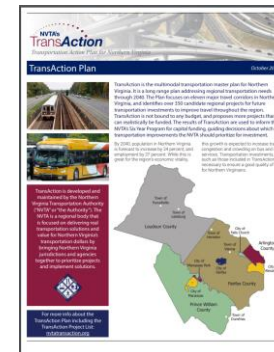
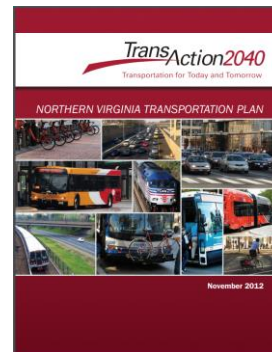
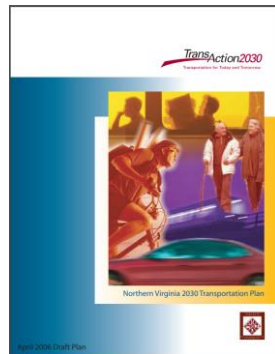


**Sree Nampoothiri, Transportation Planner, NVTA**



# Two Primary Responsibilities

1. Develop and update the long range, multi-modal Transportation Plan for Northern Virginia → **TransAction Plan** (adopted October 2017)

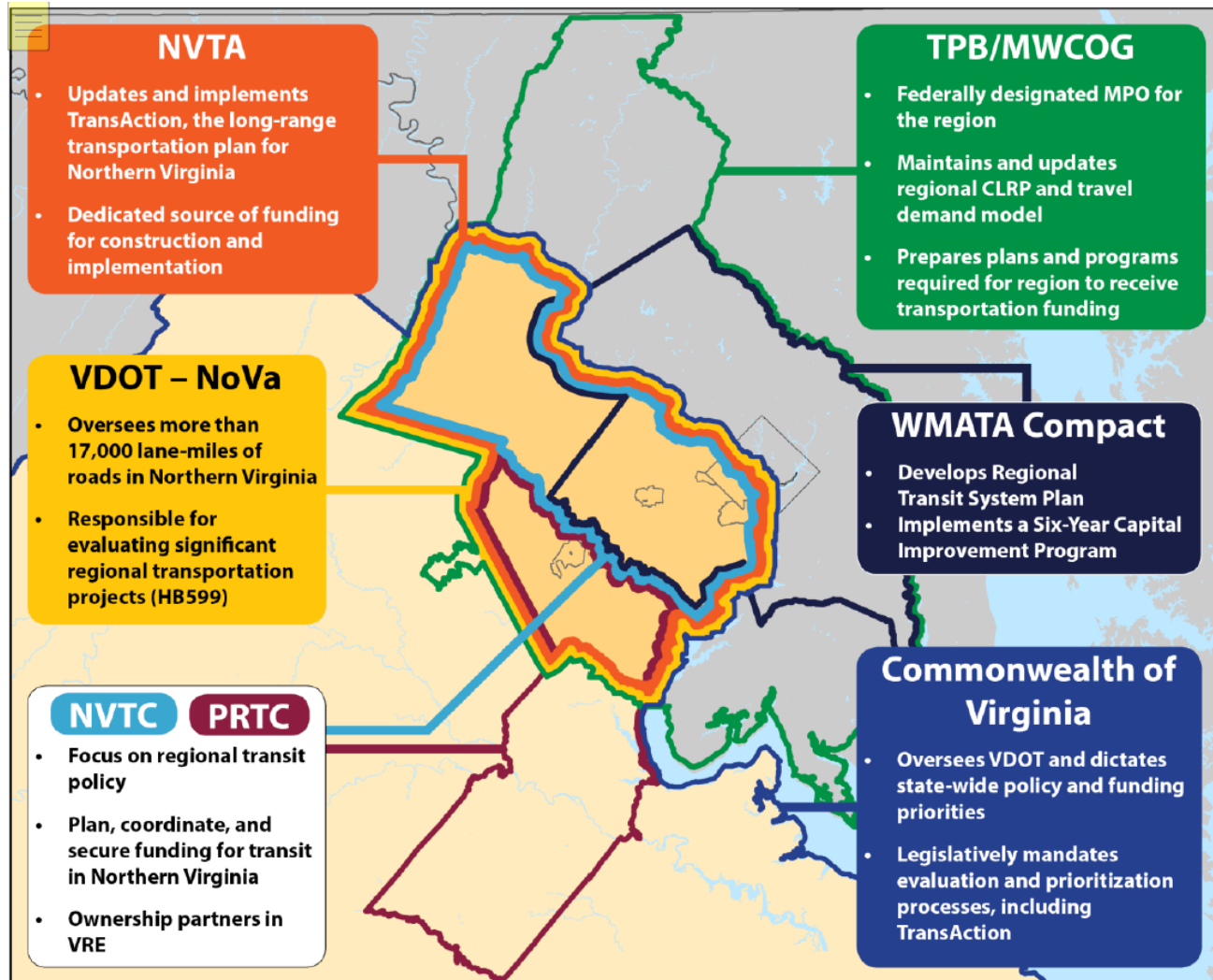


2. Prioritize and fund regional transportation projects → **Six Year Program** (adopted June 2018)





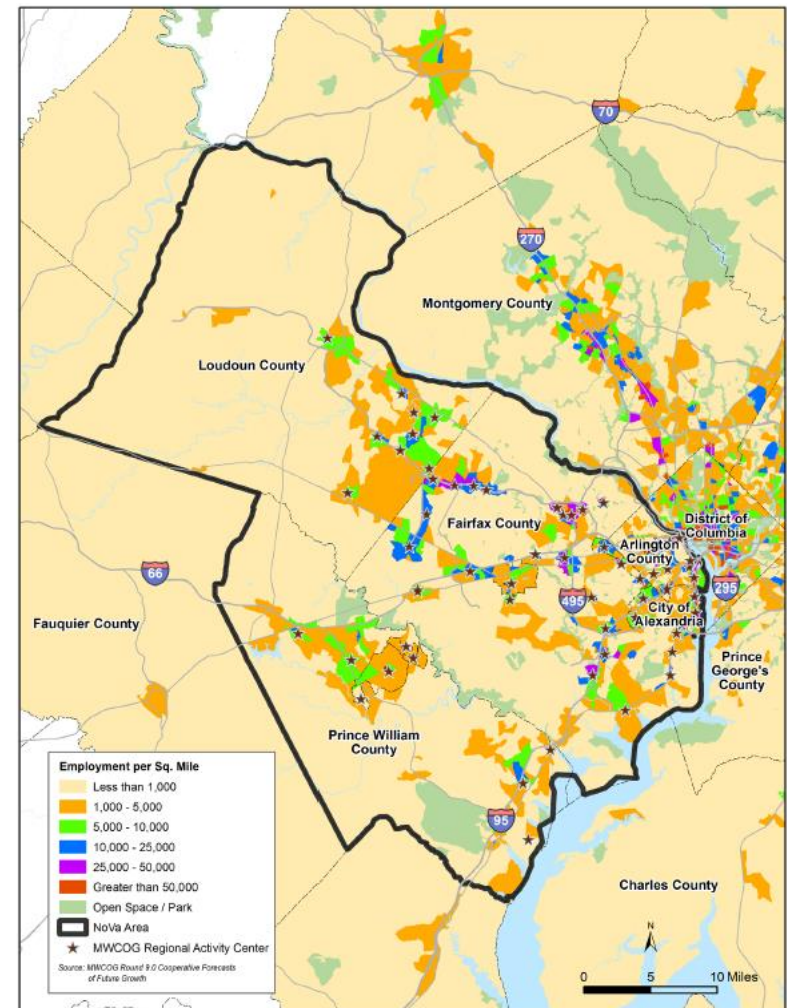
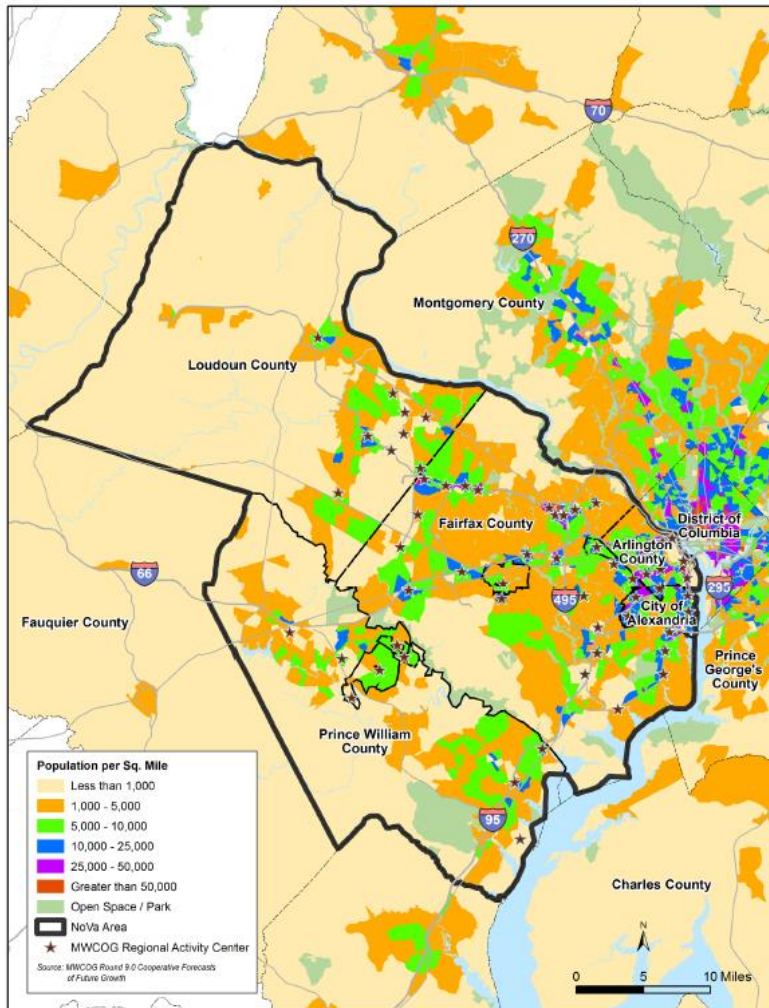
# Regional Collaboration







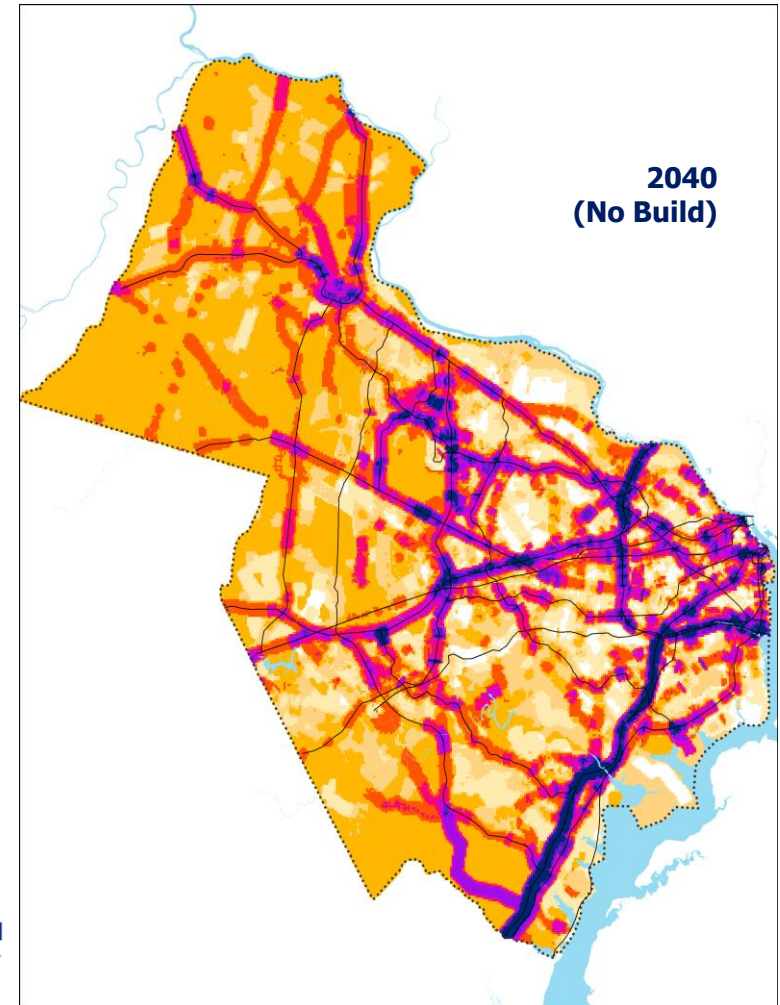
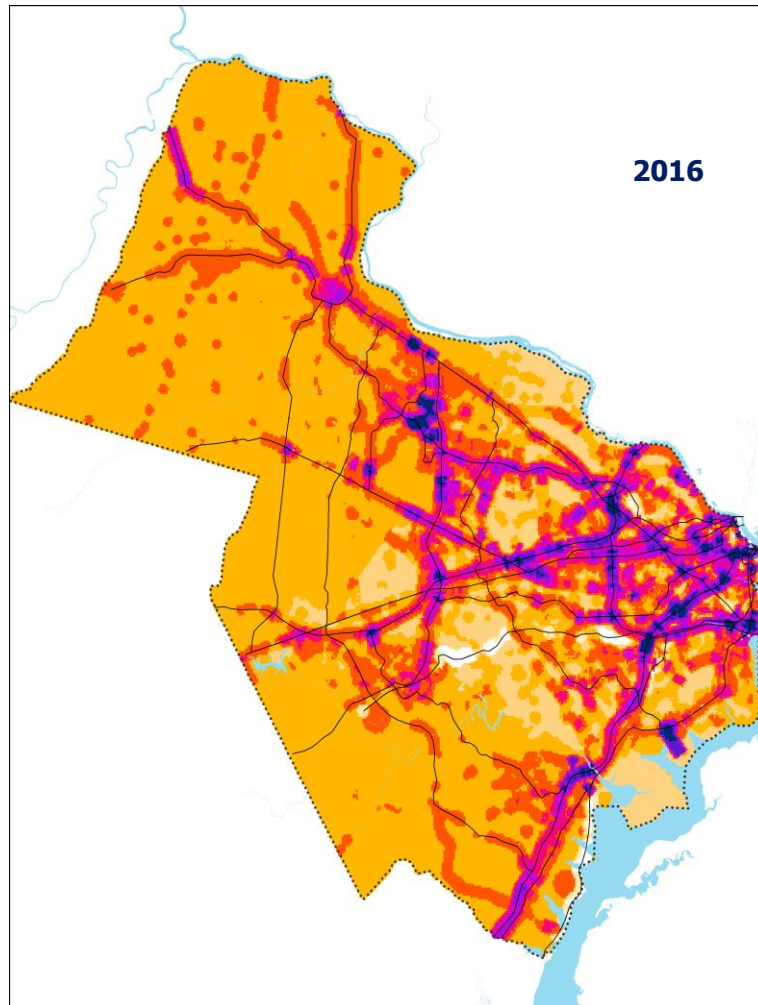
# Growth in Population (24%) and Jobs (37%)...







... will lead to worsening travel conditions

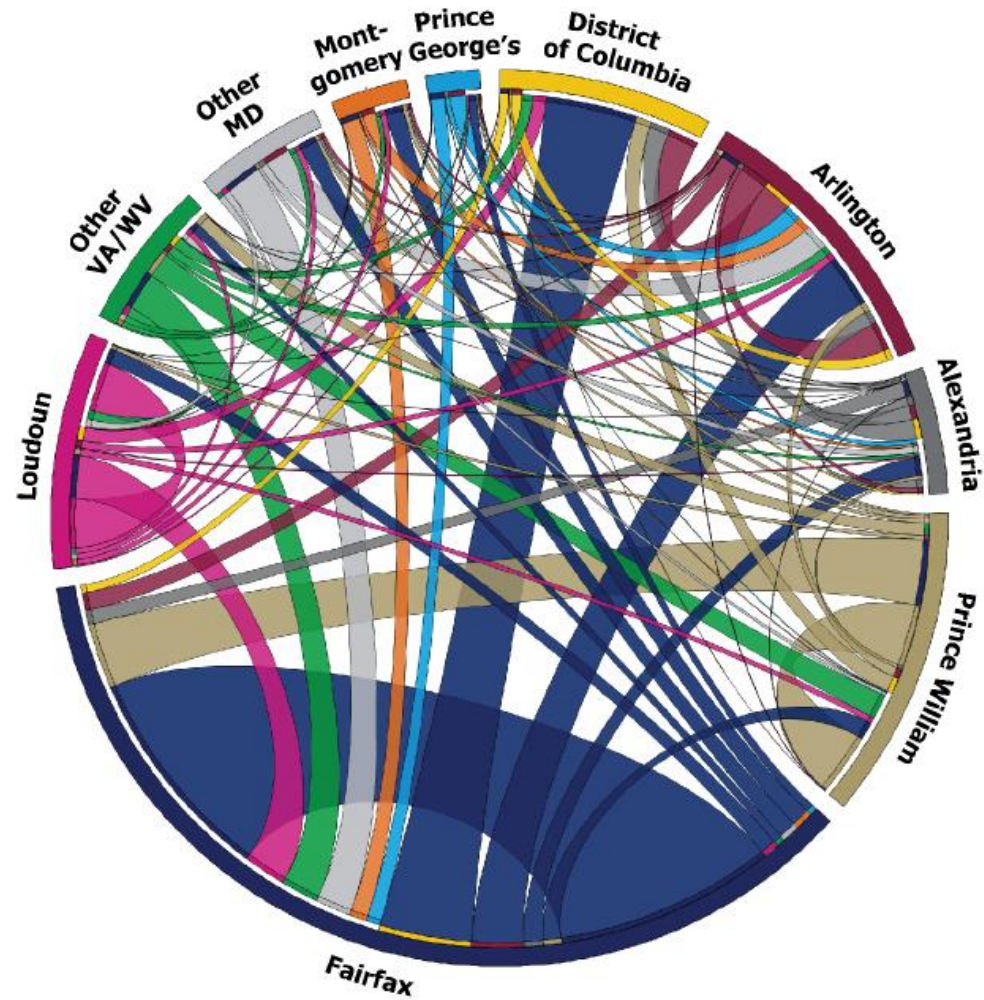


Weighted Performance Measures

Good > > > Poor



# Vehicular Commute Trip Patterns

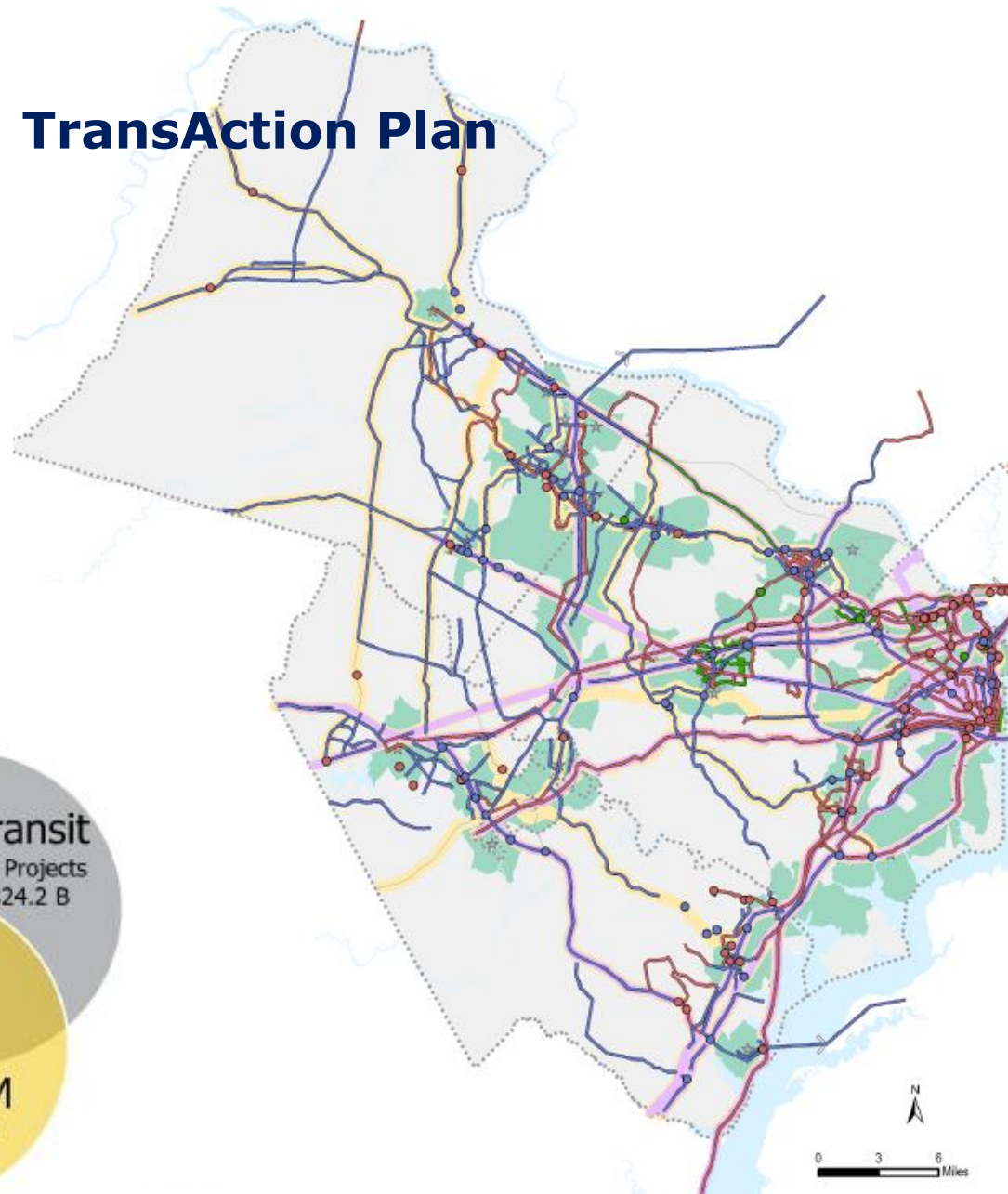
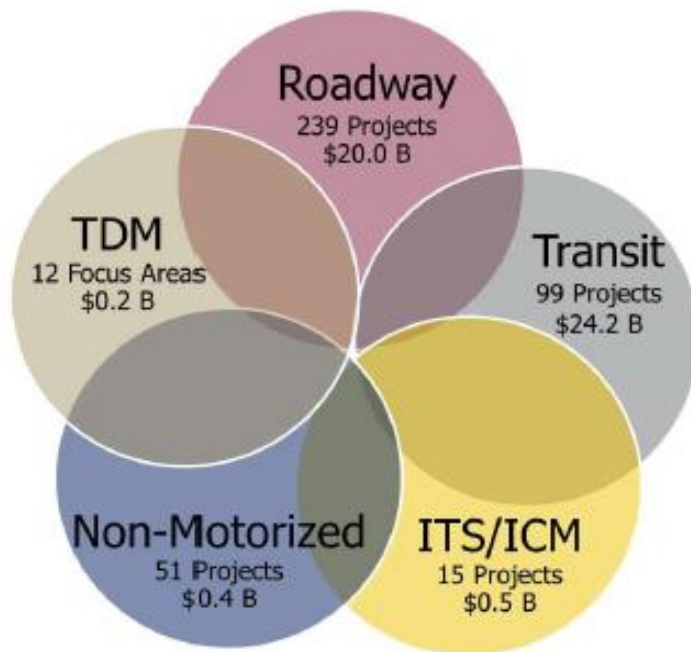




## TransAction Plan

TransAction includes:

- 352 projects
- \$44 Billion







# TransAction and Visualize 2045

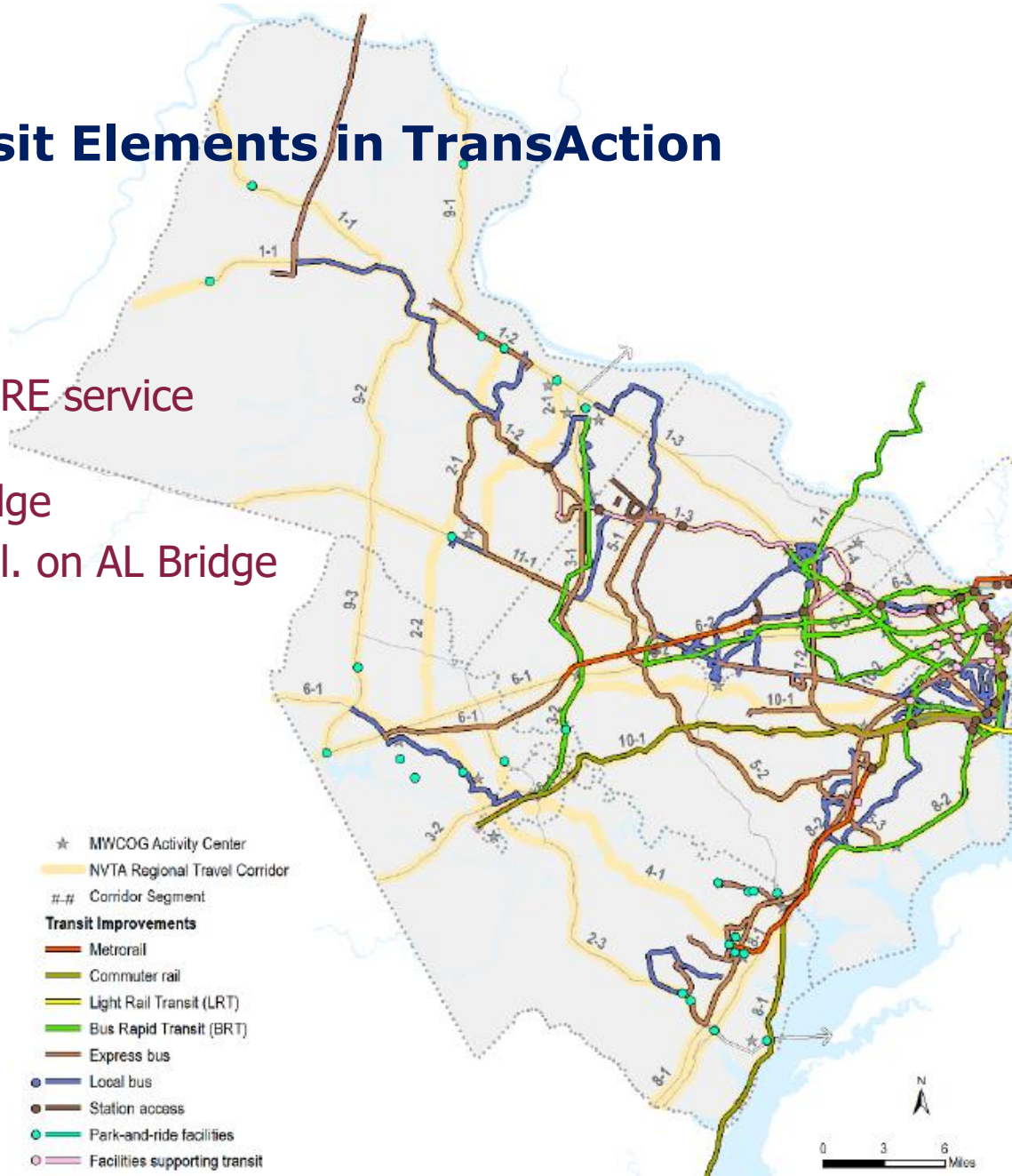
## Common ground with aspirational elements

1. Bring jobs and housing closer together (Scenarios)
2. Expand bus rapid transit regionwide
3. Move more people on Metrorail
4. Increase telework and other options for commuting
5. Expand express highway network
6. Improve walk/bike access to transit
7. Complete National Capital Trail



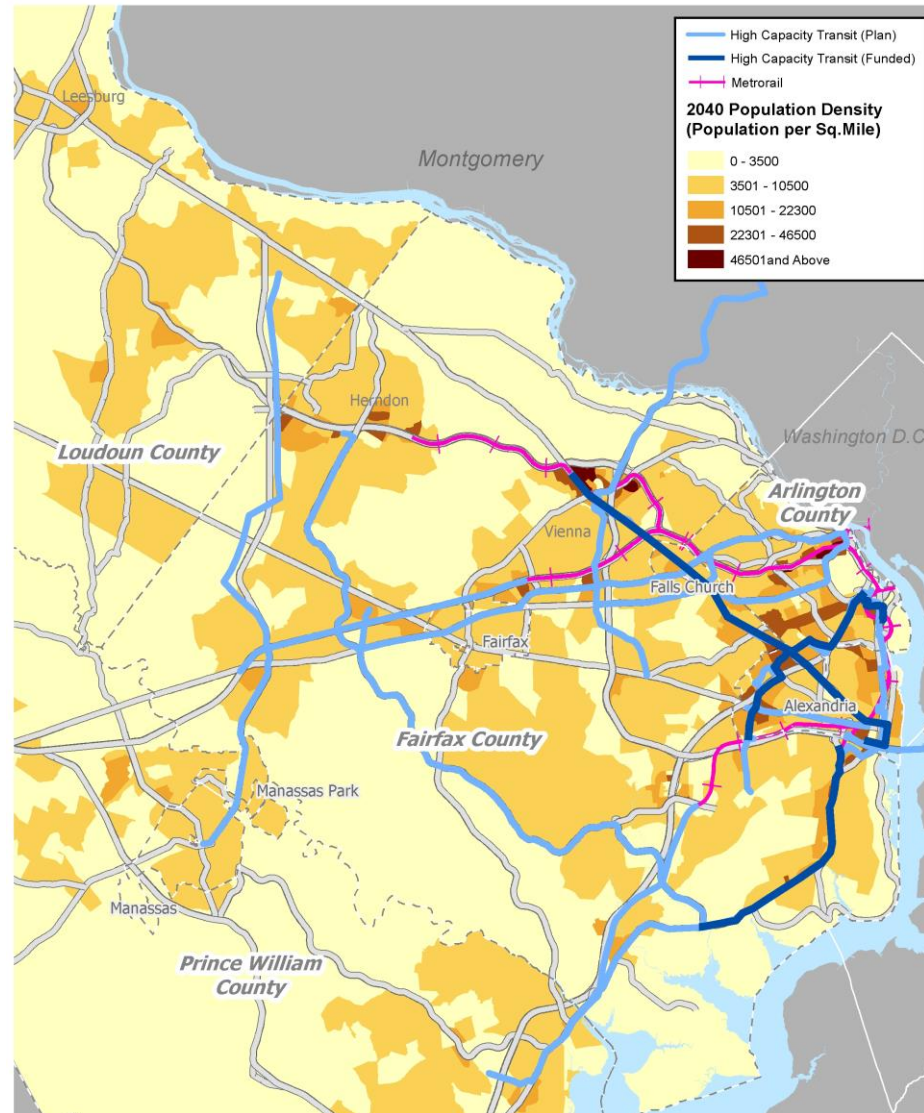
## Transit Elements in TransAction

- Metrorail (second tunnel)
- Commuter rail (increased VRE service + cross over)
- Light rail (LRT) on WW Bridge
- Bus Rapid Transit (BRT) incl. on AL Bridge
- Express bus
- Local bus
- Station access
- Park n Ride facilities
- TSP/ITS



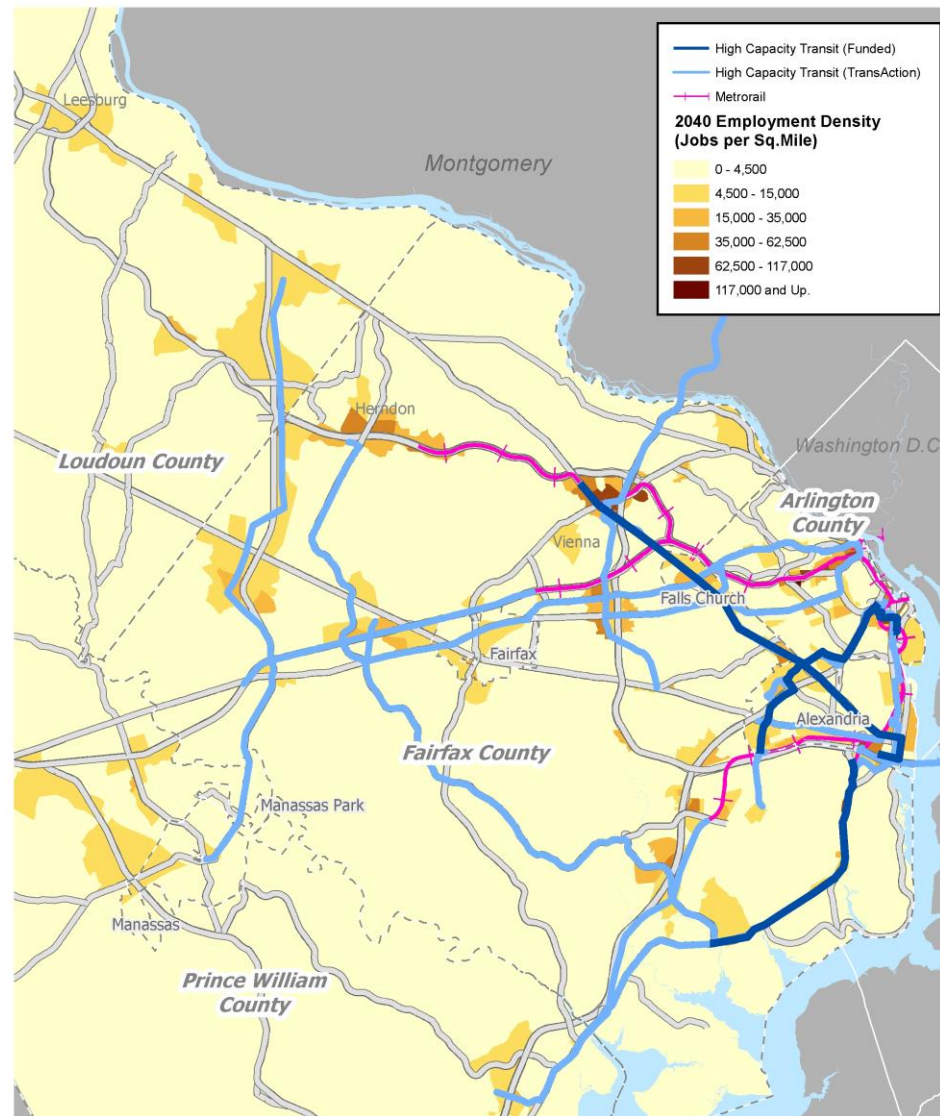


# 2040 Population Density





# 2040 Employment Density





# Model Assumptions

- Different speed, capacity, and frequency assumptions for
  - Metrorail
  - VRE
  - LRT
  - BRT – dedicated lane (Richmond Highway)
  - BRT – mixed traffic
  - Express bus
  - Local bus



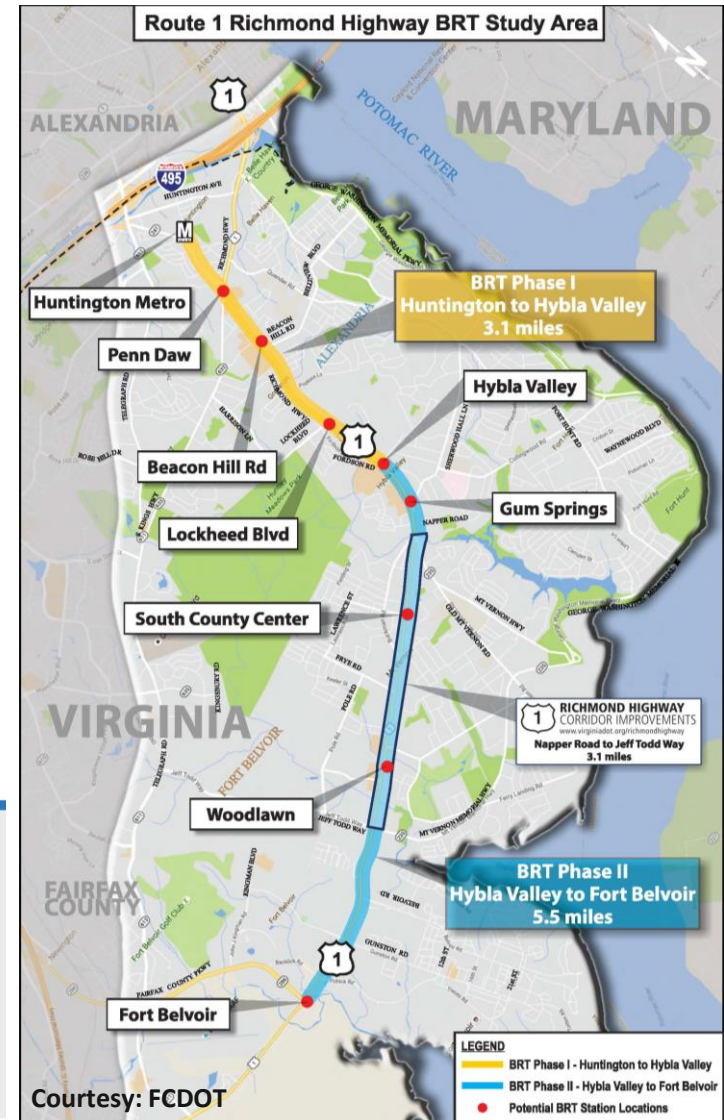
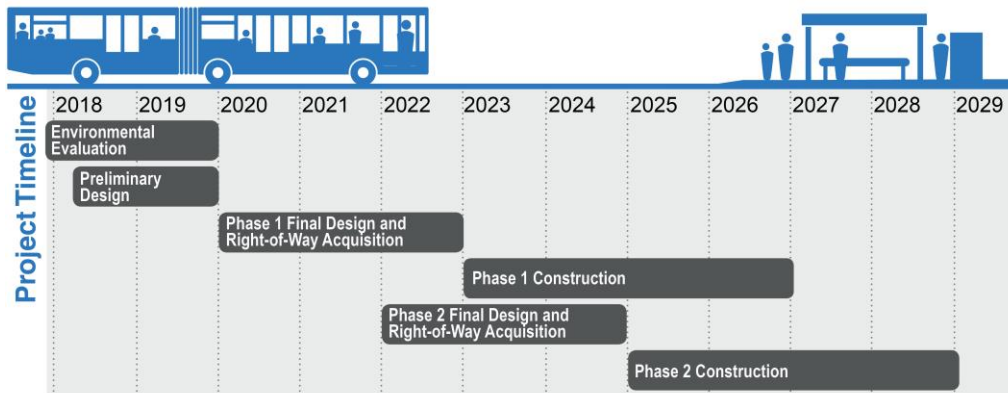


# Current BRT Projects with NVRTA Funds

## Richmond Highway BRT Fairfax County

Type: Median running  
Length: 10.4 miles

Total Cost: \$730 million  
NVRTA Funds: \$250 million





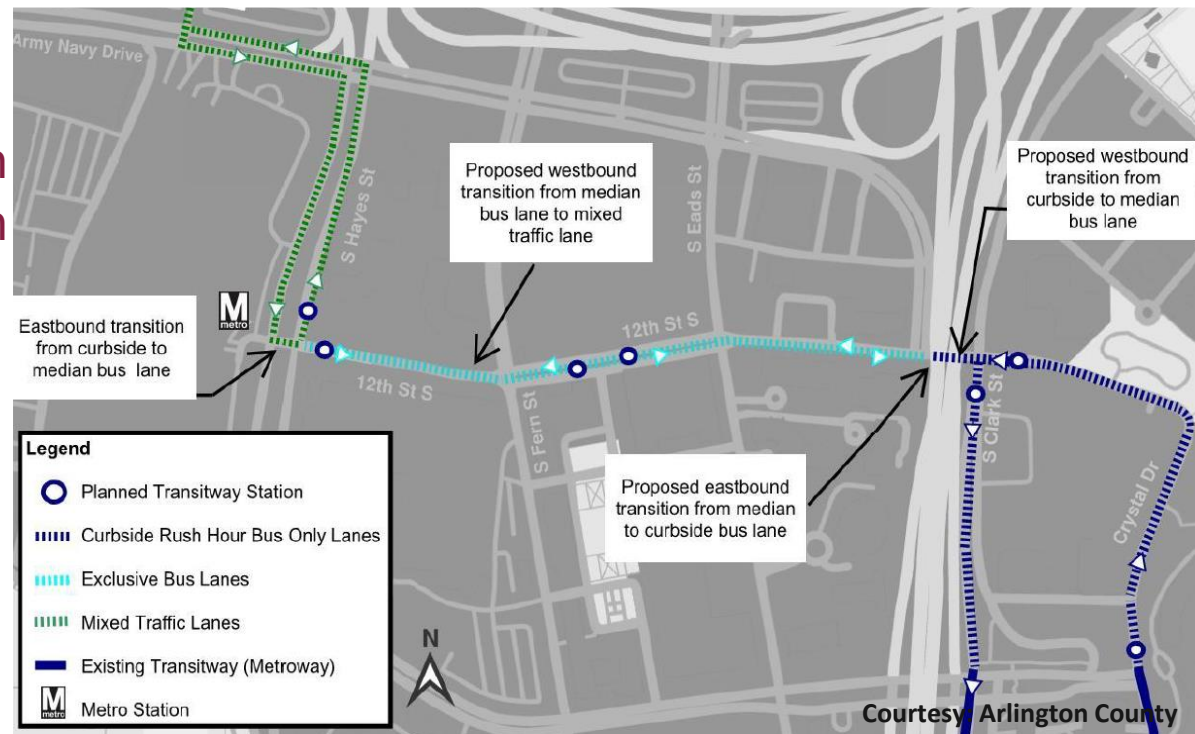
# Current BRT Projects with NVTA Funds

## Pentagon City Transitway Extension Arlington County

Type: Median/curbside exclusive lanes and mixed traffic  
Length: 1.5 mile

Total Cost: \$47 million  
NVTA Funds: \$29 million

Design: 2017-2019  
Construction: 2019-2021





# Current BRT Projects with NVT Funds

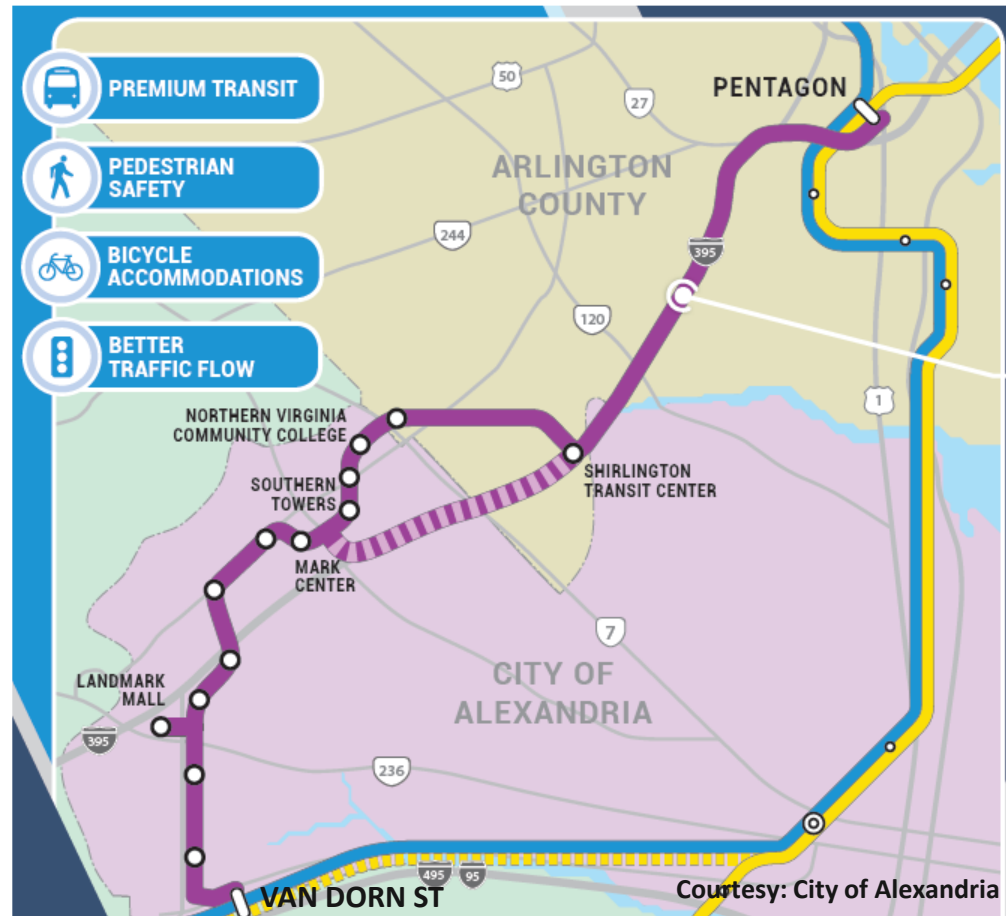
## West End Transitway Phase 1 (Landmark Mall to Pentagon)

### City of Alexandria

Type: Exclusive lanes/mixed traffic  
Length: 5.3 miles

Total Cost: \$128 million  
NVT Funds: \$4.6 million

Design: 2017-2021  
Construction: 2020-2023





# Current BRT Projects with NVTA Funds

## Route 7 BRT

### Fairfax Co-Arlington Co-Falls Church-Alexandria

Type: Exclusive lanes/mixed traffic

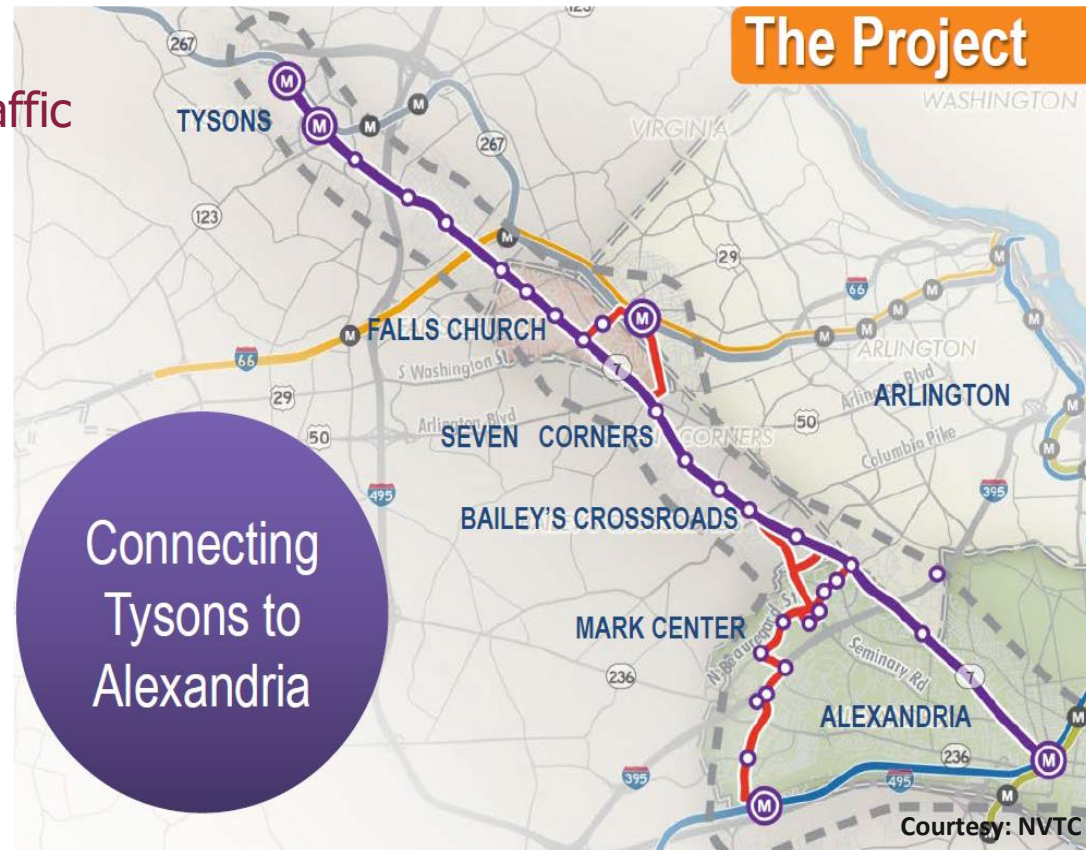
Length: 12 miles

Total Cost: \$300 million

NVTA Funds: \$800,000

Current status:

Conceptual engineering study







## Conclusion

NVTA's TransAction Plan developed a vision for high capacity transit corridors in Northern Virginia including connections to the District of Columbia and Maryland.

NVTA's SYP is already moving multiple BRT projects in the region.

Common ground between Visualize 2045 and NVTA's TransAction Plan and SYP projects.

NVTA continue to collaborate with regional agencies in Moving Region Forward.



## **Sree Nampoothiri, AICP**

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Northern Virginia Transportation Authority