



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Thursday, June 13, 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 April 11, 2019 Meeting**
Recommended action: Approval [with abstentions from members who were not present]

Presentation

- IV. VRE Crystal City Station** Mr. Doug Allen, VRE, CEO

Consent Agenda

- V. Approval of Standard Project Agreement for Arlington County—Regional Funding 2018-003-1 (Crystal City Metrorail Station East Entrance and Intermodal Connections)**
- VI. Approval of Standard Project Agreement for Arlington County—Regional Funding 2018-004-1 (Pentagon City Multimodal Connections and Transitway Extension)**
- VII. Approval of Standard Project Agreement for Prince William County—Regional Funding 2018-032-2 (Route 28 Corridor Roadway Improvements - East of Route 234 – Environmental Impact Study)**
- VIII. Approval of Standard Project Agreement for the City of Alexandria---Regional Funding 2018-041-1 (Alexandria ITS Projects)**
- IX. Approval of Standard Project Agreement for the City of Alexandria---Regional Funding 2018-043-1 (DASH Transit Service Enhancements and Expansion)**
- X. Approval of Standard Project Agreement for the City of Alexandria---Regional Funding 2018-045-1 (Alexandria Duke Street Transitway)**

- XI. Approval of Standard Project Agreement for the City of Falls Church—
Regional Funding 2018-051-1 (West Falls Church and Joint Campus
Revitalization District Multimodal Transportation Project)**

Action

- XII. Approval of the Call for Regional Transportation Projects for FY2024-2025**
Mr. Jasper, Principal Transportation Planning and
Programming *Recommended action: Approval of Call for Projects*
- XIII. Approval of Participation in the Long Term Care Program** Mr. Longhi, CFO
Recommended action: Approval of Participation in Long Term Care Program
- XIV. Approval of the CMAQ/RSTP Transfer Request for Fairfax County**
Ms. Backmon, Executive Director
Recommended action: Approval of Transfer Request
- XV. Approval of the Transform 66 Outside the Beltway Concessionaire Funds
Transfer Request for Fairfax County** Ms. Backmon, Executive Director
Recommended action: Approval of Transfer Request

Discussion/Information

- XVI. Investment Portfolio Report** Mr. Longhi, CFO
- XVII. Monthly Revenue Report** Mr. Longhi, CFO
- XVIII. Operating Budget Report** Mr. Longhi, CFO
- XIX. Executive Director’s Report** Ms. Backmon, Executive Director
- XX. Chairman’s Comments**

Closed Session

- XXI. Adjournment**

Correspondence

Next Meeting: July 11, 2019 at 7:00p.m.
NVTa Offices



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Thursday, April 11, 2019
7:00 p.m.
3040 Williams Drive, Suite 200
Fairfax, VA 22031

AGENDA

- I. **Call to Order** Chairman Nohe
 - **Chairman Nohe called the meeting to order at 7:10 PM.**
- II. **Roll Call** Ms. Thomas-Jones, Clerk
 - Voting Members: Chairman Nohe; Chair Randall; Chairman Bulova; Board Member Cristol (via telephone); Mayor Wilson (arrived at 7:38pm); Mayor Parrish; Mayor Rishell; Mayor Meyer; Councilmember Snyder; Senator Black; Delegate Hugo; Mr. Minchew; Ms. Hynes; Mr. Kolb.
 - Non-Voting Members: Mayor Wood; Mr. Horsley.
 - Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Planning and Programming); Harun Rashid (Transportation Planner); Richard Stavros (Investment and Debt Manager); Peggy Teal (Assistant Finance Officer); Sree Nampoothiri (Transportation Planner); Erica Hawksworth (Communication and Public Affairs Manager); Yolanda Thomas-Jones (Board Clerk); various jurisdictional and agency staff.
- III. **Minutes of the February 14, 2019 Meeting**
 - Mr. Minchew moved approval of the February 14, 2019 minutes; seconded by Chairman Bulova. Motion carried unanimously.

Action

- IV. **Approval of the FY2020 Through 2025 Revenue Projections** Mr. Longhi, CFO
 - Mr. Longhi presented the FY2020 through FY2025 Revenue Projections as recommended by the Finance Committee, noting:
 - ✓ NVTA staff, with information provided by member jurisdictions, review and revise the multi-year revenue estimates. This process includes new projections for the fiscal periods for any upcoming funding program years.
 - ✓ Based on information received from participating jurisdictions, no changes are recommended to the FY2019 through FY2023 projections.
 - ✓ New estimates for FY2024 and FY2025, in support of the two-year update to the Six Year Program (SYP), are reflected in the staff report.

- ✓ The staff report showed Sales Tax as the sole revenue, with a breakout of 70% Regional Revenue Funds and 30% Local Distribution Funds, noting the year-to-year percent change.
 - ✓ These estimates do not include revenue from SB1716.
 - ✓ For FY2020 the 30% projection is \$79.7 million.
- Mr. Longhi referenced the 'blue sheet' attachment titled Analysis of SB1716 (2019), highlighting:
 - ✓ The analysis is based on four years of revenue, FY2020 to FY2023.
 - ✓ Mr. Longhi explained the analysis which showed the projections for SB1716 revenue and how that compared to the reductions in HB2313 revenue triggered by HB1539, by jurisdiction.
 - ✓ SB1716 revenue is not incorporated into the revenue projections because there are still questions on the actual implementation.
 - ✓ Referring to the 'Revised Reduction %' column, Mr. Longhi noted HB1539 with the cancellation of Grantor's and Transient Occupancy Tax (TOT) impacted some jurisdictions more than others.
 - ✓ SB1716, as currently understood distributes the new revenue to jurisdictions based on a sales tax ratio. Resulting in 5-6% return by jurisdiction.
- Delegate Hugo asked how much has NVTa funded in Metro projects over the last few years. Ms. Backmon responded, \$184 million.
- Chair Randall mentioned there have been a lot of discussion about the \$20 million coming to NVTa from the I-81 Bill (SB1716), noting it has been incorrectly stated that the money would make NVTa whole. Rather, she considers the \$20 million a down payment on what needs to be restored.
- Chairman Bulova agreed with Chair Randall that the \$20 million will not make the Authority whole. Although the NVTa is happy to receive the money, the Authority should continue to seek full restoration.
- Senator Black mentioned the need for new roads and transportation funding. He expressed his agreement with both Chairman Bulova and Chair Randall's comments.
- Delegate Hugo asked if we anticipate NVTa programming another \$184 million for Metro projects now that Metro has a sustained funding source. Chairman Nohe responded that there are projects Metro has in its Capital Improvement Plan that are not funded through the State of Good Repair Funds. Adding, that if a jurisdiction needed to make changes to station access or size, that money is not associated the State of Good Repair because it is a local responsibility. Therefore, those projects would be eligible for NVTa funding. Delegate Hugo noted he would not support additional funding requests for Metro projects.
- Chairman Bulova added the NVTa is not just a road building organization. She mentioned, NVTa funds many different modes including bus projects, pedestrian projects and other transit modes. She emphasized NVTa has a multi-modal focus.

- Chair Randall noted Loudoun County's 30% funds have already been allocated to Metro. She added the money was allocated before the funding reduction due to the Metro bill and Loudoun may have made different decisions had they known the funding reduction of \$22 million dollars was coming. Chair Randall acknowledged that NVTa has come up short in this and she expressed hope for continued advocacy of restorative funding.
- Mayor Rishell mentioned that a better job needs to be done in describing that the NVTa selects and funds projects, not only based on modal balance but regional balance.
- Delegate Hugo stated that Metro has its own funding source now which should be used for their projects.
- Mayor Parrish moved the Authority adoption of the FY2020-FY2025 revenue projections as presented in the staff report, seconded by Mayor Rishell. Motion carried unanimously.

V. Approval of the FY2020 Local Distribution Fund Budget Mr. Longhi, CFO

- Mr. Longhi presented the proposed FY2020 Local Distribution Fund Budget as recommended by the Finance Committee, noting:
 - ✓ The Local Distribution Fund (30%) revenues are distributed in their entirety to member jurisdictions in accord with HB2313 (2013).
 - ✓ Member jurisdictions will receive the amount of Local Distribution Funds they are entitled to in accord with the statute based on the transactions within the jurisdiction.
 - ✓ Many member jurisdictions either net their jurisdictional share of the NVTa Operating Budget from their 30% Local Distribution Funds or pay the obligations from those funds once received.
 - ✓ Senator Black put forward SB1468 that will permit the Authority to charge the Operating Budget to the Regional Revenue Fund. If the Authority avails itself of this option, which is in the proposed Regional Revenue Fund Budget, it will have the effect of increasing jurisdiction Local Distribution Fund revenues as indicated in the table in the staff report.
 - ✓ Mr. Longhi highlighted that Page 2 of staff report reflects the 'Proposed FY2020 Local Distribution Budget' table. It starts with a carryforward of zero, because the intent is to have all the money distributed. The 'Proposed FY2020'; column shows \$79.7 million to be distributed. He added, there are interest earnings on the money as it moves through the Commonwealth's system, it doesn't stay with the Authority long enough to earn much interest. The ending balance is zero for the funds.
 - ✓ Mr. Longhi emphasized that the impact of SB1716 is not in these numbers. The proposed budget distributes whatever money comes in so an amendment and won't be necessary when SB1716 revenues start rolling in.

- Mayor Parrish moved the Authority adoption of the proposed FY2020 Local Distribution Fund Budget as presented in the staff report, seconded by Chairman Bulova. Motion carried unanimously.

VI. Approval of FY2020 Regional Revenue Fund Budget Mr. Longhi, CFO

- Mr. Longhi presented the proposed FY2020 Regional Revenue Fund Budget as recommended by the Finance Committee, noting:
 - ✓ Regional Revenues (70% funds) are largely programmed through updates to the Six Year Program (SYP).
 - ✓ Any unused funds from one fiscal year are accumulated as HB2313 Restricted Fund Balance and will be available for the FY2024/25 update to the SYP.
 - ✓ Mr. Longhi introduced details of the Proposed FY2020 Regional Revenue Fund Budget presented in Attachment 1 of the staff report.
 - Revenues were adjusted for the 2018 legislative action to eliminate the Grantor's and Transient Occupancy Tax (TOT).
 - CoVa interest is noted in the 30% Fund on monies as they are moving through the Authority's system.
 - Concerning the category 'Future Financing If Required Due To Cash Flow'.
 - There has been significant work with the external Auditors to allow the Authority to effectively forward appropriate money before it's received. There are some risk mitigation tools that are detailed further in the appropriation plan.
 - The strategy of using our own Balance Sheet to avoid having to go the bond market to finance projects is built upon the lag between when a project is appropriated and when the project actually spends out. This strategy is saving the Authority \$194 million over 20 years.
 - Mr. Longhi provided a detailed description of each of the budget lines, noting the \$570 million SYP Pay-Go Project Funding, will be the FY2020 project appropriations, presented later in this agenda.
 - Mr. Longhi noted the Operating Budget transfer permitted by Senator Black's bill which relieves the jurisdictions from paying this amount from their 30% funds.
 - Mr. Longhi explained that the Operating Budget transfer will not have a material impact on the Regional Revenue Fund Budget.
- Mayor Parrish moved Authority adoption of the Proposed FY2020 Regional Revenue Fund Budget, as presented in Attachment 1 of the staff report, seconded by Senator Black. Motion carried unanimously.

VII. Approval of the FY2020 Operating Budget Ms. Backmon, Executive Director

- Ms. Backmon presented the proposed FY2020 NVTa Operating Budget as recommended by the Finance Committee, noting:
 - ✓ The Operating Budget includes the base initiatives that are currently being undertaken along with any increases to those base initiatives.
 - ✓ This year has three staffing proposals, two planner positions and one finance.
 - ✓ Ms. Backmon thanked Senator Black for being the patron of SB1468, and noted the increase all jurisdictions will receive in 30% funding for their local transportation projects.
- Ms. Backmon then turned the presentation over to Mr. Longhi who provided a detailed description of each line in the base and proposed FY2020 budget.
- Mr. Longhi went into significant detail on the proposed staffing increases, making frequent references to the material in the staff report.
- Mr. Longhi summarized the Planner positions by stating the Authority is still in a start-up mode. When funded operations started with the passage of HB2313, major tasks were done in sequence. Now the Authority has a Six Year Program that's alive and has projects until FY2023. At the same time, a two-year update is due to the SYP, to keep projects moving on the existing TransAction. While, at the same time, preparation needs to be done for the update to TransAction, which will be a two and a half year process. In the interim, there will be another update to the SYP. He added there is a huge difference in doing one thing after another (sequence) compared to having to do several things at the same time (in parallel).
- Mayor Parrish (Finance Committee Chair) acknowledged his confidence that staff is making a recommendation that will help with the future of the NVTa to be what it is intended to be.
- Delegate Hugo wanted to confirmed the vote was for FY2020 initiatives. Chairman Nohe confirmed.
- Delegate Hugo mentioned the significant increase to the base budget. Mr. Longhi responded that the expenditure subtotal goes from the base of \$2.3 million then to \$2.8 million with the addition the three staff positions.
- Mayor Rishell (Finance Committee Vice-Chair) concurred with Mayor Parrish and added her support to the staff positions and Operating Budget. She added that almost every department in her city, Manassas Park, is understaffed and it does take a toll on people and timelines.
- Chairman Bulova mentioned her support of the increase in staff. She added there was a lot of prior discussion about the budget and she wanted to be sure that the three positions were needed. She noted the positions have been justified and she supportive of the proposal.
- Mayor Meyer noted his agreement with the additional staff positions and commended the current staff on filling in as needed.
- Councilmember Snyder stated that the Authority cannot afford to drop the ball on the finances. He is in support of the Financial Analyst position and the two Planner positions. The new standards and requirements have imposed a huge burden on localities. He added Planners are required to help jurisdictions get through these

requirements. He mentioned his hopes that the new Planners could help jurisdictions to push the envelope more than has been done thus far, helping to make the current infrastructure more useful to the citizens.

- Mr. Minchew mentioned Policy 29. As the list of projects in the pipeline grow, it makes sense that new staff will be needed. He added that as the Authority increases the number of projects and their complexity, additional resources will be needed.
- Chairman Nohe acknowledged he has looked intensely at the proposed budget. He went on to highlight his previous discussion with Ms. Backmon, where he came to realization that as the list of projects grows and the sophistication of these projects grow, it is harder for jurisdictions to actually get the projects off the ground. He added he wants to avoid the NVTa being stretched so thin, that the Authority cannot support jurisdictional staff in doing fundamental tasks. Chairman Nohe reiterated his support of the proposed budget.
- Delegate Hugo reminded the Authority of the budget increases in prior years.
- Mayor Parrish moved Authority adoption of the proposed FY2020 Operating Budget as presented in Attachment 1, seconded by Mayor Meyer. One opposed, Delegate Hugo.

VIII. Approval of the FY2020 Six Year Program Appropriations Mr. Longhi, CFO

- Mr. Longhi presented the FY2020 Six Year Program Appropriations as recommended by the Finance Committee, noting:
 - ✓ In October 2018, the Authority approved the Finance Committee recommended FY2019 appropriations and appropriation schedule.
 - ✓ The prior Appropriation Schedule contained 17 projects for FY2020 appropriations. This year three projects requested appropriation action be accelerated.
 - ✓ NVTa worked with the three jurisdictions and is recommending the three projects move forward.
 - City of Falls Church West Falls Church & Joint Campus Revitalization District Multimodal Transportation Project (2018-051-1) for \$15,700,000. City staff reports that the project can move forward at a faster than anticipated pace with utility undergrounding. Advancing utility undergrounding improves project cost certainty and coordination options with the City's Public Schools.
 - City of Alexandria DASH Transit Service Enhancements & Expansion (2018-043-1) for \$11,933,161. City staff reports DASH has been able to acquire six electric buses outside of the adopted project. The project needs to accelerate to deploy charging stations for those busses.
 - Arlington County – Crystal City Metrorail East Entrance (2018-003-1) for \$5,000,000. County staff report the project schedule is being accelerated in support of a corporate headquarters initiative in Crystal City.

- Mr. Longhi referred to the ‘Appropriation Based Balances’ table on page 3 of the staff report noting the \$570 million figure and the \$383 million figure. He added, on the surface it looks like the Authority is appropriating \$383 million more than it has, which is correct from an appropriations standpoint. However, project expenses are paid on a reimbursement basis, so the money for the project doesn’t reduce the Balance Sheet until the project submits its reimbursement request.
- Mr. Longhi then referred to ‘Expenditure Based Balances’ table on page 3 of the staff report noting the Cash Flow Balances. The schedule provides certainty for the outlying years. The appropriation of the full dollar amount of the project makes it easier for the jurisdictions to find additional funding sources. He mentioned there is risk involved if the expenditures speed up and noted the following tools to mitigate that risk:
 - ✓ The \$120 million Working Capital Reserve (WCR) which is not included in the cash flow.
 - ✓ Debt Service Capacity of approximately \$1.4 billion.
 - ✓ The ability to manage liquidity demands through the approval of Appendix B changes.
 - ✓ Mr. Longhi noted if there was a liquidity issue, it can be managed through these tools.
 - ✓ Advancing projects using NVTa’s liquidity, rather than financing is saving the Authority \$194 million over 20 years.
- Mr. Minchew mentioned the \$570 million total and referenced the \$127 million appropriation for Route 1 Widening (Mount Vernon Memorial Highway to Napper Road) asking if the cost was related to land acquisition. Ms. Dominguez responded that right of way is part of the cost of the project. She added that Route 1 is an extremely complex project that encompasses 100-200 parcels of land.
- Mr. Minchew asked is there anything special about this project, i.e. laying dark fiber. Ms. Backmon responded it has been the Authority’s experience with Route 1 that the right of way acquisition is very costly. Ms. Backmon added that the undergrounding or relocation of utilities is usually considered in the final cost.
- Delegate Hugo inquired if Verizon contributes to utility relocation. He added there was a bill that would add a significant amount of funding for utility undergrounding. Ms. Dominguez noted that Senator Surovell had a bill that passed which provides a mechanism to try to fund the undergrounding. She added that current undergrounding estimates would increase the project costs.
- Delegate Hugo requested more background on the Crystal City Metro project, and asked could it be funded by the Northern Virginia Transportation Commission (NVTC). Ms. Backmon responded the NVTC Toll Program consists of toll revenues from I-66 Inside the Beltway and from I-395 tolls. She added that NVTC receives approximately \$15 - \$20 million from the I-66 toll revenues which does not cover the entire cost of the project. She also stated, the localities are responsible for the costs to build a new Metro station or add a second entrance.
- Delegate Hugo asked is this a cost NVTC could pay for. Ms. Backmon responded that the costs needed for the station could consume the available funding through the toll revenue allocated by the Commonwealth.
- Board Member Cristol (via conference call) responded, as part of the usage of toll revenues, Arlington County needs to show direct benefit to the toll payers on I- 66

within the immediate geography of I-66.

- Delegate Hugo introduced a motion to amend the proposed project list and remove Crystal City Metro Station East Entrance and Intermodal Connections Project funding from the appropriation.
- Councilmember Snyder stated all the money is needed for mobility in the region. Funding or acting on this amendment will severely harm the other jurisdictions which are interconnected in overall mobility. He added that the region collectively sends a lot more money to the rest of the state.
- Chairman Bulova pointed out that the projects have already been approved, the Crystal City Metro project is not new to the Authority. She added, the project includes station facilities, which are the responsibility of the locality. The Silver Line has not been constructed with revenue from WMATA, but from revenue from local, state and federal government. Removing the project funding from the list actually takes away from the ability of Arlington to be able to be reimbursed or get funding for the projects.
- Board Member Cristol acknowledged her agreement with Chairman Bulova's points. She added, the project is part of the SYP resulting from a great deal of conversation among Authority members and public during the engagement process. The conversations concluded that the \$5 million for the project, predated the major economic developments news shared by Mr. Longhi, and noted the Crystal City Station plans are a key element of the transit network surrounding the arrival of jobs that will be held by individuals in the Northern Virginia region.
- Chairman Nohe asked for all in favor of the amendment to signify. 1 yes, Delegate Hugo. 13 opposed, amended motion failed.
- Mayor Wilson moved the Authority budget and appropriate \$570,189,322 of FY2020 Regional Revenue Funds to the 20 projects in the FY2018-FY2023 Six Year Program as detailed in Table 1 of the staff report, seconded by Chair Randall. Motion carried unanimously.

IX. Approval of Policy 29 –Project Activation, Monitoring and De-Appropriation

Mr. Longhi, CFO

- Mr. Longhi presented the draft of Policy 29 – Project Activation, Monitoring and De-Appropriation as recommended by the Finance Committee, noting:
 - ✓ Policy development process started in May 2017, at the request of the Finance Committee.
 - ✓ Proposed draft policy will supersede and replace both Policy 24 and Policy 25.
 - ✓ The draft was reviewed and discussed at the Regional Jurisdiction and Agency Coordinating Committee (RJACC) at several meetings.
 - ✓ Comments on the draft were requested from all jurisdictions including towns and agencies.
 - ✓ Five jurisdictions and two transit agencies submitted comments.
 - ✓ Most significant part of Policy 29 is that it really emphasizes communication between the Authority staff and jurisdictional staff.
 - ✓ Mr. Minchew asked if the Authority has involuntarily revoked an appropriation. Ms. Backmon responded not as of this time.

- ✓ Mayor Parrish mentioned Policy 29 helps agencies and jurisdictions communicate with NVTa staff as the projects move forward. He acknowledged his support for Policy 29.
- ✓ Ms. Backmon added that Policy 29 isn't designed to just start taking money back, once the Authority adopts a funding program, staff wants to ensure that every project comes to fruition.
- Mayor Parrish moved the Authority adoption of Policy 29 – Project Activation, Monitoring and De-Appropriation as presented in Attachment 1 of the staff report, seconded by Chairman Bulova. Motion carried unanimously.

X. Approval of the Update to the Disclosure Policy Mr. Longhi, CFO

- Mr. Longhi presented proposed updates to the Continuing Disclosure and Post Issuance Policy, as recommended by the Finance Committee, noting:
 - ✓ This update is required by the Securities and Exchange Commission's (SEC) Rule 15c2-12.
 - ✓ The policy adds language to address events, were they to occur. The occurrence(s) would then have to be posted publicly.
 - ✓ The SEC has added two new events requiring disclosure to bond holders:
 - Incurrence of a financial obligation, or agreements to covenants, events of default, remedies, priority rights, or other similar terms of a financial obligation any of which affect security holders, if material.
 - Default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a financial obligation, any of which reflect financial difficulties.
 - ✓ Effective for bonds issued after February 27, 2019.
 - ✓ Draft changes have been reviewed by the Authority's Financial Advisor, Bond Counsel and Council of Counsel.
- Mayor Parrish moved Authority approval of the attached update to the NVTa Continuing Disclosure and Post Issuance Policy (Policy 21), seconded by Ms. Hynes. Motion carried unanimously.

XI. Approval of the Update to the Investment Policy Mr. Longhi, CFO

- Mr. Longhi presented proposed changes to the NVTa Investment Policy (Policy 13) as recommended by the Finance Committee, noting:
 - ✓ The Investment Policy was adopted on December 11, 2014, and has not been updated since that time.
 - ✓ The Investment Policy approach is to never exceed the parameters for investment activity set out in the Code of Virginia.
 - ✓ Two changes are needed and are identified as:
 - Making the sections of the Investment Policy consistent with the Code of Virginia.
 - Making sections of the Investment Policy more restrictive than the Code of Virginia.

- ✓ Proposed Policy changes included in making the Investment Policy consistent with the Code of Virginia:
 - In December 2018, staff realized the Corporate Note and Negotiable Certificate of Deposit standards in the Investment Policy were inconsistent with the Code of Virginia Section 2.24510.
 - The inconsistency is that both sections allowed ratings by Fitch Ratings to be considered in the purchase of Corporate Notes and Negotiable Certificates of Deposit.
 - In December the portfolio contained three Corporate Notes totaling \$40 million of face value where the purchase decision relied on Fitch Ratings.
 - To bring the portfolio into compliance staff sold the three Corporate Notes at a gain of \$67,649.
- ✓ Proposed Policy changes included in making the Investment Policy more restrictive than the Code of Virginia:
 - The Code of Virginia allows the Authority to invest in bonds issued by States, Counties and Cities.
 - The Investment Policy currently matches the Code.
 - The proposed change is to further restrict these purchases to bonds with securities rated at least AA or equivalent by a minimum of two of the three nationally recognized rating agencies.
 - There are no securities from State, County or City issuers in the portfolio at this time.
- Mayor Parrish moved Authority approval of the attached changes to the Authority's Investment Policy (Policy 13), seconded by Chairman Bulova. Motion carried unanimously.

XII. Approval of CMAQ Funds Transfer for Loudoun County

Ms. Backmon, Executive Director

- Chair Randall moved Authority approval of the reallocation of Congestion Mitigation and Air Quality (CMAQ) funds for Loudoun County, contingent upon notification from the Commonwealth of Virginia that the air quality analysis documentation for the project is sufficient, seconded by Mayor Parrish. Motion carried unanimously.

XIII. Approval of RSTP Funds Transfer for Prince William County

Ms. Backmon, Executive Director

- Mayor Parrish moved Authority approval of the reallocation of Regional Surface Transportation Program (RSTP) funds for Prince William County, seconded by Chair Randall. Motion carried unanimously.

Discussion/Information

XIV. 2019 Legislative Recap

Chair Randall/Ms. Baynard, GPC

- Ms. Baynard updated the Authority on the activities of the 2019 General Assembly noting:
 - ✓ 2019 General Assembly Session is over.
 - ✓ There is a study for I-95 that may expand from regional to Statewide, the study will be presented to RJACC on May 13th.
 - ✓ Two SmartScale related studies:
 - HB2326-Statewide prioritization process; primary evacuation routes. Adds maintenance of primary evacuation routes to the factors that must be considered by the Commonwealth Transportation Board (CTB) in the statewide prioritization/SmartScale process. If the study should move forward, the Authority would like to be considered for projects.
 - HB2633-Commonwealth Transportation Board funding; congestion mitigation. Prohibits the CTB from prioritizing a project that is likely to increase congestion over a project that would not increase congestion during the statewide prioritization/SmartScale process.
 - ✓ Delegate Hugo announced that the Joint Commission on Transportation Accountability (JCTA) is scheduled to meet on the SmartScale process on April 15th.
 - ✓ Chair Randall expressed concern regarding SmartScale. She inquired if SmartScale needs to be modified or is it not being adhered to.
 - ✓ Mayor Wood asked would the JCTA meeting be streamed for viewing. Delegate Hugo responded the meeting is Monday at 1pm and should be live streamed. Ms. Hynes mentioned she would send the meeting link to Ms. Backmon to distribute to the Authority.
 - ✓ Ms. Hynes mentioned safety was addressed extensively at the CTB meeting earlier in the week. She noted there is a significant safety push happening and a significant amount of analysis, particularly in locations where there are repeated crashes. She added there is an aggressive proposal that is causing some CTB members concern enough to look at the Highway Safety Improvement Funds, which is a body of money that has been used for roundabouts and other SPA improvement; and to repurpose for systemic improvements because systemic improvements are showing a much greater efficacy in reducing crashes. Ms. Hynes suggested the Authority view the presentation from the CTB Workshop on the CTB website. She added that the CTB will be discussing the proposal to repurpose the monies and welcome comments. Ms. Hynes assured the Authority that Secretary Valentine is taking this work seriously.

XV. Finance Committee Report

Mayor Parrish, Chair

- Mayor Parrish announced the cancellation of the Finance Meeting scheduled for April 18th. He added that the Finance Committee is also the Audit Committee and he is having the regular annual audit start up discussion tomorrow, April 12th.

XVI. Investment Portfolio Report

Mr. Longhi, CFO

- No verbal report given.

XVII. Monthly Revenue Report

Mr. Longhi, CFO

- No verbal report given.

XVIII. Operating Budget Report

Mr. Longhi, CFO

- No verbal report given.

XIX. Executive Director's Report

Ms. Backmon, Executive Director

- Ms. Backmon gave a brief update of NVTa activities, noting:
 - ✓ The Authority will host a Ribbon Cutting with the City of Fairfax on Northfax Intersection Improvements at 29/50 and Route 123 (City of Fairfax) on Monday, May 13th at 11 am. The Ribbon-Cutting brings the \$43 million project full circle as the Authority celebrated the groundbreaking two and a half years ago.
 - ✓ NoVA Spring Transportation Meeting is scheduled for May 13th. In fulfilling the requirements of HB 1285, the Northern Virginia Transportation Authority, the Northern Virginia Transportation Commission, the Virginia Railway Express, and the Commonwealth Transportation Board will conduct a joint public meeting for the purposes of presenting to the public, and receiving public comments on, the transportation projects proposed by each entity in Planning District 8.
 - ✓ Chairman Nohe asked Ms. Backmon are there any action items for a May Authority Meeting. Ms. Backmon responded the May meeting is not needed but will need a June meeting due the adopted appropriation of FY2020. May 2019 Authority Meeting is cancelled.
 - ✓ 2019 Authority Committee pictures will be taken on June 13th.

XX. Chairman's Comments

Closed Session

XXI. Adjourned: 9:05pm

Correspondence

Next Meeting: June 13, 2019 at 7:00p.m.

NVTa Offices

VIRGINIA RAILWAY EXPRESS

THE NEW CRYSTAL CITY STATION

Northern Virginia Transportation Authority

June 13, 2019



VIRGINIA RAILWAY EXPRESS

CRYSTAL CITY STATION



VIRGINIA RAILWAY EXPRESS

NEED FOR NEW STATION

- **Longer** platform for **longer** trains
(VRE System Plan – Natural Growth)
- DRPT's **fourth track** project
(Atlantic Gateway)
- **Center platform** served by **two tracks**
- Aligned with **Long Bridge** expansion
- Consistent with **Crystal City plans**
- Potential **DCA** connection
- Before **Amazon** announcement



VIRGINIA RAILWAY EXPRESS

NVTA FUNDED PROJECT

- Project purpose:
 - Expand **capacity** with bigger platform served by two tracks
 - Improve **access to jobs**
 - Attract **more riders**
 - **Reduce regional congestion**
- NVTA funds
 - Alt. Analysis & Concept Design
 - Final Design
- Likely will seek NVTA funding for Construction



VIRGINIA RAILWAY EXPRESS

FUNDING

Total Project Cost = \$50 Million

- **Planning/Concept Design = \$0.4 M (NVTA)**
- **PE/NEPA = \$1.1 M (DRPT)**
- **Final Design = \$4 M (NVTA)**
- **Construction = \$44.5 M**
 - C-ROC = \$15M (VRE)
 - Unfunded* = \$29.5M

* Potential Sources:

FTA - State of Good Repair

NVTA



VIRGINIA RAILWAY EXPRESS

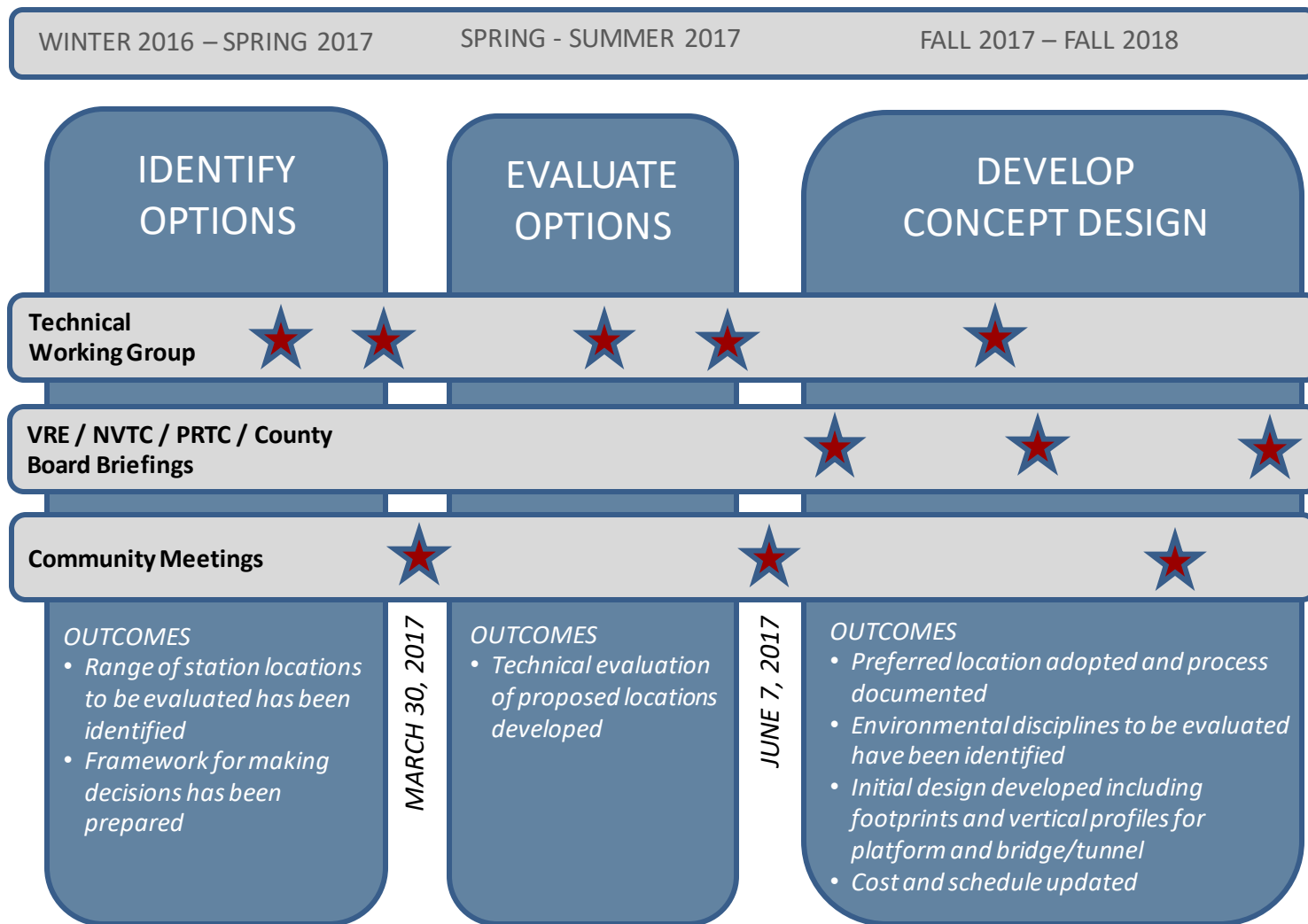
CRYSTAL CITY STATION & ATLANTIC GATEWAY

- Station and three tracks must continue **operating during construction**
- Meet **FRA and CSXT standards**
- Project phases must meet **timing of grant funding**
- Must **remain on private/railroad property** to avoid delays, cost increases, more extensive NEPA
- Potential **efficiency in cost and timing by coordinating** with Atlantic Gateway fourth track



VIRGINIA RAILWAY EXPRESS

COMPLETED PROJECT PHASES



VIRGINIA RAILWAY EXPRESS

This phase of the project was funded by the Northern Virginia Transportation Authority



STAKEHOLDER INVOLVEMENT



Community Outreach:

- Public Events – 2017 and 2018
- VRE Rider Survey
- VRE Operations Board
- Arlington County Board and Commissions

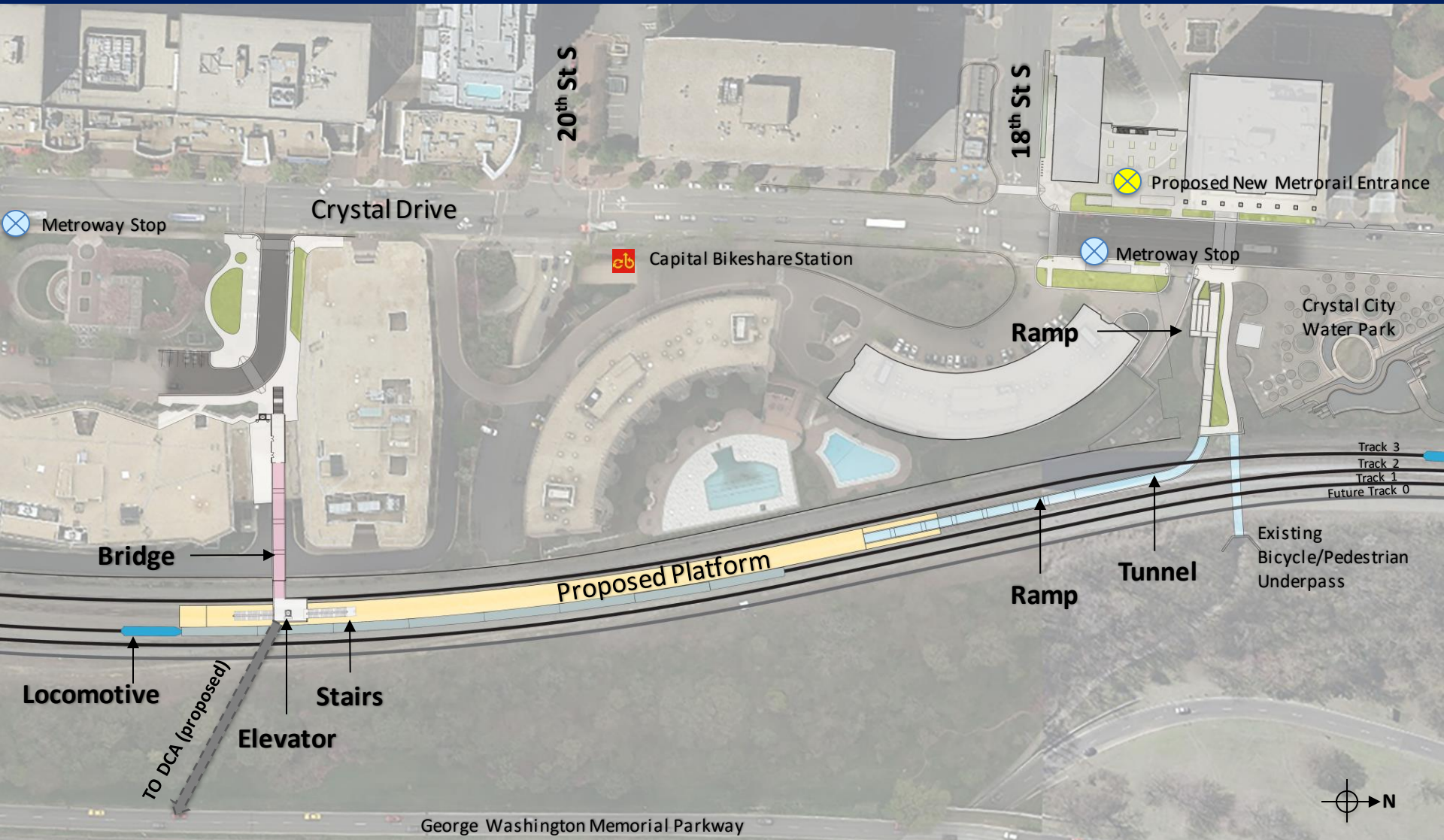
Technical Advisory Group:

- Arlington County Staff
- JBG-Smith / Vornado
- Equity Residential
- Crystal City Civic Association
- Crystal City BID
- MWAA
- National Park Service
- WHS Transportation (Pentagon)



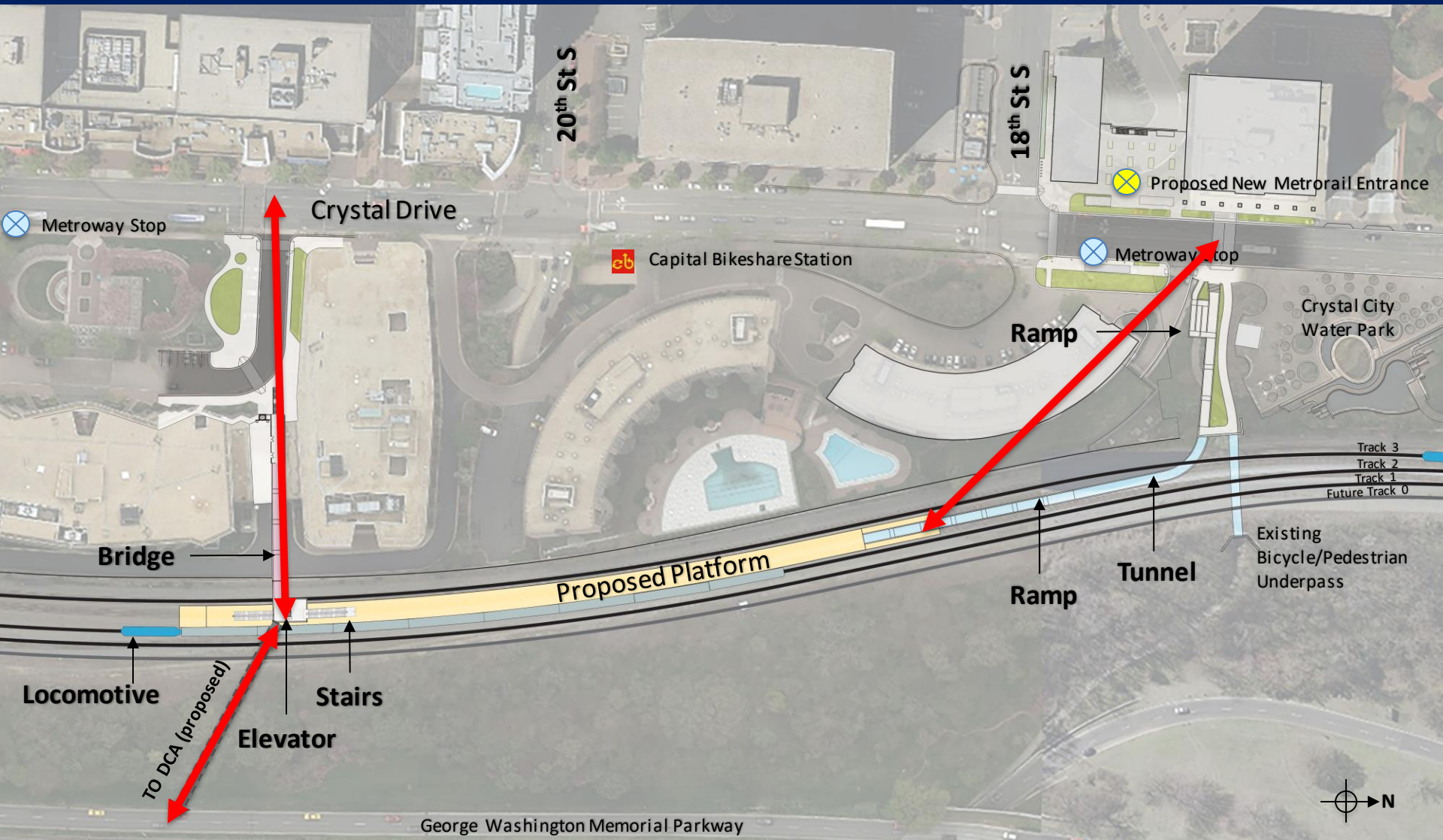
VIRGINIA RAILWAY EXPRESS

APPROVED STATION SITE



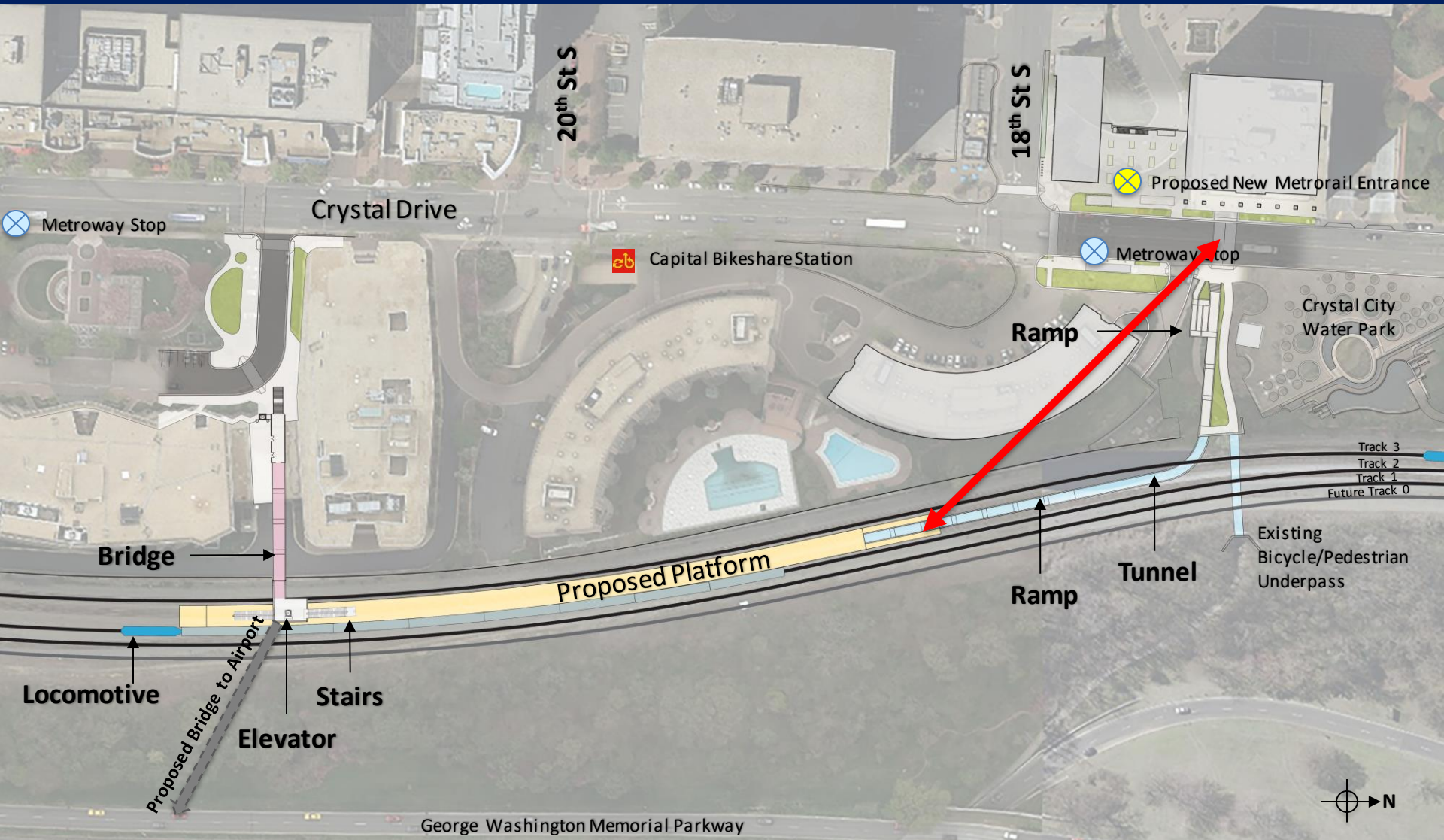
VIRGINIA RAILWAY EXPRESS

ACCESS TO APPROVED SITE



VIRGINIA RAILWAY EXPRESS

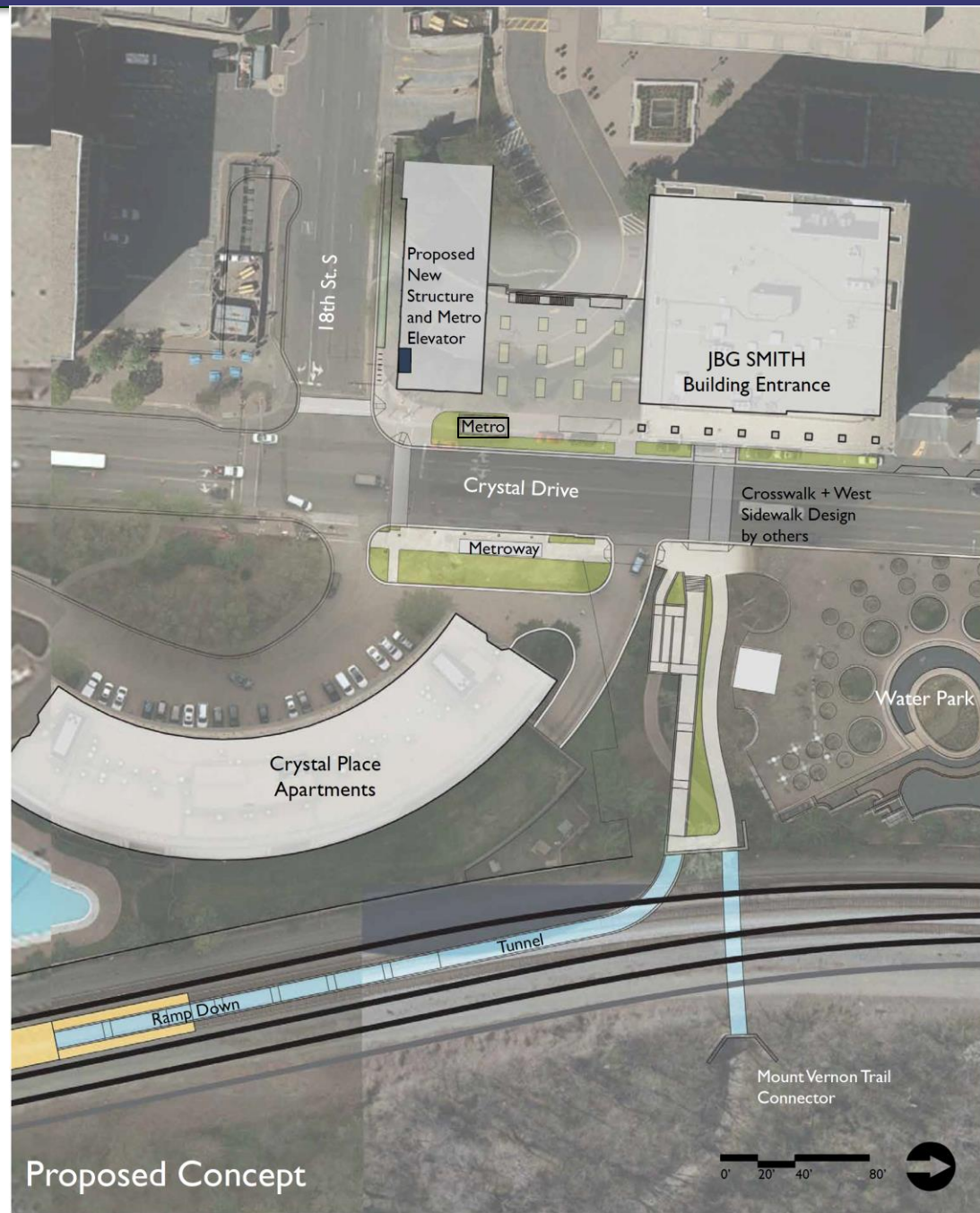
NORTH ACCESS



VIRGINIA RAILWAY EXPRESS

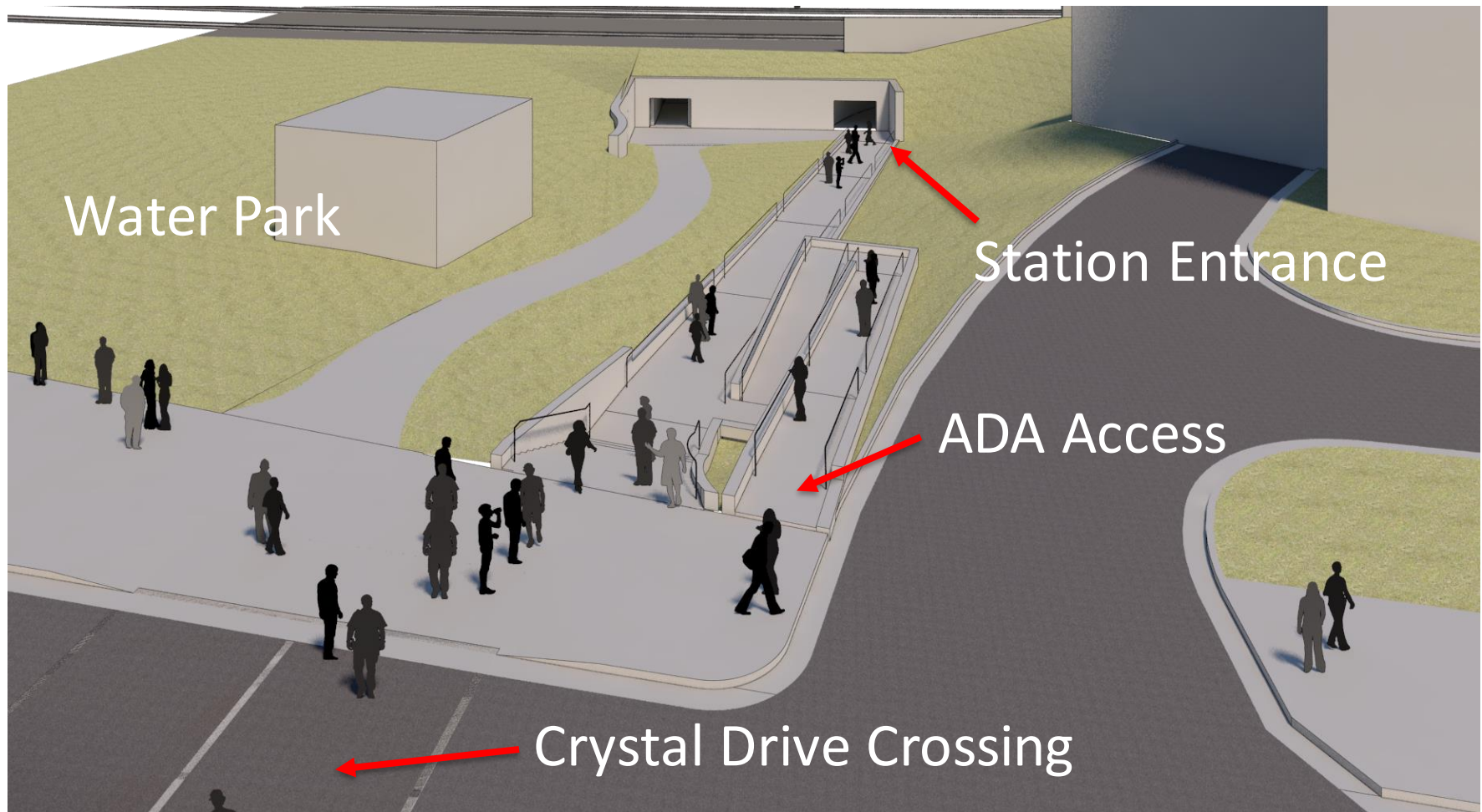
NORTH ACCESS

- Proposed **mid-block crossing** of Crystal Drive
- Access to **Underground** and **proposed Metrorail** entrance
- **Aligns** with paths to VRE station and Mount Vernon trail
- **Separate pedestrian and bicycle** paths reduce conflicts and makes existing trail ADA accessible
- **Minimized impact** on existing Water Park design



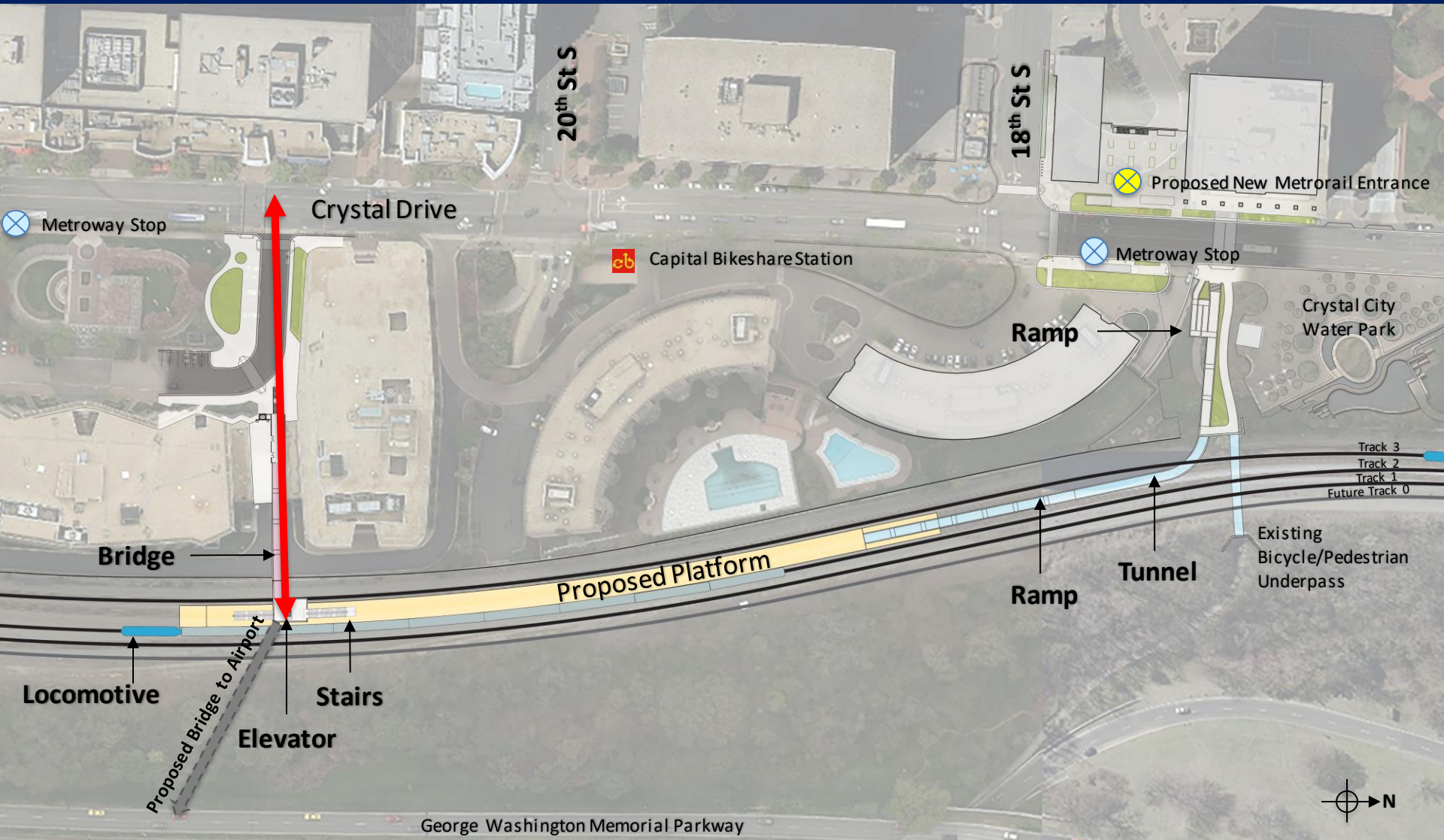
VIRGINIA RAILWAY EXPRESS

NORTH ACCESS



VIRGINIA RAILWAY EXPRESS

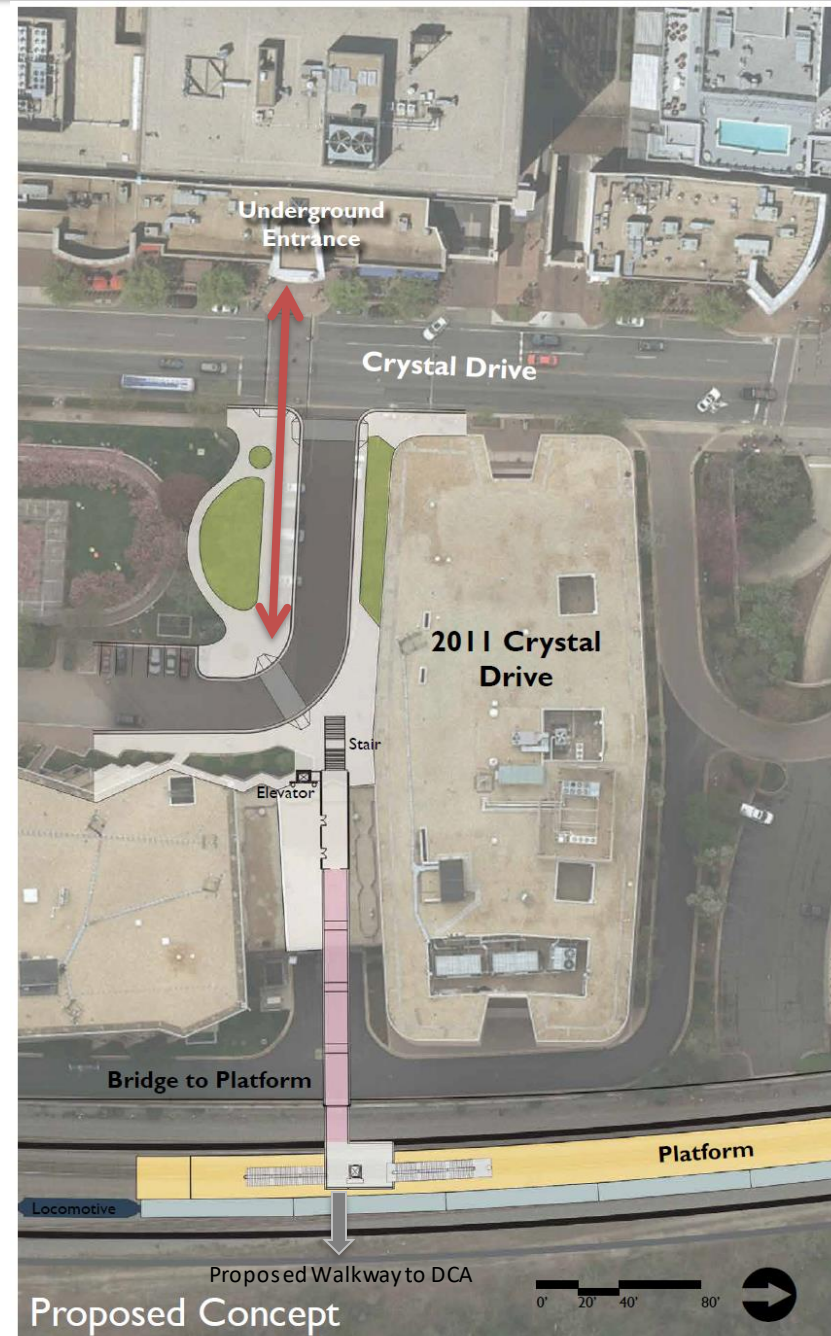
SOUTH ACCESS



VIRGINIA RAILWAY EXPRESS

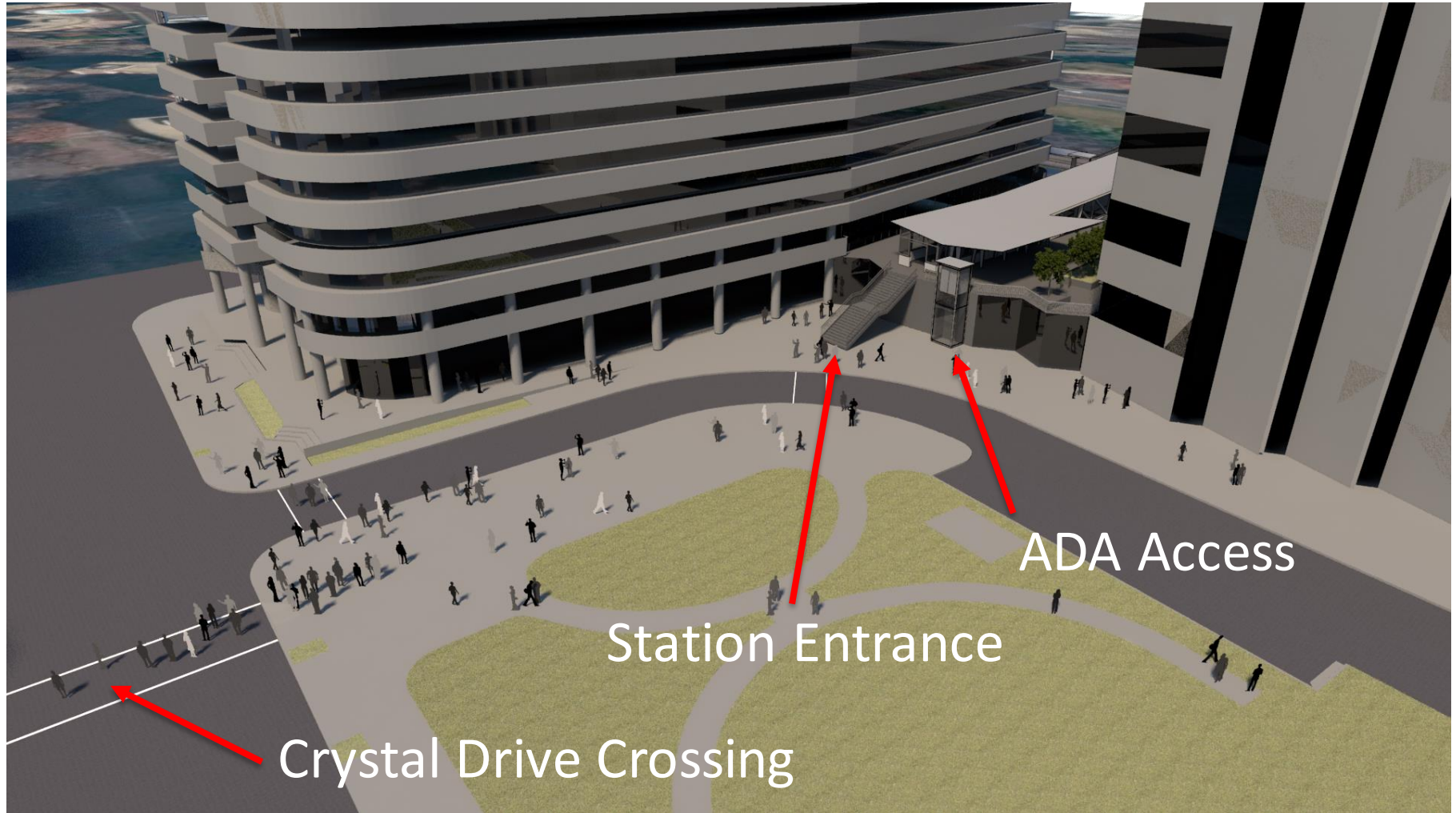
SOUTH ACCESS

- **Elevated covered walkway** to terrace
- Stairs to street level
- **ADA accessible** with elevators
- Parking removed and driveway narrowed for **wider walkway**
- Direct path to and across Crystal Drive
- **New sidewalk** also on north edge of drive (along 2011 Crystal Drive)
- Design will include possible **bridge to DCA** (by others)



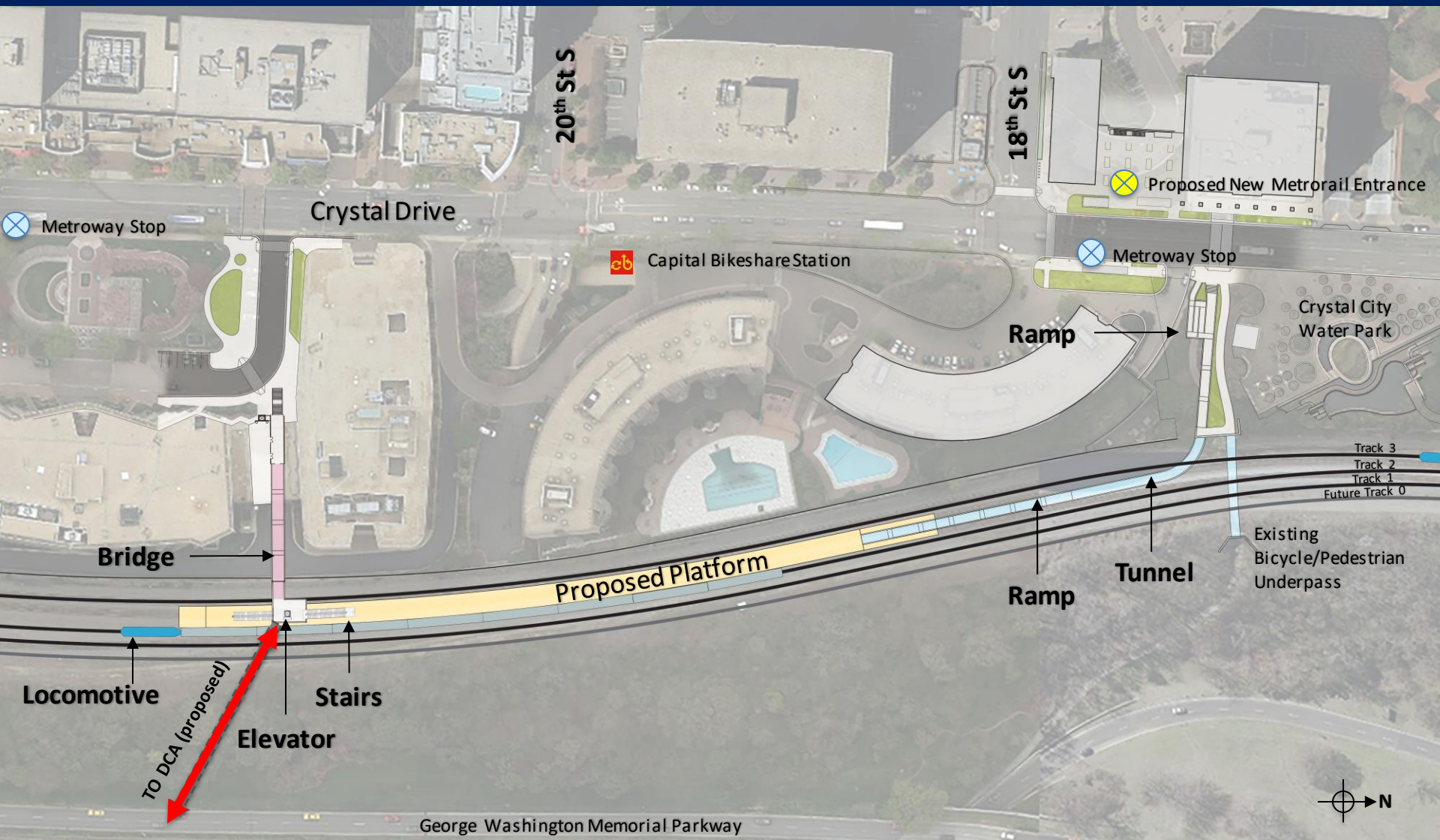
VIRGINIA RAILWAY EXPRESS

SOUTH ACCESS



VIRGINIA RAILWAY EXPRESS

PROPOSED DCA ACCESS (by others)



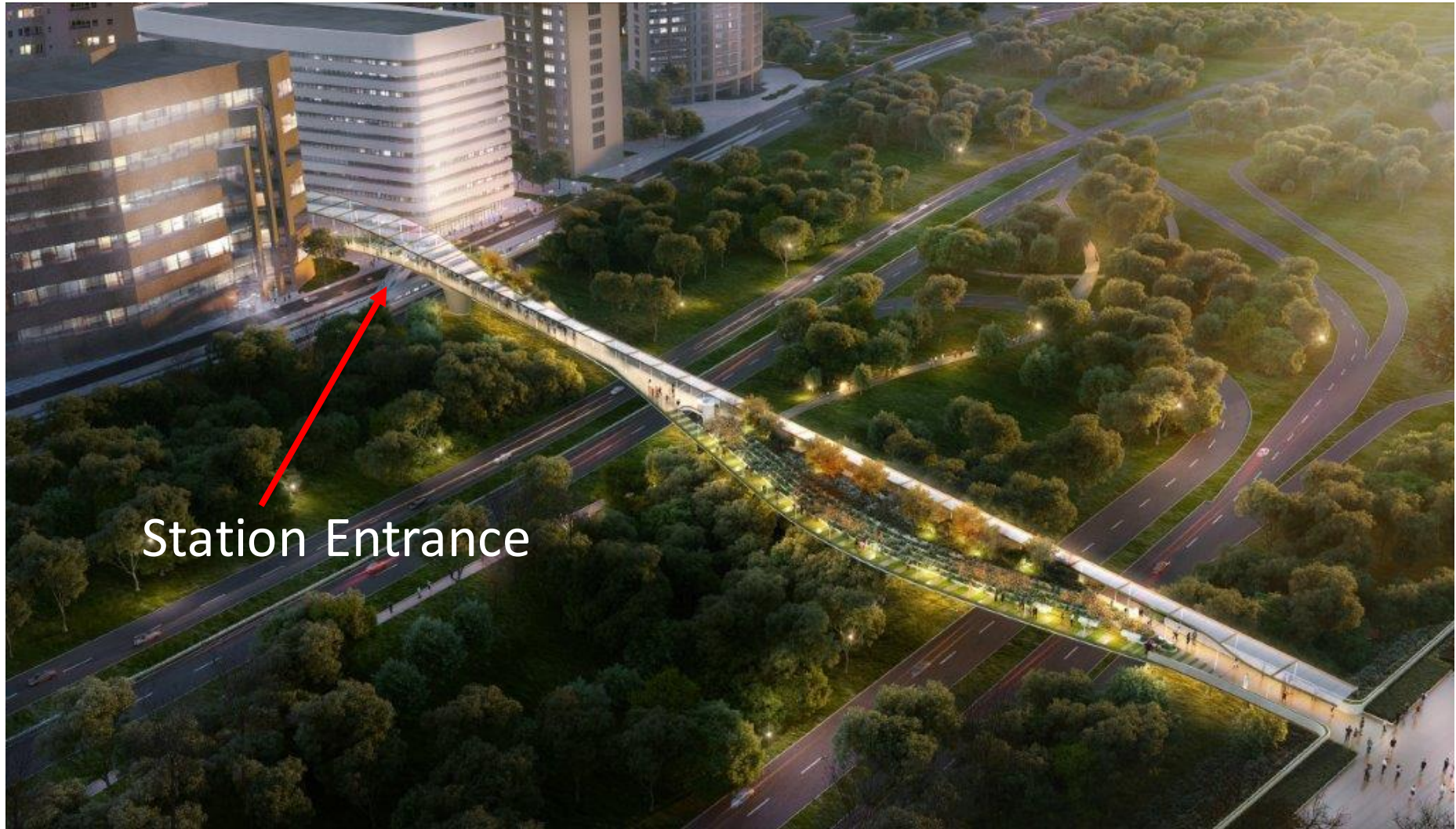
VIRGINIA RAILWAY EXPRESS

PROPOSED DCA ACCESS (by others)



VIRGINIA RAILWAY EXPRESS

PROPOSED DCA ACCESS (by others)



Station Entrance



VIRGINIA RAILWAY EXPRESS

STATUS and NEXT STEPS

- **Location** selected - fall 2017
- **Concept Design** completed - fall 2018
- **State Grant Agreement** – pending
- **PE and NEPA** begins - fall 2019
- **Final Design** begins - fall 2020
- **Construction** begins - fall 2022
- **Open** - fall 2024



VIRGINIA RAILWAY EXPRESS

QUESTIONS



VIRGINIA RAILWAY EXPRESS

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Executive Director

DATE: June 3, 2019

SUBJECT: Regional Funding Project 2018-003-1 Arlington County (Crystal City Metrorail Station East Entrance and Intermodal Connections)

1. Recommendation. Approval of attached Standard Project Agreement (SPA) 2018-003-1.

2. Suggested motion. I move approval of the proposed Standard Project Agreement 2018-003-1 Arlington County (Crystal City Metrorail Station East Entrance and Intermodal Connections), 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 FY2020 appropriation approval on April 11, 2019.
- b. The attached SPA presented by the Arlington County is consistent with the project previously submitted by Arlington County and approved by the Authority.
- c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

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

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Executive Director

DATE: June 3, 2019

SUBJECT: Regional Funding Project 2018-004-1 Arlington County (Pentagon City Multimodal Connections and Transitway Extension)

- 1. Recommendation.** Approval of attached Standard Project Agreement (SPA) 2018-004-1.
- 2. Suggested motion.** I move approval of the proposed Standard Project Agreement 2018-004-1 Arlington County (Pentagon City Multimodal Connections and Transitway Extension), 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 FY2020 appropriation approval on April 11, 2019.
 - b.** The attached SPA presented by the Arlington County is consistent with the project previously submitted by Arlington County and approved by the Authority.
 - c.** The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

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

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: June 6, 2019

SUBJECT: Regional Funding Project 2018-032-2 Prince William County – Route 28 Corridor Feasibility Study.

1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 2018-032-2.
2. **Suggested motion.** I move approval of the proposed Standard Project Agreement 2018-032-2 Prince William County (Route 28 Corridor Feasibility Study), 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 FY2020 appropriation approval on April 11, 2019.
 - b. The attached SPA presented by Prince William County is consistent with the project previously submitted by Prince William County and approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

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

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: June 3, 2019

SUBJECT: Regional Funding Project 2018-041-1 City of Alexandria (Alexandria ITS Projects)

1. Recommendation. Approval of attached Standard Project Agreement (SPA) 2018-041-1.

2. Suggested motion. I move approval of the proposed Standard Project Agreement 2018-041-1 City of Alexandria (Alexandria ITS Projects), 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 FY2020 appropriation approval on April 11, 2019.
- b. The attached SPA presented by the City of Alexandria is consistent with the project previously submitted by City of Alexandria and approved by the Authority.
- c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

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

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Executive Director

DATE: June 3, 2019

SUBJECT: Regional Funding Project 2018-043-1 City of Alexandria (DASH Transit Service Enhancements and Expansion)

1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 2018-043-1.
2. **Suggested motion.** I move approval of the proposed Standard Project Agreement 2018-043-1 City of Alexandria DASH Transit Service Enhancements and Expansion, 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 FY2020 appropriation approval on April 11, 2019.
 - b. The attached SPA presented by the City of Alexandria is consistent with the project previously submitted by City of Alexandria and approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

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

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Monica Backmon, Executive Director

DATE: June 3, 2019

SUBJECT: Regional Funding Project 2018-045-1 City of Alexandria (Alexandria Duke Street Transitway)

1. Recommendation. Approval of attached Standard Project Agreement (SPA) 2018-045-1.

2. Suggested motion. I move approval of the proposed Standard Project Agreement 2018-045-1 City of Alexandria (Alexandria Duke Street Transitway), 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 FY2020 appropriation approval on April 11, 2019.
- b. The attached SPA presented by the City of Alexandria is consistent with the project previously submitted by City of Alexandria and approved by the Authority.
- c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

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

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: June 3, 2019

SUBJECT: Regional Funding Project 2018-051-1 City of Falls Church (West Falls Church and Campus Revitalization District Multimodal Transportation Project)

-
1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 2018-051-1.
 2. **Suggested motion.** I move approval of the proposed Standard Project Agreement 2018-051-1 City of Falls Church (West Falls Church and Campus Revitalization District Multimodal Transportation Project), 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 FY2020 appropriation approval on April 11, 2019.
 - b. The attached SPA presented by the City of Falls Church is consistent with the project previously submitted by City of Falls Church and approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

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

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

M E M O R A N D U M

FOR: Members, Northern Virginia Transportation Authority

FROM: Monica Backmon, Executive Director

DATE: June 7, 2019

SUBJECT: Approval of the Call for Regional Transportation Projects for the FY2024-25 Six Year Program Update

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTa) approval of the Call for Regional Transportation Projects (CfRTP) for the FY2024-25 Six Year Program (SYP) Update.
2. **Suggested Motion:** *I move approval of the Call for Regional Transportation Projects for the FY2024-25 Six Year Program Update.*
3. **Background.** At its June 14, 2018 meeting, the Authority adopted its inaugural SYP, using revenues for FY2018-2023. The SYP is updated on a two-year cycle alternating with the Commonwealth's Smart Scale Program, which is also on a two-year cycle. Development of the Authority's FY2024-25 SYP Update will follow an enhanced version of the process used for the inaugural SYP, initiated by a CfRTP that is targeted at eligible jurisdictions and agencies.
4. **Discussion.** NVTa staff has developed a CfRTP, largely based on that used for the inaugural SYP. Once again, the CfRTP encourages applicants to consider how well candidate projects support the regional coherence philosophy integral to TransAction. In anticipation of a high demand for regional revenues, the CfRTP further encourages applicants to highlight how well their candidate projects complement one another and those in adjacent jurisdictions.

Using funds approved by the Authority in its FY2019 Operations Budget for a Program Monitoring and Management System (PMMS), NVTa staff has developed an online project application process. This will streamline and enhance the submittal of project applications, providing time savings to jurisdiction, agency, and NVTa staff compared to the former paper-based process. This online process has been beta-tested in conjunction with staff from NVTa's four member counties. PMMS training for jurisdiction and agency staff is scheduled for June 5, 2019.

The CfRTP is attached to this memorandum.

5. **Six Year Program Evaluation Process.** All projects considered for regional revenues are subject to a comprehensive regional evaluation process that uses multiple inputs and does not rely on a single metric:
- a. **Eligibility.** Projects must be included in TransAction (may be a subset), and must be wholly (or substantially) located in Northern Virginia;
 - b. **TransAction Analyses.** Includes technical analyses from TransAction such as project level ratings. These ratings have previously been referred to as HB599 project ratings. The FY2024-25 SYP Update will be the first funding program for which NVTA has full autonomy over HB599 project ratings, following passage of SB1468 (2019);
 - c. **Congestion Reduction Relative to Cost (CRRC).** As required by Virginia Code, the Authority must give priority to projects with the highest CRRC ratios;
 - d. **Long Term Benefit (LTB).** The FY2024-25 SYP Update will be the first funding program that will consider Long Term Benefit as a factor. NVTA staff will apply the LTB Principles approved by the Authority in December 2014. The LTB analysis will complement, but not replace, 'geographic balance' that has been used as a qualitative consideration in previous funding programs;
 - e. **Qualitative Considerations.** Takes into account factors that cannot easily be considered in a formula, such as geographic and modal balance; leveraging of other funding sources, project readiness, and past performance;
 - f. **Public Comment.** An NVTA Public Hearing/Open House will be held, with a period for public comment, Town Hall meetings, etc.
6. **Next steps.** Subject to Authority approval of the CfRTP, NVTA staff will post the CfRTP on July 1, 2019. In the event that the Commonwealth Transportation Board does not finalize the Smart Scale process and adopt its Six Year Improvement Program on June 19, 2019, posting of the CfRTP may be suspended. Subsequent milestones include:
- a. **September 27, 2019 at 5:00 pm:** application deadline, followed by project evaluations by NVTA staff;
 - b. **November 29, 2019 at 5:00pm:** deadline for Governing Body and any supporting resolutions;
 - c. **February 2020:** commence Technical Advisory Committee (TAC), Planning Coordination Advisory Committee (PCAC), and Planning and Programming Committee (PPC) reviews;
 - d. **March 2020:** release candidate project list and evaluations;
 - e. **April 2020:** public comment period, NVTA Public Hearing/Open House, jurisdictional Town Hall meetings;
 - f. **May 2020:** release NVTA staff project recommendations for review by TAC, PCAC, and PPC;
 - g. **June 2020:** adoption of SYP

Attachments:

- Call for Regional Transportation Projects for the Six Year Program Update Application Form

APPLICATION #:

Date Submitted: 5/1/19

1: GENERAL PROJECT INFORMATION

1.1: Primary TransAction ID

1.10: Project Location Text

1.2: Secondary TransAction IDs

1.11: Project Location Map

1.3: What is the primary TransAction corridor segment in which this project is physically located?

1.4: What other TransAction corridor segments is this project physically located in?

1.5: Project Title

1.6: Project Subtitle

1.7: Primary Supported Mode

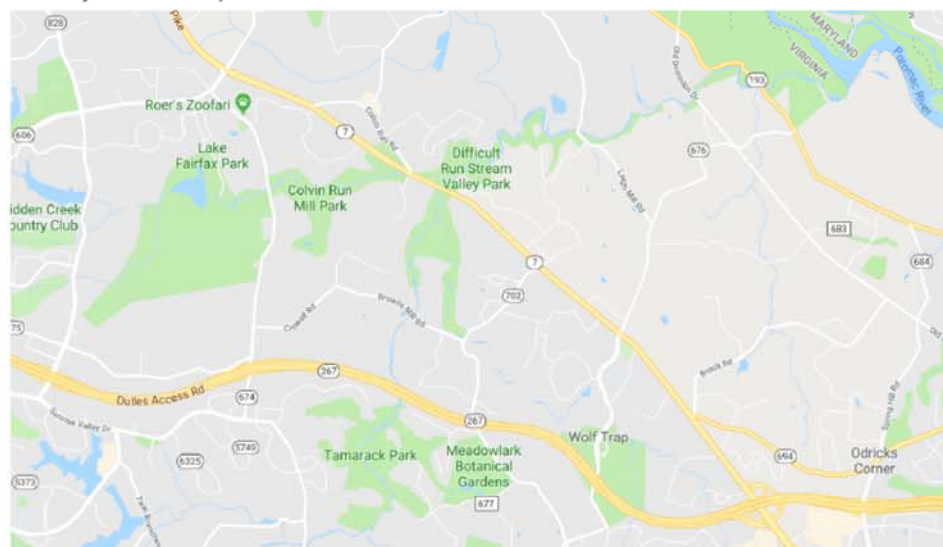
1.8: Secondary Supported Modes

1.9: Project Description

1.12: Local Priority

1.13: Does this project support Metro or VRE core capacity?

1.14: Project URL



2: PROJECT TIMEFRAMES

2.1: Timeframes by Phase

	START	END
Study	FY	FY
Design/Engineering/Environmental	FY	FY
ROW and Utilities	FY	FY
Construction	FY	FY
Asset Acquisition	FY	FY

2.2: Potential Delay Risk Factors

2.3: For Design-Build project, estimated date for funding verification

3: COST AND FUNDING

3.1: Total Cost by Phase and Fiscal Year

	FY	FY	FY	FY	FY	FY	TOTAL
Study							
Design/Engineering/Environmental							
ROW and Utilities							
Construction							
Asset Acquisition							
SUMS:							

3.2: NVTA Funding Request by Phase and Fiscal Year of Expenditure

	FY	FY	FY	FY	FY	TOTAL
Study						
Design/Engineering/Environmental						
ROW and Utilities						
Construction						
Asset Acquisition						
SUMS:						

3.3: Other Secured Funding Sources

	TOTAL COST	NVTA REQUEST	SOURCE	TOTAL OTHER	GAP
Study					
Design/Engineering/Environmental					
ROW and Utilities					
Construction					
Asset Acquisition					
SUMS:					

3.4: Other Sources Applied for But Not Yet Secured

3.5: Other Sources under consideration for applying for any gap remaining

4: PROJECT IMPACTS

4.1: Which facilities will experience capacity increases and/or how will this result in improved traffic flow/transit services?

4.2: What congestion problem does the project address and how will it reduce congestion?

4.3: Provide current and forecasted traffic/ridership data with and without the project

Data for..... Data type Frequency	COUNT		YEAR	SOURCE
	Current			
	Future Without Project			
	Future With Project			

4.4: How will the project improve regional connectivity between/within regional activity centers and jurisdictions?

4.5: How will the project improve integration between modes & systems?

4.6: Is safety the primary purpose of this project?

4.7: How will the project improve safety?

4.8: What synergies exist between this project and other projects **your jurisdiction/agency** is applying for during this SYP update cycle?

4.9: What synergies exist between this project and projects that **other jurisdictions/agencies** are applying for this SYP update cycle?

4.10: What synergies exist between this project and other projects **previously approved** for NVTa regional revenues?

4.11: If this project includes traffic signal enhancements, please explain what signal timing philosophy will be used, and how this will be coordinated with neighboring signals (including in adjacent jurisdictions)

4.12: If this project includes transit signal priority, please explain how signal timing changes will be coordinated with the jurisdiction/agency responsible for signal timing

5: OTHER INFORMATION

5.1: Is this project included in the current CLRP

5.6: Is this project included in the current TIP

5.2: Title of the project in CLRP

5.7: Title of the project in TIP

5.3: CLRP ID

5.8: TIP ID

5.4: Project VDOT UPC Number, if existing

5.9: List internet links to any additional information in support of this project

5.5: Project DRPT Number, if existing

6: ATTACHEMENTS

Attachements:

RESOLUTIONS

Primary - Certified Copy of your Board/Council resolution in support of the application

Supporting - Signed copy of Board/Council resolution in support of the application

7: CERTIFICATIONS

7.1: Submitter Agreed to all Terms if project is approved for funding:

- ☐ Commit all necessary operations/maintenance funds
- ☐ Proceed diligently with the execution of the project under the timeline presented in the application, including approved schedule modifications
- ☐ Adhere closely to approved SPA Appendix A and B, or provide timely updates on a regular basis and as needed in the event of schedule changes, scope changes, etc.
- ☐ Provide a monthly status report on project progress to NVTA staff
- ☐ Provide NVTA staff with timely notice of project-related public events such as information meetings and hearings, allowing NVTA members and staff to attend, track, occasionally participate in, and publicize such events. Timely notice means providing schedule and location information to NVTA staff when such events are in the early planning stage;
- ☐ Include NVTA logo and a partnership statement as appropriate on all public-facing materials such as websites, media releases/advisories, presentations, reports, handouts, display boards, and construction signage. An example of the partnership statement is 'project is (jointly) funded by the Northern Virginia Transportation Authority'. If the public-facing materials include detailed information regarding funding sources and amounts, the NVTA funding amount shall be explicitly included
- ☐ Provide NVTA with appropriate insurance certification and keep the certificates up to date
- ☐ Coordinate with NVTA staff to ensure accurate and complete reimbursement requests for timely processing
- ☐ Coordinate with NVTA staff before finalizing any third party project administration agreement with another agency for project administration (NVTA may not recognize or be able to participate in such agreements);
- ☐ Adhere to all relevant NVTA Policies.

7.2: Staff Point of Contact

Name
Title
Email
Phone

7.4: Digital Signature

7.5: Date

7.3: PIO Point of Contact

Name
Title
Email
Phone

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: June 6, 2019

SUBJECT: Participation in the Commonwealth of Virginia's Long Term Care Insurance Program

- 1) Purpose.** To seek Northern Virginia Transportation Authority (NVTa) approval of participation in the Commonwealth of Virginia's Long Term Care Insurance Program, offered through the Virginia Retirement System (VRS).
- 2) Suggested Motion.** *I move Authority approval of the election to participate in the Commonwealth of Virginia's Long Term Care Insurance Program and Authorize the Executive Director to sign the attached agreement documents required by the Virginia Retirement System.*
- 3) Background.**
 - a) In 2014, when the Authority was setting up the employee benefit package, VRS had suspended new admissions to its long term care insurance program for VRS Plan 1 and Plan 2 participants.
 - b) VRS is now offering long term care insurance, with the following features:
 - i) Political Subdivision (employers) must opt in by June 14, 2019.
 - ii) Participation is a voluntary decision of employees and immediate family members, who will bear the cost of the premiums.
 - iii) Term is for three years, after which the program can be terminated by either party upon 60 days notice.
 - c) Participation in the VRS program will provide access to long term care insurance based on a significantly large, but as yet undetermined, actuarial pool. Large actuarial pools typically lower insurance premiums substantially over individual policies.
- 4) Fiscal Impact.** None, all costs are paid by participating employees.
- 5) Next Steps.** With Authority approval on June 13th, NVTa staff will be eligible for participation in the program when it starts in the Fall of this year.

Attachment: Commonwealth of Virginia Voluntary Group Long Term Care Insurance Program, Employer Adoption Agreement

NOTE: The language in this resolution has been approved by VRS Benefits Counsel and is not subject to modification.



VIRGINIA RETIREMENT SYSTEM
P.O. Box 2500
Richmond, VA 23218-2500

Commonwealth of Virginia Voluntary Group Long Term Care Insurance Program Employer Adoption Agreement

THIS AGREEMENT (the "Agreement"), executed this [insert date] 13 day of June, 2019, is by and between [insert Locality, School Division, or Other Political Subdivision] Northern Virginia Transportation Authority (the "Employer") and the Virginia Retirement System (the "Plan Sponsor") (hereinafter collectively referred to as the "Parties").

WITNESSETH

WHEREAS, the Commonwealth of Virginia has established, and the Plan Sponsor is responsible for, the Commonwealth of Virginia Voluntary Group Long Term Care Insurance Program (the "Plan") in which employees of local governments, local officers, and teachers, as defined in § 51.1-513.3 of the *Code of Virginia* (the "*Code*"), as amended, may participate; and

WHEREAS, pursuant to the same section of the *Code*, the Employer desires to enter into this Agreement with the Plan Sponsor to permit participation in the Plan by its eligible employees; and

WHEREAS, the official entering into this Agreement is duly authorized on behalf of the Employer's governing body.

NOW, THEREFORE, in consideration of the premises herein, the Parties agree as follows:

- 1) The Plan Sponsor represents and warrants to the Employer that it will comply with all applicable laws affecting the Plan.
- 2) The Plan Sponsor represents to the Employer that it will provide sufficient services to administer the Plan and to appropriately respond to inquiries by employees and participants.
- 3) The Employer acknowledges and agrees to the terms and conditions established in the Plan.
- 4) The Employer agrees to provide the Plan Sponsor's selected long term care insurance carrier with a mail file of all active employees, in the format provided by the insurance carrier.

- 5) When requested by the Plan Sponsor or the insurance carrier, the Employer agrees to permit the Plan Sponsor's selected long term care insurance carrier to conduct group and individual meetings for the purpose of explaining the Plan or enrolling employees on the Employer's premises during normal working hours subject to such reasonable restrictions that the Employer communicates in writing to the Plan Sponsor and that are accepted by the Plan Sponsor.
- 6) This Agreement may be amended from time to time by written agreement between the Plan Sponsor and the Employer.
- 7) The term of this Agreement shall be for three years beginning on the date of its execution, and thereafter may be terminated by either party upon 60 days written notice to the other party.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be duly executed, intending to be bound thereby.

Employer**Virginia Retirement System**

By: _____

By: _____

Title: _____

Title: _____

Date: _____, 20__

Date: _____, 20__

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
M E M O R A N D U M

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

FROM: Monica Backmon, Executive Director

SUBJECT: Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for Fairfax County

DATE: June 7, 2019

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTa) approval for Reallocation of Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for Fairfax County.
2. **Suggested Motion:** *I move approval of the reallocation of Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for Fairfax County.*
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 April 25, 2019, Fairfax County requested the following transfers:

- \$5,500,000 in previous year RSTP funds from I-66 Trails Program (UPC 110825) to Vienna Metro Bike Connection Improvement (UPC 113611).
- \$500,000 in previous year RSTP funds from I-66 Trails Program (UPC 110825) to Random Hills Drive/Post Forest Drive (UPC 122611).
- \$1,250,000 in previous year RSTP funds from Reston Metrorail Access Group (UPC 100470) to Random Hills Drive/Post Forest Drive (UPC T22611).
- \$3,130,000 in previous year CMAQ funds from Tysons Metrorail Access Improvements (UPC 100469) to Random Hills Drive/Post Forest Drive (UPC T22611).
- \$1,870,000 in previous year CMAQ funds from Tysons Metrorail Access Improvements (UPC 100469) to Compton Road Bike and Ped Trail (UPC 122710).

The transfers will provide needed additional funding for the new projects.

At its meeting on April 25, 2019, the RJACC recommended approval of the requests.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Request Letter from Fairfax County

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

June 13, 2019

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

Reference: Request to Reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for Fairfax County

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 April 25, 2019, Fairfax County requested the following transfers:

- \$5,500,000 in previous year RSTP funds from I-66 Trails Program (UPC 110825) to Vienna Metro Bike Connection Improvement (UPC 113611).
- \$500,000 in previous year RSTP funds from I-66 Trails Program (UPC 110825) to Random Hills Drive/Post Forest Drive (UPC 122611).
- \$1,250,000 in previous year RSTP funds from Reston Metrorail Access Group (UPC 100470) to Random Hills Drive/Post Forest Drive (UPC T22611).
- \$3,130,000 in previous year CMAQ funds from Tysons Metrorail Access Improvements (UPC 100469) to Random Hills Drive/Post Forest Drive (UPC T22611).
- \$1,870,000 in previous year CMAQ funds from Tysons Metrorail Access Improvements (UPC 100469) to Compton Road Bike and Ped Trail (UPC 122710).

The transfers will provide needed additional funding for the new projects.

On June 13, 2019, the Authority approved the request noted above. 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, NVTA
Tom Biesiadny, Director, Fairfax County Department of Transportation



County of Fairfax, Virginia

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

April 25, 2019

Ms. Noelle Dominguez, Chairman
Regional Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Re: Reallocation of Regional Surface Transportation Program and Congestion Mitigation and Air Quality Funds

Dear Ms. Dominguez:

Fairfax County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) to transfer a total of \$12,250,000 in federal funding as follows:

- \$5,500,000 in Regional Surface Transportation Program (RSTP) funds from I-66 Trails Program, (UPC 110825) to Vienna Metro Bike Connection Improvement, (UPC 113611).
- \$500,000 in Regional Surface Transportation Program (RSTP) funds from I-66 Trails Program, (UPC 110825) to Random Hills Drive/Post Forest Drive, (UPC T22611).
- \$1,250,000 in Regional Surface Transportation Program (RSTP) funds from Reston Metrorail Access Group, (UPC 100470) to Random Hills Drive/Post Forest Drive, (UPC T22611).
- \$3,130,000 in Congestion Mitigation Air Quality (CMAQ) funds from Tysons Metrorail Access Improvements, (UPC 100469) to Random Hills Drive/Post Forest Drive, (UPC T22611).
- \$1,870,000 in Congestion Mitigation Air Quality (CMAQ) funds from Tysons Metrorail Access Improvements, (UPC 100469) to Compton Road Bike and Ped Trail, (UPC T22710).


If you have any questions or concerns about this request, please contact Christina Farrar at (703) 877-5629.

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot



Ms. Noelle Dominguez, Chairman
Regional Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
March 28, 2019
Page 2 of 2

Sincerely,


for Tom Biesiadny
Tom Biesiadny
Director

cc. Todd Wigglesworth, Fairfax County Department of Transportation (FCDOT)
Brent Riddle, FCDOT
Carole Bondurant, Virginia Department of Transportation (VDOT)
Bethany Mathis, VDOT
Jan Vaughan, VDOT

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 4/25/2019

Name of Jurisdiction/Agency Requesting: Fairfax County

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$5,500,000; \$500,000; \$1,250,000; \$3,130,000; \$1,870,000

From (Donor):

To (Recipient):

UPC	Project Description	Type of Funds	Transfer from Previous Fiscal	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)
110825	I-66 Trails Program	RSTP	Y		\$5,500,000.00	113611	Vienna Metro Bike Connection Improvement						
110825	I-66 Trails Program	RSTP	Y		\$500,000.00	T22611	Random Hills Dr/Post Forest Dr						
100470	RMAG	RSTP	Y		\$1,250,000.00	T22611	Random Hills Dr/Post Forest Dr						
100469	TMSAMS	CMAQ	Y		\$3,130,000.00	T22611	Random Hills Dr/Post Forest Dr						
100469	TMSAMS	CMAQ	Y		\$1,870,000.00	T22710	Compton Road Bike/Ped Trail						

TOTAL OF TRANSFER

\$12,250,000.00

Attach Signed Request of Transfer Letter

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

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

FROM: Monica Backmon, Executive Director

SUBJECT: Recommendation to Reallocate Transform 66 Outside the Beltway Concession Payment funds for Fairfax County

DATE: June 7, 2019

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTa) recommendation to Reallocate Transform 66 Outside the Beltway Concession Payment funds for Fairfax County
2. **Suggested Motion:** *I move approval of the recommendation to reallocate Transform 66 Outside the Beltway Concession Payment funds for Fairfax County.*
3. **Background:** As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment). Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the PPTA; and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Board in making project allocations from moneys in the Account.
 On July 13, 2017, the Authority, with input from local jurisdictions, developed a list of projects for presentation to and consideration by the Commonwealth Transportation Board (CTB) as projects that may be funded with funds from the Concession Payment. The Virginia Department of Transportation also recommended that the funding be used to support to fund, in whole or part, several Route 29 Projects in Fairfax County. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority and the Route 29 Projects.
 On April 25, 2019, Fairfax County requested the following transfers among the projects approved for funding as part of the Concession Payment:
 - \$3,400,000 from Poplar Tree Road Bridge Widening (UPC 112779) to I-66 Median Widening at Route 29 (UPC 112778). The transfer is needed due to updated project

cost estimates for the I-66 Median Widening project and possible due to decreased project costs in the donor project.

- \$1,500,000 from Jermantown Road Bridge Widening (UPC 112781) to I-66 Median Widening at Route 29 (UPC 112778). The transfer is needed due to updated project cost estimates for the I-66 Median Widening project and possible due to decreased project costs in the donor project.
- \$1,036,871 from Route 29 Widening - Phase 1 (UPC 110330) to I-66 Median Widening at Route 29 (UPC 112778). The transfer is needed due to updated project cost estimates for the I-66 Median Widening project and possible due to decreased project costs in the donor project.
- \$2,113,865 from Route 29 Widening Phase II, (UPC 110329) to I-66 Median Widening at Route 29, (UPC 112778). The transfer is needed due to updated project cost estimates for the Route 29 Widening project. Fairfax County will offset this transfer using proffer funds.
- \$759,000 from Route 29 Widening Phase II (UPC 110329) to Lee Highway Pedestrian Improvements (UPC 113518). The transfer is needed due to updated project cost estimates for the Route 29 Widening project. Fairfax County will offset this transfer using local funds from Fairfax County's Regional Transportation Projects fund.

At its meeting on April 25, 2019, the RJACC recommended approval of the requests.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Request Letter from Fairfax County

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

June 13, 2019

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

Reference: Recommendation to Reallocate Transform 66 Outside the Beltway Concession Payment funds for Fairfax County

Dear Ms. Cuervo:

As part of the Transform 66 Outside the Beltway Project, the Concessionaire paid the Virginia Department of Transportation (VDOT), a Concession Fee/Payment to fund additional transportation improvements in the corridor (Concession Payment). Virginia Code specifies that allocations from the Concession Payments may be used to pay or finance all or part of the costs of programs or projects, but that (i) the allocations must be limited to programs and projects that are reasonably related to or benefit the users of the qualifying transportation facility that was the subject of a concession pursuant to the PPTA; and (ii) the priorities of metropolitan planning organizations, planning district commissions, local governments, and transportation corridors shall be considered by the Board in making project allocations from moneys in the Account.

On July 13, 2017, the Northern Virginia Transportation Authority (the Authority), with input from local jurisdictions, developed a list of projects for presentation to and consideration by the Commonwealth Transportation Board (CTB) as projects that may be funded with funds from the Concession Payment. The Virginia Department of Transportation also recommended that the funding be used to support to fund, in whole or part, several Route 29 Projects in Fairfax County. On December 6, 2017, the CTB endorsed the list of projects recommended by the Authority and the Route 29 Projects.

On April 25, 2019, Fairfax County requested the following transfers among the projects approved for funding as part of the Concession Payment:

- \$3,400,000 from Poplar Tree Road Bridge Widening (UPC 112779) to I-66 Median Widening at Route 29 (UPC 112778). The transfer is needed due to updated project cost estimates for the I-66 Median Widening project and possible due to decreased project costs in the donor project.
- \$1,500,000 from Jermantown Road Bridge Widening (UPC 112781) to I-66 Median Widening at Route 29 (UPC 112778). The transfer is needed due to updated project cost estimates for the I-66 Median Widening project and possible due to decreased project costs in the donor project.
- \$1,036,871 from Route 29 Widening - Phase 1 (UPC 110330) to I-66 Median Widening at Route 29 (UPC 112778). The transfer is needed due to updated project cost estimates for the I-66 Median Widening project and possible due to decreased project costs in the donor project.
- \$2,113,865 from Route 29 Widening Phase II, (UPC 110329) to I-66 Median Widening at Route 29, (UPC 112778). The transfer is needed due to updated project cost estimates for the Route 29 Widening project. Fairfax County will offset this transfer using proffer funds.
- \$759,000 from Route 29 Widening Phase II (UPC 110329) to Lee Highway Pedestrian Improvements (UPC 113518). The transfer is needed due to updated project cost estimates for

the Route 29 Widening project. Fairfax County will offset this transfer using local funds from Fairfax County's Regional Transportation Projects fund.

On June 13, 2019, the Authority recommended approved of the reallocation request. Thank you very much.

Sincerely,

Martin E. Nohe
Chairman

cc: Monica Backmon, Executive Director, NVT
Tom Biesiadny, Director, Fairfax County Department of Transportation



County of Fairfax, Virginia

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

April 25, 2019

Ms. Noelle Dominguez, Chairman
Regional Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
3040 Williams Drive, Suite 200
Fairfax, Virginia 22031

Re: I-66 Concession Funds Transfer Request

Dear Ms. Dominguez:

Fairfax County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC), Northern Virginia Transportation Authority (NVTA) Board to transfer a total of \$8,809,736 in I-66 Concession Fee funding shown below. The first three transfers are possible due to decreased project costs.

1. \$3,400,000 from Poplar Tree Road Bridge Widening, (UPC 112779) to I-66 Median Widening at Route 29, (UPC 112778).
2. \$1,500,000 from Jermantown Road Bridge Widening, (UPC 112781) to I-66 Median Widening at Route 29, (UPC 112778).
3. \$1,036,871 from Route 29 Widening - Phase I, (UPC 110330) to I-66 Median Widening at Route 29, (UPC 112778).
4. \$2,113,865 from Route 29 Widening Phase II, (UPC 110329) to I-66 Median Widening at Route 29, (UPC 112778).
 - o Fairfax County will offset this transfer using proffer funds.
5. \$759,000 in I-66 Concession funds from Route 29 Widening Phase II, (UPC 110329) to Lee Highway Pedestrian Improvements, (UPC 113518).
 - o Fairfax County will offset this transfer using local funds from Fairfax County's Regional Transportation Projects fund 40010.

If you have any questions or concerns about this request, please contact Christina Farrar at (703) 877-5629.

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
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Ms. Noelle Dominguez, Chairman
Regional Jurisdiction and Agency Coordinating Committee
Northern Virginia Transportation Authority
March 28, 2019
Page 2 of 2

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Biesiadny", written over a horizontal line.

Tom Biesiadny
Director

for
Tom Biesiadny

cc. Todd Wigglesworth, Fairfax County Department of Transportation (FCDOT)
Brent Riddle, FCDOT
Carole Bondurant, Virginia Department of Transportation (VDOT)
Bethany Mathis, VDOT
Jan Vaughan, VDOT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: June 6, 2019

SUBJECT: Investment Portfolio Report

- 1) **Purpose:** To provide the Northern Virginia Transportation Authority (NVTa) Authority Members with required reports on investment activities and portfolio performance through April 30, 2019.
- 2) **Background:**
 - a. This report is on investment activity through April 2019 and affirms the portfolio investments were acquired on the basis of safety, liquidity and then yield. This report summarizes the portfolio structure, and adherence to the NVTa Investment Policy.
 - b. Additionally, a monthly report is attached which complies with all reporting requirements prescribed in the NVTa Investment Policy.
- 3) **Current Period Reports:**
 - a. The safety of the portfolio is reflected in the actual composition of the portfolio as shown below:



Northern Virginia Transportation Authority
Distribution by Asset Category - Book Value
Report Group: Regional Revenue

Begin Date: 2/28/2019, End Date: 4/30/2019

Asset Category Allocation				
Asset Category	Book Value 2/28/2019	% of Portfolio 2/28/2019	Book Value 4/30/2019	% of Portfolio 4/30/2019
CD - Bank 60% Maximum	50,000,000.00	5.04	50,137,423.53	5.03
CD - Negotiable 25% Maximum	65,001,139.80	6.55	105,002,950.68	10.53
Commercial Paper 30% / 5% Maximum	69,364,293.44	6.99	69,694,504.89	6.99
Corporate Notes 50% Maximum	279,020,590.54	28.11	244,036,166.95	24.46
LGIP 100% Maximum	58,608,166.97	5.90	27,715,245.20	2.78
Money Market 60% Maximum	208,109,278.54	20.97	158,209,673.10	15.86
US Agency 100% Maximum	143,554,079.00	14.46	99,198,944.54	9.94
US Treasury 100% Maximum	118,940,066.83	11.98	243,592,311.96	24.42
Total / Average	992,597,615.12	100.00	997,587,220.85	100.00

Portfolio Holdings as of 2/28/2019



5.04%-CD - Bank 60% ...
 6.55%-CD - Negotiab...
 6.99%-Commercial Pap...
 28.11%-Corporate Not...
 5.9%-LGIP 100% Maxim...
 20.97%-Money Market...
 14.46%-US Agency 10...
 11.98%-US Treasury ...

Portfolio Holdings as of 4/30/2019



5.03%-CD - Bank 60% ...
 10.53%-CD - Negotiab...
 6.99%-Commercial Pap...
 24.46%-Corporate Not...
 2.78%-LGIP 100% Maxi...
 15.86%-Money Market...
 9.94%-US Agency 100...
 24.42%-US Treasury ...

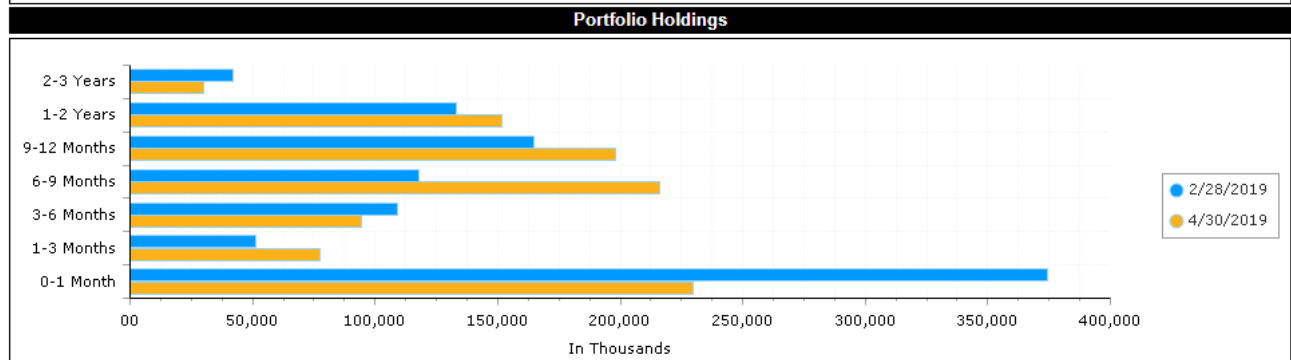
- b. The liquidity of the portfolio is reflected in the portfolio's duration of .64 (1.0 = 1 year) and the maturity schedule shown below:



**Northern Virginia Transportation Authority
Distribution by Maturity Range - Book Value
Report Group: Regional Revenue**

Begin Date: 2/28/2019, End Date: 4/30/2019

Maturity Range Allocation				
Maturity Range	Book Value 2/28/2019	% of Portfolio 2/28/2019	Book Value 4/30/2019	% of Portfolio 4/30/2019
0-1 Month	374,523,499.13	37.73	229,922,415.62	23.05
1-3 Months	51,350,566.30	5.17	77,674,839.69	7.79
3-6 Months	108,933,644.38	10.97	94,326,486.85	9.46
6-9 Months	117,718,140.60	11.86	215,900,464.72	21.64
9-12 Months	164,560,524.97	16.58	198,176,519.17	19.87
1-2 Years	133,282,529.59	13.43	151,599,539.66	15.20
2-3 Years	42,228,710.15	4.25	29,986,955.14	3.01
Total / Average	992,597,615.12	100.00	997,587,220.85	100.00



- c. The yield on the portfolio at the end of April 2019 was 2.62%. The NVTA's Investment Policy specifies the benchmarks shown below for yield performance comparison:

NVTA	FY 2018	Apr-19
Investment Benchmarks	Year End	Month End
Fed Funds Rate	1.82%	2.41%
Treasury 90 Day T Bill	1.92%	2.42%
Local Government Investment Pool	2.01%	2.60%
Virginia Non-Arbitrage Program	2.16%	2.61%
NVTA Performance	1.95%	2.62%

Source: Bloomberg, Statements

4) Portfolio Analysis & Statistics Overview

a) **Safety:** The portfolio is invested primarily in;

- i) AAA/AA rated U.S. Treasury and Agency Bonds
- ii) AAA/AA rated investment grade corporate bonds
- iii) Collateralized bank money market accounts.

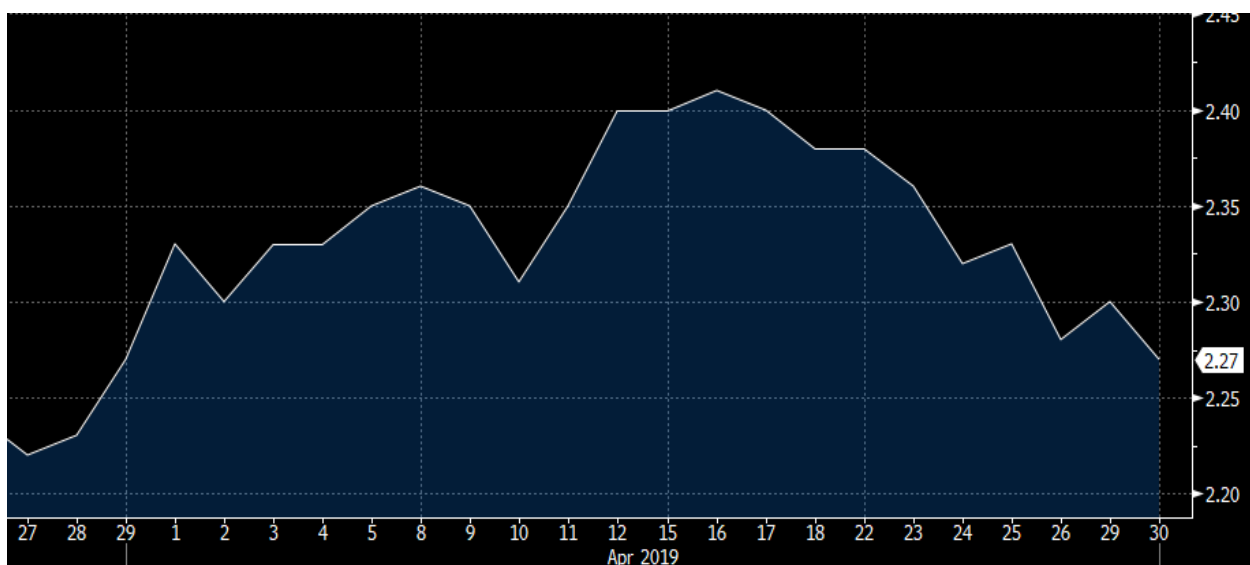
b) **Liquidity:**

- i) The NVTa Portfolio average duration increased (from .56 to .64) or more than 6 months – reflecting U.S. Treasury purchases that replaced called Agency securities.
- ii) As noted last year, analysis of forward transportation project liabilities (reimbursements) associated with the Six Year Program found that the portfolio has the flexibility to extend modestly to 2-3 year maturities (3.01% of the portfolio presently).

c) **Yield:**

- i) **Fed Rate Pause:** Since our prior report in March 2019, market expectations are that there will be no rate increases during 2019, which has caused rates to fall.
 - (1) At this writing, the Virginia Local Government Investment Pool (LGIP), one of our benchmarks, has been flat at 2.6%. The 2-year Treasury, a benchmark for corporate notes, has suffered a decline in the last 2 months from 2.47% to 2.27% (See Chart Below), a significant drop of 20 basis points.
- ii) **Rate Strategy:** The potential of no rate increases in 2019 and speculation of a recession in 2020 or 2021 could cap portfolio performance beyond current levels. In particular, money market accounts and LGIPs would be most affected. Where possible, longer dated maturities will be pursued to capture historically high rates in outer years to protect income.

Bloomberg Constant Maturity 2-Year U.S. Treasury Index (April 2019)



5) Research Initiative: Direct Purchases of Investments

Review: Bloomberg offers the capability for the purchase of investments directly through its investment management platform, which offers more price transparency allowing investments to be obtained at a better price. **We anticipate cost savings of \$250,000 on the portfolio.**

Example: Bloomberg places all of the broker offers for a 1-Year, U.S. Treasury side-by-side. The platform can be enabled to make a purchase in just one click.

T 1 1/2 05/31/20 Govt		Settings	All Quotes		
15:32:50		ALLX Mode	Overlay Axes	Split Bid/Offer	94 Switch
Spreads vs		B 0 04/23/20	@CBBT	2.310 / 2.305	2.389 / 2.384
Edit Filters		Venue	BGM	93) Legend	
PCS	Firm Name	Bid Px / Ask Px	Bid Yld / Ask Yld	BSz(MM) x ASz(MM)	Time
20)	CBBT FIT COMPOSITE	99-01 ³ / ₄ / 99-02 ³ / ₈	2.403 / 2.384	x	15:32
21)	BVAL BVAL (Score: 10)	99-01 ⁷ / ₈ / 99-02 ³ / ₈	2.401 / 2.385	x	15:00
22)	Last Trade	99-01 ⁵ / ₈	--	.015	d09:47
23)	RBGG RBC CM	99-01 ³ / ₄ / 99-02+	2.403 / 2.380	100 x 100	15:32
24)	LCM LOOP CAPITAL MARKETS	99-01 ⁵ / ₈ / 99-02 ³ / ₈	2.407 / 2.384	50 x 50	15:32
25)	ODEO ODEON CAPITAL GROUP	99-01 ³ / ₄ / 99-02 ³ / ₈	2.403 / 2.384	25 x 25	15:32
26)	EDFA ED&F MAN	99-01 ³ / ₄ / 99-02 ³ / ₈	2.403 / 2.384	25 x 25	15:32
27)	SCGV Bank of Nova Scotia	99-01 ⁷ / ₈ / 99-02	2.399 / 2.396	10 x 10	15:32
28)	APSA Amherst Pierpont	99-01 ⁵ / ₈ / 99-02 ¹ / ₄	2.407 / 2.388	10 x 10	15:32
29)	BBNY BBVA	99-01 ⁵ / ₈ / 99-02 ³ / ₈	2.407 / 2.384	10 x 10	15:32
30)	SCBX STANDARD CHARTERED	99-01 ⁵ / ₈ / 99-02+	2.407 / 2.380	1 x 1	15:32
31)	NONY Nomura UST & Agency	99-01 ⁷ / ₈ / 99-02	2.399 / 2.396	50 x 50	15:31
32)	CG CITIGROUP	99-01+ / 99-02+	2.411 / 2.381	50 x 50	14:58
33)	MCAP MCAP	99-01 ⁷ / ₈ / 99-02	2.399 / 2.396	35 x 35	14:58
34)	BREA BREAN CAPITAL	99-01 ⁵ / ₈ / 99-02+	2.407 / 2.381	20 x 20	14:56
35)	FCSR INTL FCStone Fin Inc	99-01+ / 99-02 ⁵ / ₈	2.411 / 2.377	10 x 10	14:56
36)	HSTS HSBC Securities-USA	99-01+ / 99-02 ⁵ / ₈	2.411 / 2.377	25 x 25	14:38
37)	JCUT Jefferies Trsy	99-01 ⁷ / ₈ / 99-02	2.399 / 2.396	20 x 20	14:33
38)	FCMT FIDELITY CAPITAL MKT	99-00 ⁵ / ₈ / 99-03 ³ / ₈	2.437 / 2.354	5 x 5	15:32
39)	PROMBANCA PROFILO	98-30 ⁵ / ₈ / 99-05 ³ / ₈	2.497 / 2.294	.01 x .01	15:32
40)	GUGG GUGGENHEIM CAP MKTS	99-01+ / 99-02+	2.411 / 2.381	x	15:32
41)	BGN BLOOMBERG GENERIC	99-01 ³ / ₄ / 99-02 ³ / ₈	2.403 / 2.384	x	15:32

Benefits/Advantages

- **Price Transparency:** Having broker quotes side-by-side creates competition, lowers costs, and electronic purchases create an instant electronic audit trail.
- **Enhanced Security/Oversight:** Limits can be placed where only investments allowed by NVTa policy can be bought, and improved investment monitoring with second terminal.
- **Increased Efficiency:** Less time is wasted on reviewing individual offer e-mails, hearing sales pitches, and more time on identifying investments and buying at the best price.
- **Voice vs. Electronic:** There is no disadvantage in making electronic transactions, even a keying error can be reversed before settlement, as with a voice error. And with a typical two day settlement, the system gives plenty of time for review.

NVTA Investment Policy Changes

- **The General Section** would be amended to recognize that investments made through the Bloomberg platform (noting the number of offerings in the above table) are considered competitive.
- **The Authorized Investment Broker/Dealers Section** would be amended whereas NVTA would only transact electronically with those on the NVTA authorized broker list.
- **The Investment Monitor** will have access to an audit version of the Bloomberg terminal to independently review investment activity and monitor transactions.

Next Steps to Implement (Present to Finance Committee in the Fall)

- Present Proposed Policy Modifications
 - Cost of Second Terminal, estimated to be less than \$30,000/year.
- 6) **Quarterly Mark-to-Market Review (Unrealized Gains and Losses):** Since last year, the portfolio has swung from a \$3.9 Million unrealized loss to a \$327,000 unrealized gain. The change partly reflects the exit of the Virginia Investment Pool (VIP) 1-3 investment in 2018, as well as the overall fall in rates as a result of the Fed pause on rate increases (bond prices rise when yields fall and vice versa).
- 7) **Custodian Certification:** BB&T Retirement & Institutional Services is the custodian of all of NVTA's investment purchases and is where all of NVTA's non-deposit investments are held. Deposit type investments are protected through the Commonwealth of Virginia collateralization program or FDIC Insurance.
- 8) **Policy Required Reports:** The attached Compliance - GASB 40 Report addresses specific Investment Policy requirements regarding the purchase and holding of securities. The attached report, documents:
- a. Compliance – Investment Policy, Summary.** The report shows the percentage of the portfolio by each type of investment.
 - b. Investment Portfolio – By Maturity Range.** The report shows the yield to maturity, and percentage of the portfolio which each type of investment represents.
 - c. Portfolio Holdings by Custodian.** This report shows each depository, investment firm or custodian holding NVTA securities or cash.

Attachments: Compliance - GASB 40 Report shows reporting requirements as listed above, and not otherwise presented. This report is also fundamental for the Authority's Annual Financial Statements and annual audit.



Northern Virginia Transportation Authority
Portfolio Holdings
Compliance - GASB 40 Report
 As of 4/30/2019

Issuer	Face Amount	Book Value	Market	Credit	Credit	Portfolio %	Days to	Days To Call	Maturity Date	YTM @	Duration to
	Shares		Value	Rating 1	Rating 2		Maturity	Maturity		Cost	Maturity
Certificate Of Deposit											
John Marshall Bank2.593 7/25/2019	10,000,000.00	10,000,000.00	10,000,000.00	NR	NR	1.00	86	86	07/25/2019	2.593	0.24
John Marshall Bank2.71 5/23/2019	17,500,000.00	17,500,000.00	17,500,000.00	NR	NR	1.75	23	23	05/23/2019	2.710	0.06
United Bank2.75 1/17/2020	10,000,000.00	10,000,000.00	10,000,000.00	NR	NR	1.00	262	262	01/17/2020	2.750	0.72
United Bank 2.7 3/5/2020	12,637,423.53	12,637,423.53	12,637,423.53	NR	NR	1.26	310	310	03/05/2020	2.700	0.85
Certificate Of Deposit	50,137,423.53	50,137,423.53	50,137,423.53			5.01	156	156		2.692	0.43
Commercial Paper											
CSFB NY 0 10/4/2019	5,476,000.00	5,411,281.29	5,370,883.62	S&P-A1	Moodys-P1	0.55	157	157	10/04/2019	2.763	0.43
CSFB NY 0 8/19/2019	9,705,000.00	9,623,906.64	9,552,310.70	S&P-A1	Moodys-P1	0.97	111	111	08/19/2019	2.753	0.30
CSFB NY 0 9/6/2019	10,000,000.00	9,897,936.05	9,787,960.16	S&P-A1	Moodys-P1	1.00	129	129	09/06/2019	2.910	0.35
JP Morgan Securities0 7/26/2019	10,000,000.00	9,929,675.00	9,782,590.28	S&P-A1	Moodys-P1	1.00	87	87	07/26/2019	2.975	0.24
JP Morgan Securities0 7/26/2019	10,000,000.00	9,929,433.33	9,782,590.28	S&P-A1	Moodys-P1	1.00	87	87	07/26/2019	2.985	0.24
JP Morgan Securities 0 5/24/2019	5,000,000.00	4,991,500.00	4,904,897.22	S&P-A1	Moodys-P1	0.50	24	24	05/24/2019	2.599	0.07
JP Morgan Securities 0 5/24/2019	5,000,000.00	4,991,466.67	4,904,897.22	S&P-A1	Moodys-P1	0.50	24	24	05/24/2019	2.610	0.07
JP Morgan Securities 0 6/28/2019	10,000,000.00	9,956,569.44	9,802,722.22	S&P-A1	Moodys-P1	1.00	59	59	06/28/2019	2.729	0.16
JP Morgan Securities 0 7/29/2019	5,000,000.00	4,962,736.47	4,888,623.44	S&P-A1	Moodys-P1	0.50	90	90	07/29/2019	3.049	0.25
Commercial Paper	70,181,000.00	69,694,504.89	68,777,475.14			7.01	89	89		2.837	0.24
Corporate Bond											
ADP 2.25 9/15/2020	5,000,000.00	4,982,374.29	4,984,200.00	S&P-AA	Moodys-Aa3	0.50	504	504	09/15/2020	2.512	1.36
Apple Corp 1.1 8/2/2019	5,000,000.00	4,978,983.74	4,981,700.00	S&P-AA+	Moodys-Aa1	0.50	94	94	08/02/2019	2.755	0.26
Apple Corp 1.1 8/2/2019	5,000,000.00	4,979,327.64	4,981,700.00	S&P-AA+	Moodys-Aa1	0.50	94	94	08/02/2019	2.727	0.26
Apple Corp 1.5 9/12/2019	4,685,000.00	4,668,969.42	4,667,243.85	S&P-AA+	Moodys-Aa1	0.47	135	135	09/12/2019	2.450	0.37
Apple Corp 1.8 11/13/2019	15,000,000.00	14,947,262.35	14,931,600.00	S&P-AA+	Moodys-Aa1	1.50	197	197	11/13/2019	2.470	0.53
Apple Corp 1.8 11/13/2019	4,995,000.00	4,976,984.45	4,972,222.80	S&P-AA+	Moodys-Aa1	0.50	197	197	11/13/2019	2.488	0.53
Apple Corp 1.8 11/13/2019	10,000,000.00	9,968,439.28	9,954,400.00	S&P-AA+	Moodys-Aa1	1.00	197	197	11/13/2019	2.400	0.53
Apple Corp.1.9 2/7/2020	5,403,000.00	5,364,592.14	5,376,309.18	S&P-AA+	Moodys-Aa1	0.54	283	283	02/07/2020	2.840	0.76
Apple Corp. 2 11/13/2020	5,000,000.00	4,946,677.74	4,963,200.00	S&P-AA+	Moodys-Aa1	0.50	563	563	11/13/2020	2.718	1.51
Australia New Zealand Bank - NY Office 1.6 7/15/20	20,000,000.00	19,985,674.26	19,960,400.00	S&P-AA-	Moodys-Aa3	2.00	76	76	07/15/2019	1.950	0.21
Australia New Zealand Bank - NY Office 2.05 9/23/2	6,000,000.00	6,003,980.67	5,986,920.00	S&P-AA-	Moodys-Aa3	0.60	146	146	09/23/2019	1.880	0.40
Australia New Zealand Bank - NY Office 2.05 9/23/2	5,900,000.00	5,902,295.38	5,887,138.00	S&P-AA-	Moodys-Aa3	0.59	146	146	09/23/2019	1.950	0.40
Berkshire Hathaway2.1 8/14/2019	5,000,000.00	4,993,438.10	4,991,350.00	S&P-AA	Moodys-Aa2	0.50	106	106	08/14/2019	2.558	0.29
Berkshire Hathaway2.2 3/15/2021	7,386,000.00	7,301,949.39	7,352,689.14	S&P-AA	Moodys-Aa2	0.74	685	685	03/15/2021	2.833	1.84
BlackRock 5 12/10/2019	1,097,000.00	1,111,420.66	1,112,226.36	S&P-AA-	Moodys-Aa3	0.11	224	224	12/10/2019	2.804	0.60
Chevron Corp.1.961 3/3/2020	5,000,000.00	4,957,310.06	4,972,700.00	S&P-AA	Moodys-Aa2	0.50	308	308	03/03/2020	2.998	0.84
Chevron Corp. 1.991 3/3/2020	7,500,000.00	7,465,315.32	7,464,000.00	S&P-AA	Moodys-Aa2	0.75	308	308	03/03/2020	2.549	0.84

Chevron Corp. 2.1 5/16/2021	5,560,000.00	5,470,550.34	5,511,127.60	S&P-AA	Moodys-Aa2	0.56	747	747	05/16/2021	2.923	1.99
Chevron Corp. 2.193 11/15/2019	8,950,000.00	8,933,524.54	8,931,831.50	S&P-AA	Moodys-Aa2	0.89	199	199	11/15/2019	2.540	0.54
Exxon Mobil Corp 1.912 3/6/2020	8,663,000.00	8,616,196.05	8,617,779.14	S&P-AA+	Moodys-Aaa	0.87	311	311	03/06/2020	2.566	0.85
Exxon Mobil Corp 1.912 3/6/2020	5,000,000.00	4,955,893.37	4,973,900.00	S&P-AA+	Moodys-Aaa	0.50	311	311	03/06/2020	2.973	0.85
Johnson and Johnson2.95 9/1/2020	5,000,000.00	5,030,989.19	5,033,750.00	S&P-AAA	Moodys-Aaa	0.50	490	490	09/01/2020	2.472	1.31
Mass Institute Technology 2.051 7/1/2019	145,000.00	144,951.77	144,801.35	S&P-AAA	Moodys-Aaa	0.01	62	62	07/01/2019	2.250	0.17
Microsoft Corp 1.1 8/8/2019	2,000,000.00	1,992,779.37	1,992,420.00	S&P-AAA	Moodys-Aaa	0.20	100	100	08/08/2019	2.442	0.27
Microsoft Corp 1.1 8/8/2019	5,000,000.00	4,981,343.28	4,981,050.00	S&P-AAA	Moodys-Aaa	0.50	100	100	08/08/2019	2.483	0.27
Microsoft Corp 1.55 8/8/2021	5,000,000.00	4,859,124.98	4,892,700.00	S&P-AAA	Moodys-Aaa	0.50	831	831	08/08/2021	2.850	2.23
Microsoft Corp.1.85 2/12/2020	5,000,000.00	4,959,619.46	4,976,150.00	S&P-AAA	Moodys-Aaa	0.50	288	288	02/12/2020	2.900	0.78
Microsoft Corp.1.85 2/6/2020	1,196,000.00	1,189,883.37	1,189,876.48	S&P-AAA	Moodys-Aaa	0.12	282	282	02/06/2020	2.530	0.76
Microsoft Corp.1.85 2/6/2020	5,000,000.00	4,961,263.74	4,974,400.00	S&P-AAA	Moodys-Aaa	0.50	282	282	02/06/2020	2.878	0.76
Microsoft Corp.1.85 2/6/2020	3,000,000.00	2,977,374.87	2,984,640.00	S&P-AAA	Moodys-Aaa	0.30	282	282	02/06/2020	2.851	0.76
National Australia Bank NY 2.25 1/10/2020	5,000,000.00	4,975,664.04	4,985,750.00	S&P-AA-	Moodys-Aa3	0.50	255	255	01/10/2020	2.970	0.69
Proctor and Gamble Co 1.9 11/1/2019	2,386,000.00	2,374,200.54	2,377,720.58	S&P-AA-	Moodys-Aa3	0.24	185	185	11/01/2019	2.897	0.50
Proctor and Gamble Co. 1.9 10/23/2020	5,000,000.00	4,939,496.08	4,957,550.00	S&P-AA-	Moodys-Aa3	0.50	542	542	10/23/2020	2.746	1.47
Toyota 2.15 3/12/2020	5,057,000.00	5,041,247.30	5,044,256.36	S&P-AA-	Moodys-Aa3	0.51	317	317	03/12/2020	2.515	0.86
Toyota 2.15 3/12/2020	5,000,000.00	4,983,462.18	4,987,400.00	S&P-AA-	Moodys-Aa3	0.50	317	317	03/12/2020	2.537	0.86
Toyota Motor Credit corp 1.4 5/20/2019	1,515,000.00	1,514,254.36	1,514,091.00	S&P-AA-	Moodys-Aa3	0.15	20	20	05/20/2019	2.311	0.06
Toyota Motor Credit corp 1.55 10/18/2019	16,000,000.00	15,939,872.16	15,916,160.00	S&P-AA-	Moodys-Aa3	1.60	171	171	10/18/2019	2.370	0.47
Toyota Motor Credit corp 2.125 7/18/2019	1,735,000.00	1,733,908.36	1,733,299.70	S&P-AA-	Moodys-Aa3	0.17	79	79	07/18/2019	2.420	0.22
Toyota Motor Credit corp 2.125 7/18/2019	11,043,000.00	11,031,891.06	11,032,177.86	S&P-AA-	Moodys-Aa3	1.10	79	79	07/18/2019	2.600	0.22
Toyota Motor Credit corp. 2.2 1/10/2020	5,000,000.00	4,982,291.67	4,995,950.00	S&P-AA-	Moodys-Aa3	0.50	255	255	01/10/2020	2.720	0.69
Toyota Motor Credit corp. 2.2 1/10/2020	5,000,000.00	4,975,818.97	4,995,950.00	S&P-AA-	Moodys-Aa3	0.50	255	255	01/10/2020	2.910	0.69
Walmart Corp 1.9 12/15/2020	5,000,000.00	4,935,571.01	4,952,350.00	S&P-AA	Moodys-Aa2	0.50	595	595	12/15/2020	2.722	1.60
Corporate Bond	245,216,000.00	244,036,166.95	244,237,080.90			24.49	268	268		2.546	0.72
FFCB Bond											
FFCB 2.7 11/5/2019	5,000,000.00	5,000,000.00	5,008,650.00	S&P-AA+	Moodys-Aaa	0.50	189	189	11/05/2019	2.700	0.51
FFCB 2.7 11/6/2019-19	5,000,000.00	5,000,000.00	5,000,200.00	S&P-AA+	Moodys-Aaa	0.50	190	6	11/06/2019	2.700	0.51
FFCB 2.85 4/15/2020	5,000,000.00	5,000,000.00	5,022,400.00	S&P-AA+	Moodys-Aaa	0.50	351	351	04/15/2020	2.850	0.95
FFCB Bond	15,000,000.00	15,000,000.00	15,031,250.00			1.50	243	182		2.750	0.66
FHLB Bond											
FHLB 0 12/10/2019	5,000,000.00	4,916,933.33	4,926,300.00	S&P-AA+	Moodys-Aaa	0.50	224	224	12/10/2019	2.744	0.61
FHLB 2.125 2/11/2020	10,000,000.00	9,968,024.92	9,975,100.00	S&P-AA+	Moodys-Aaa	1.00	287	287	02/11/2020	2.541	0.78
FHLB 2.375 3/3/2020	5,000,000.00	4,983,351.35	4,999,700.00	S&P-AA+	Moodys-Aaa	0.50	308	308	03/03/2020	2.781	0.84
FHLB 2.875 9/11/2020	5,000,000.00	4,997,155.05	5,032,800.00	S&P-AA+	Moodys-Aaa	0.50	500	500	09/11/2020	2.917	1.34
FHLB Bond	25,000,000.00	24,865,464.65	24,933,900.00			2.50	321	321		2.705	0.87
FHLMC Bond											
FHLMC 1.5 1/17/2020	5,000,000.00	4,956,240.43	4,968,450.00	S&P-AA+	Moodys-Aaa	0.50	262	262	01/17/2020	2.750	0.71
FHLMC 1.875 11/17/2020	5,000,000.00	4,922,681.82	4,967,000.00	S&P-AA+	Moodys-Aaa	0.50	567	567	11/17/2020	2.910	1.52
FHLMC Step 6/30/2021-18	5,000,000.00	4,923,739.55	4,964,550.00	S&P-AA+	Moodys-Aaa	0.50	792	61	06/30/2021	3.501	2.12
FHLMC Step 9/30/2021-17	4,903,000.00	4,788,004.76	4,847,792.22	S&P-AA+	Moodys-Aaa	0.49	884	61	09/30/2021	3.582	2.37
FHLMC Bond	19,903,000.00	19,590,666.56	19,747,792.22			1.99	625	239		3.184	1.68

FNMA Bond											
FNMA 1 10/24/2019	5,000,000.00	4,958,830.70	4,965,600.00	S&P-AA+	Moodys-Aaa	0.50	177	177	10/24/2019	2.727	0.48
FNMA 1.25 3/27/2020	10,435,000.00	10,288,994.34	10,327,936.90	S&P-AA+	Moodys-Aaa	1.04	332	332	03/27/2020	2.825	0.91
FNMA 1.25 8/23/2019-17	10,000,000.00	9,993,542.41	9,961,200.00	S&P-AA+	Moodys-Aaa	1.00	115	23	08/23/2019	1.459	0.31
FNMA Bond	25,435,000.00	25,241,367.45	25,254,736.90			2.54	216	180		2.269	0.59
Local Government Investment Pool											
Commonwealth of VirginiaLGIP	10,209.00	10,209.00	10,209.00	S&P-AAA	NR	0.00	1	1	N/A	2.606	0.00
Commonwealth of Virginia LGIP	19,151,356.46	19,151,356.46	19,151,356.46	S&P-AAA	NR	1.91	1	1	N/A	2.606	0.00
VIP Stable NAV LGIP	8,553,679.74	8,553,679.74	8,553,679.74	S&P-AAA	NR	0.85	1	1	N/A	2.580	0.00
Local Government Investment Pool	27,715,245.20	27,715,245.20	27,715,245.20			2.77	1	1		2.598	0.00
Money Market											
Access National Bank MM	86,131,352.16	86,131,352.16	86,131,352.16	NR	NR	8.60	1	1	N/A	2.710	0.00
BB&T MM	2,033,748.53	2,033,748.53	2,033,748.53	NR	NR	0.20	1	1	N/A	2.250	0.00
John Marshall Bank ICS MM	19,005,380.28	19,005,380.28	19,005,380.28	NR	NR	1.90	1	1	N/A	2.710	0.00
United Bank MM	51,039,192.13	51,039,192.13	51,039,192.13	NR	NR	5.10	1	1	N/A	2.500	0.00
Money Market	158,209,673.10	158,209,673.10	158,209,673.10			15.80	1	1		2.636	0.00
Negotiable Certificate Of Deposit											
CIBC NY Office2.53 3/27/2020	15,000,000.00	15,002,674.39	14,992,200.00	S&P-A1	Moodys-P1	1.50	332	332	03/27/2020	2.510	0.91
CIBC NY Office2.64 4/15/2020	30,000,000.00	30,000,000.00	30,014,400.00	S&P-A1	Moodys-P1	3.00	351	351	04/15/2020	2.640	0.96
TD Bank NY2.71 5/22/2019	15,000,000.00	15,000,276.29	15,001,350.00	S&P-A1+	Moodys-P1	1.50	22	22	05/22/2019	2.679	0.06
TD Bank NY 2.68 3/12/2020	15,000,000.00	15,000,000.00	15,000,000.00	S&P-A1+	Moodys-P1	1.50	317	317	03/12/2020	2.680	0.88
TD Bank NY 2.81 1/22/2020	30,000,000.00	30,000,000.00	30,046,200.00	S&P-A1+	Moodys-P1	3.00	267	267	01/22/2020	2.810	0.74
Negotiable Certificate Of Deposit	105,000,000.00	105,002,950.68	105,054,150.00			10.49	272	272		2.681	0.75
Treasury Note											
T-Note 1.375 1/15/2020	20,000,000.00	19,829,767.40	19,851,600.00	S&P-AA+	Moodys-Aaa	2.00	260	260	01/15/2020	2.593	0.71
T-Note 1.375 1/15/2020	20,000,000.00	19,829,190.34	19,851,600.00	S&P-AA+	Moodys-Aaa	2.00	260	260	01/15/2020	2.597	0.71
T-Note 1.375 1/15/2020	20,000,000.00	19,829,767.40	19,851,600.00	S&P-AA+	Moodys-Aaa	2.00	260	260	01/15/2020	2.593	0.71
T-Note 1.375 10/31/2020	10,000,000.00	9,834,875.16	9,861,300.00	S&P-AA+	Moodys-Aaa	1.00	550	550	10/31/2020	2.504	1.49
T-Note 1.375 4/30/2020	10,000,000.00	9,888,141.81	9,898,100.00	S&P-AA+	Moodys-Aaa	1.00	366	366	04/30/2020	2.514	1.00
T-Note 1.5 5/15/2020	10,000,000.00	9,894,071.36	9,909,400.00	S&P-AA+	Moodys-Aaa	1.00	381	381	05/15/2020	2.537	1.03
T-Note 1.5 5/15/2020	15,000,000.00	14,845,968.09	14,864,100.00	S&P-AA+	Moodys-Aaa	1.50	381	381	05/15/2020	2.505	1.03
T-Note 1.5 6/15/2020	10,000,000.00	9,885,140.04	9,903,100.00	S&P-AA+	Moodys-Aaa	1.00	412	412	06/15/2020	2.542	1.12
T-Note 1.5 8/15/2020	10,000,000.00	9,872,637.29	9,893,400.00	S&P-AA+	Moodys-Aaa	1.00	473	473	08/15/2020	2.506	1.28
T-Note 1.625 12/31/2019	10,000,000.00	9,947,860.66	9,943,800.00	S&P-AA+	Moodys-Aaa	1.00	245	245	12/31/2019	2.414	0.66
T-Note 1.875 12/31/2019	10,000,000.00	9,962,307.69	9,960,600.00	S&P-AA+	Moodys-Aaa	1.00	245	245	12/31/2019	2.450	0.66
T-Note 1.875 12/31/2019	10,000,000.00	9,955,066.60	9,960,600.00	S&P-AA+	Moodys-Aaa	1.00	245	245	12/31/2019	2.561	0.66
T-Note 2.25 3/31/2020	10,000,000.00	9,975,795.46	9,986,700.00	S&P-AA+	Moodys-Aaa	1.00	336	336	03/31/2020	2.518	0.91
T-Note 2.25 3/31/2020	10,000,000.00	9,975,113.64	9,986,700.00	S&P-AA+	Moodys-Aaa	1.00	336	336	03/31/2020	2.526	0.91
T-Note 2.375 4/30/2020	10,000,000.00	9,984,841.87	9,996,900.00	S&P-AA+	Moodys-Aaa	1.00	366	366	04/30/2020	2.528	0.99
T-Note 2.5 6/30/2020	10,000,000.00	9,998,247.94	10,013,700.00	S&P-AA+	Moodys-Aaa	1.00	427	427	06/30/2020	2.514	1.15
T-Note 2.625 7/31/2020	10,000,000.00	10,014,496.36	10,032,000.00	S&P-AA+	Moodys-Aaa	1.00	458	458	07/31/2020	2.506	1.23
T-Note 2.75 9/15/2021	10,000,000.00	9,945,535.51	10,116,000.00	S&P-AA+	Moodys-Aaa	1.00	869	869	09/15/2021	2.990	2.31
T-Note 2.75 9/30/2020	10,000,000.00	9,988,845.43	10,056,300.00	S&P-AA+	Moodys-Aaa	1.00	519	519	09/30/2020	2.831	1.40

T-Note 2.75 9/30/2020	10,000,000.00	10,033,551.11	10,056,300.00	S&P-AA+	Moodys-Aaa	1.00	519	519	09/30/2020	2.507	1.40
T-Note 3.5 5/15/2020	10,000,000.00	10,101,090.80	10,110,600.00	S&P-AA+	Moodys-Aaa	1.00	381	381	05/15/2020	2.508	1.02
Treasury Note	245,000,000.00	243,592,311.96	244,104,400.00			24.47	378	378		2.562	1.02
TVA Bond											
TVA 3.875 2/15/2021	5,000,000.00	5,073,721.51	5,131,700.00	S&P-AA+	Moodys-Aaa	0.50	657	657	02/15/2021	3.017	1.74
TVA Bond	5,000,000.00	5,073,721.51	5,131,700.00			0.50	657	657		3.017	1.74
U.S. Agency for International Development											
OPIC - Overseas Private Invest corp 0 11/13/2019	9,544,505.40	9,427,724.37	9,411,390.39	S&P-AA+	Moodys-Aaa	0.95	197	197	11/13/2019	2.329	0.54
U.S. Agency for International Development	9,544,505.40	9,427,724.37	9,411,390.39			0.95	197	197		2.329	0.54
Total / Average	1,001,341,847.23	997,587,220.85	997,746,217.38			100	236	226		2.621	0.64

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: June 6, 2019

SUBJECT: Monthly Revenue Report

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on monthly revenue receipts and 30% funds distributed to member localities.
2. **Background:** The attached reports reflect funding received and distributed through April 2019 for the Authority's sole revenue source, sales tax.
3. **Comments:**
 - a. **FY2019 Revenues (Attachment A)**
 - i. The Authority has received approximately \$172.1 million through the April 2019 transfers from the Commonwealth. This amount represents eight months of sales tax receipts.
 - ii. Actual to estimate comparison of annualized sales tax revenues through April show a 0.32% negative variance in receipts compared to the FY2019 adopted revenue estimates. The negative 0.32% variance is a 3.26% fluctuation from the previous month. The fluctuation in the variance is the result of a \$1.5 M NVTA tax adjustment stemming from a 2 year period tax audit that impacted Fairfax and Loudoun Counties.
 - iii. Due to the large fluctuation between months, a sensitivity analysis was prepared to project the likelihood of the FYE revenue meeting or exceeding the revenue estimates. The analysis concluded that the Authority should meet the revenue projections despite the \$1.5 M adjustment.
 - iv. Tracking of current fiscal year revenue on an actual to projection basis is being substantially improved through the acquisition of a statistical packet called Palisade's Stat Tools. This tool functions inside MS Excel and brings a much greater level of sophistication to the current year revenue tracking. The tool was back tested against FY2015 through FY2018 to confirm its utility and accuracy. Use of the tool will be incorporated into the standard monthly revenue reports over this summer. Reports from the tool (which provided the analysis that revenues are on target) are included in Attachment D.
 - b. **FY2019 Distribution to localities (Attachment B)**
 - i. As of the preparation of this report, all jurisdictions have completed the HB2313 required annual certification process to receive FY2019 30% funds.

- ii. Of the \$176.2 million received by the Authority, including \$172.1 million of sales tax receipts and \$4 million of FY2018 Grantors and TOT receipts through April 2019, approximately \$52.8 million represents 30% local funds all of which was distributed to the member jurisdictions.

c. FY2015 to FY2019 Year over Year Revenue Comparison (Attachment C).

- i. This chart reflects a month-to-month comparison of sales tax revenue and a year-to-year comparison of fiscal year to date revenues received through April 2019.

Attachments:

- A. Sales Tax Revenues Received Compared to NVTAs Estimates, Through April 2019
- B. FY2019 30% Distribution by Jurisdiction, through April 2019
- C. Month to Month Comparison of Sales Tax Revenue and YTD Receipts for April 2015 to 2019
- D. Palisade's Stat Tool Analysis of FY2019 Revenue Actual to Projections

Attachment A

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
SALES TAX REVENUES RECEIVED BY JURISDICTION, COMPARED TO NVTA ESTIMATES
Based on: Revenue Data Through April 2019
FYE June 30, 2019

Regional Sales Tax*		Received	Annualized			
Transaction Months	8	To Date	Revenue based	FY2019	Annualized - Actual	
			on YTD Receipts	Budget	To Budget	
City of Alexandria		\$10,757,586	\$ 16,136,380	\$ 16,057,290	\$ 79,090	
Arlington County		\$17,468,741	\$ 26,203,112	\$ 25,308,696	\$ 894,416	
City of Fairfax		\$4,960,181	\$ 7,440,271	\$ 7,432,605	\$ 7,666	
Fairfax County		\$72,786,455	\$ 109,179,682	\$ 111,788,679	\$ (2,608,997)	
City of Falls Church		\$1,807,790	\$ 2,711,685	\$ 2,659,800	\$ 51,885	
Loudoun County		\$33,919,960	\$ 50,879,940	\$ 50,940,000	\$ (60,060)	
City of Manassas		\$3,218,555	\$ 4,827,833	\$ 5,100,000	\$ (272,167)	
City of Manassas Park		\$973,225	\$ 1,459,837	\$ 1,462,415	\$ (2,578)	
Prince William County		\$26,174,991	\$ 39,262,486	\$ 38,176,740	\$ 1,085,746	
Total Sales Tax Revenue		\$ 172,067,484	\$ 258,101,226	\$ 258,926,225	\$ (824,999)	-0.32%
		\$ 172,067,484				

Attachment B

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY FY2019 30% DISTRIBUTION BY JURISDICTION

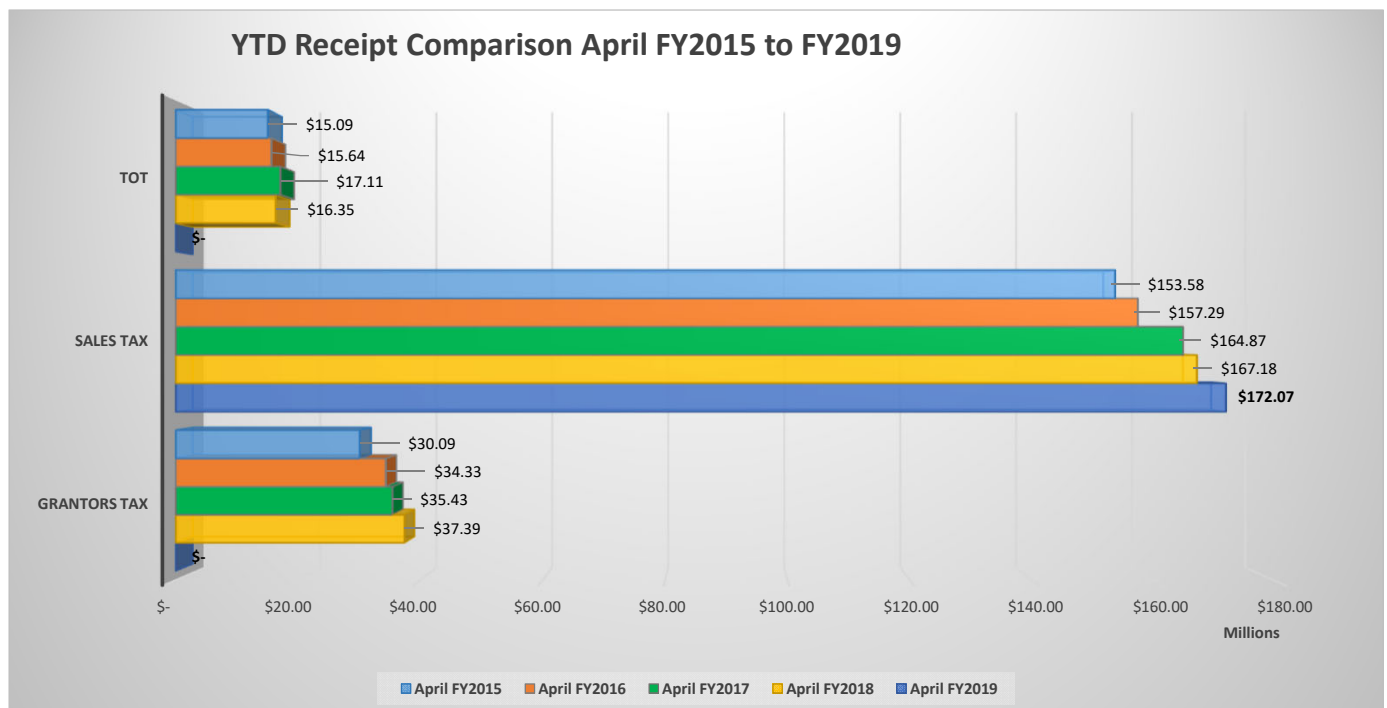
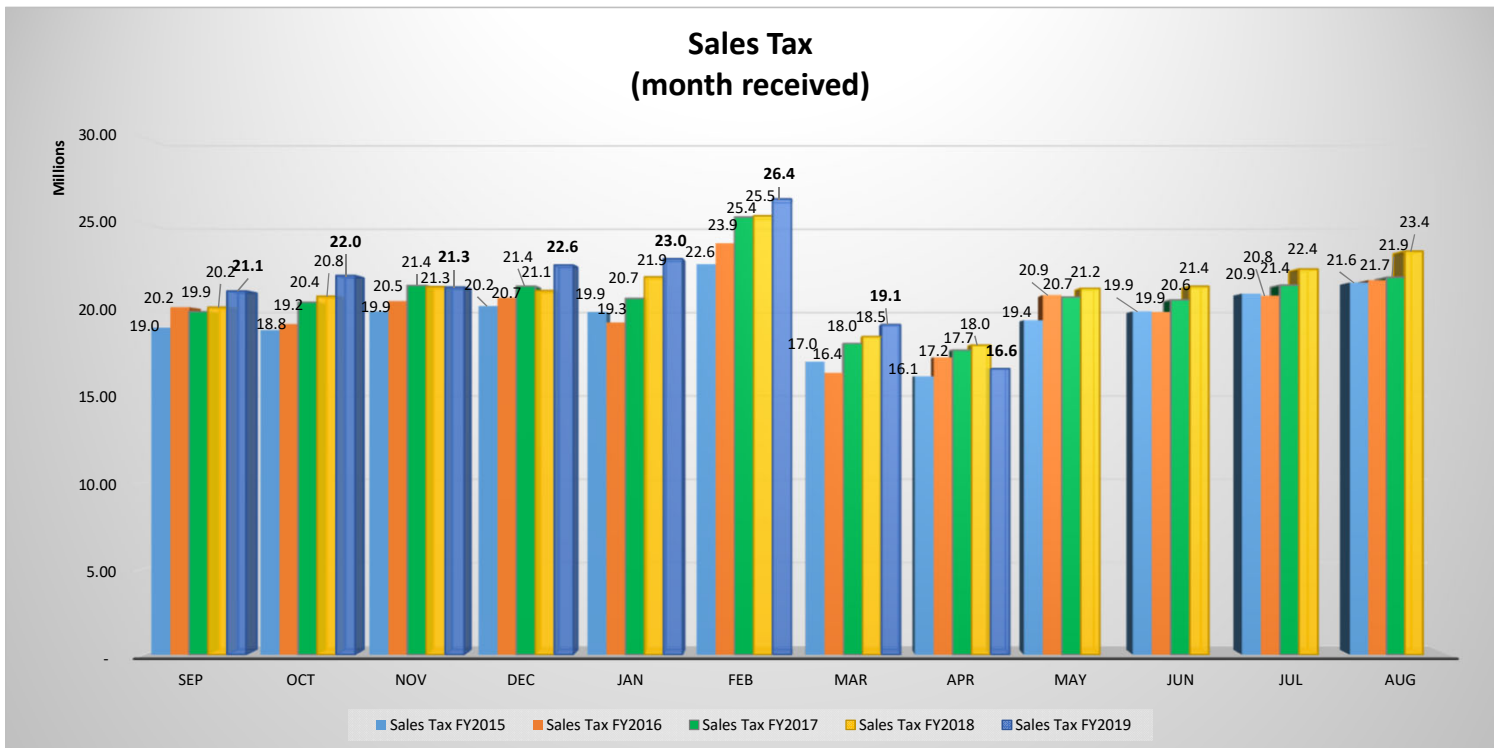
Based on: Revenue Data Through April 2019

Jurisdiction	(1) FY2018 Receipts	Regional Sales Tax	(1) FY2018 Receipts	NVTa Fund Interest	Cumulative Total	30% Funds	Thru 3/31/19	3/31/2019	Current Month Distribution	Total Funds Transferred
	Grantor's Tax		Transient Occupancy Tax (2)				Accrued Interest (3)	Prior Distributions		
							(+)			
City of Alexandria	\$ (6,495.00)	\$ 10,757,586.44	\$ 817,337.89	\$ 15,458.88	\$ 11,583,888.21	\$ 3,475,166.46	\$ 1,365.37	\$ 3,128,913.10	\$ 347,618.73	\$ 3,476,531.83
Arlington County	\$ (1,375.50)	\$ 17,468,741.37	\$ 57,654.27	\$ 23,971.42	\$ 17,548,991.56	\$ 5,264,697.47	\$ 1,950.52	\$ 4,719,380.38	\$ 547,267.61	\$ 5,266,647.99
City of Fairfax	\$ -	\$ 4,960,180.58	\$ 198,147.53	\$ 5,968.22	\$ 5,164,296.33	\$ 1,549,288.90	\$ 585.16	\$ 1,397,692.41	\$ 152,181.65	\$ 1,549,874.06
Fairfax County	\$ (742.50)	\$ 72,786,454.73	\$ 2,447,690.11	\$ 99,100.52	\$ 75,332,502.86	\$ 22,599,750.86	\$ 8,192.19	\$ 20,626,630.08	\$ 1,981,312.97	\$ 22,607,943.05
City of Falls Church	\$ -	\$ 1,807,789.67	\$ 43,190.77	\$ 2,347.49	\$ 1,853,327.93	\$ 555,998.38	\$ 195.05	\$ 498,447.49	\$ 57,745.94	\$ 556,193.43
Loudoun County	\$ -	\$ 33,919,960.16	\$ 247,485.80	\$ 45,775.70	\$ 34,213,221.66	\$ 10,263,966.50	\$ 3,706.00	\$ 9,314,900.46	\$ 952,772.04	\$ 10,267,672.50
City of Manassas	\$ -	\$ 3,218,555.47	\$ 8,244.03	\$ 4,669.56	\$ 3,231,469.06	\$ 969,440.72	\$ 390.10	\$ 935,401.22	\$ 34,429.60	\$ 969,830.82
City of Manassas Park	\$ -	\$ 973,224.59	\$ -	\$ 1,235.55	\$ 974,460.14	\$ 292,338.04	\$ 195.06	\$ 262,811.27	\$ 29,721.83	\$ 292,533.10
Prince William County	\$ (25,150.50)	\$ 26,174,990.71	\$ 170,199.43	\$ 33,811.01	\$ 26,353,850.65	\$ 7,906,155.20	\$ 2,925.79	\$ 7,032,939.61	\$ 876,141.38	\$ 7,909,080.99
Total Revenue	\$ (33,763.50)	\$ 172,067,483.72	\$ 3,989,949.83	\$ 232,338.35	\$ 176,256,008.40	\$ 52,876,802.53	\$ 19,505.24	\$ 47,917,116.02	\$ 4,979,191.75	\$ 52,896,307.77

1 Includes FY2018 Revenue Accruals Recorded in the Prior Year PLUS COVA Adjustments

2 County TOT includes any town collections

3 Interest earned through 3/31/2019



ATTACHMENT D

NVTA Sales Tax Revenue Forecast 2014-2019: Model Observations

Winters' Exponential Smoothing Forecasts for Sales Tax

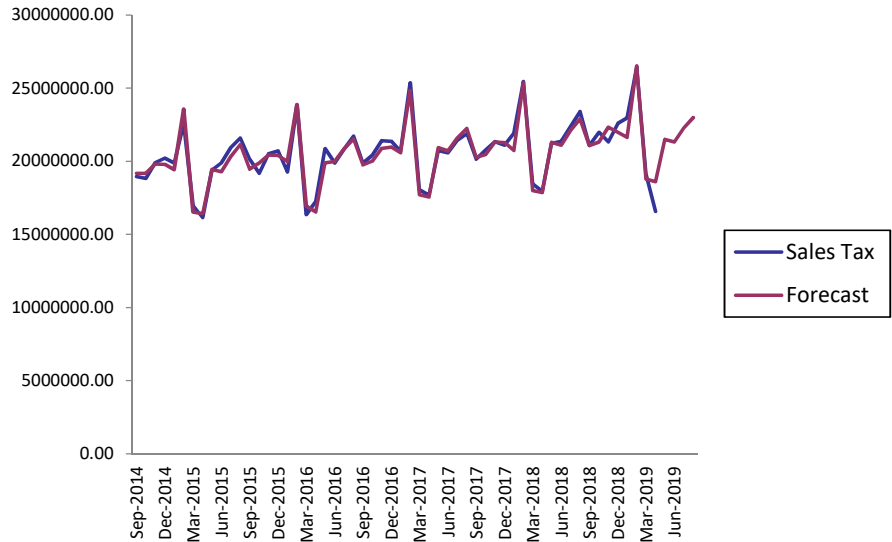
Forecasting Constants (Optimized)

Level (Alpha)	0.270
Trend (Beta)	0.000
Season (Gamma)	0.000

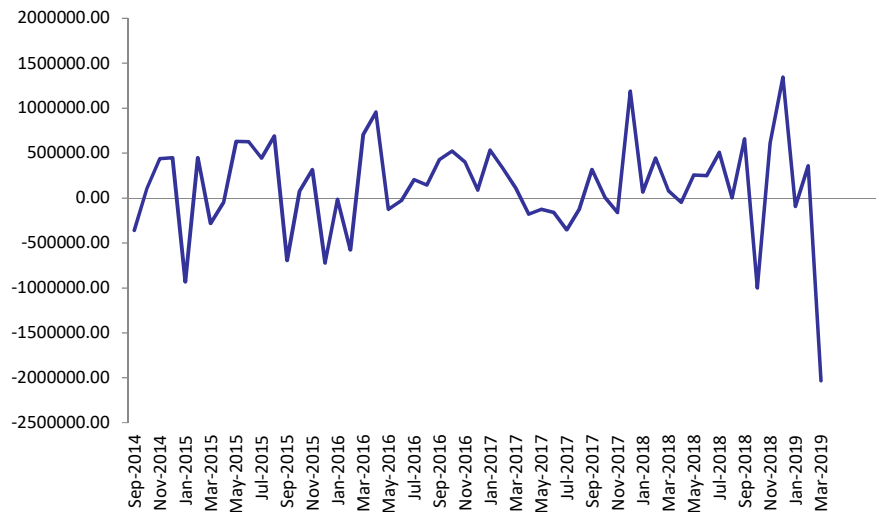
Winters' Exponential

Mean Abs Err	\$414459.85
Root Mean Sq Err	\$561502.12
Mean Abs Per% Err	2.06%

Forecast and Original Observations



Forecast Errors



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: June 6, 2019

SUBJECT: NVTa Operating Budget

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTa) on the Authority's Operating Budget for FY2019.
2. **Background:** The Authority operating budget is funded through the participating jurisdictions. All jurisdictions contributed their respective share of the FY2019 operating budget in July 2018.
3. **Comments:** Through April 30, 2019, the FY2019 Operating Budget has produced the following results:
 - a. Operating revenue is at 100% of estimate.
 - b. On November 8, 2018, the Authority approved a \$35,781.31 budget transfer from the NVTa Operating Reserve for FY2019 to obtain Investment Management and Monitoring Services. The Operating Reserve will be replenished as part of the FY2020 Operating Budget.
 - c. April 2019 represents 83% of the fiscal year. Through April 30, 2019, the Authority has utilized 75% of its FY2019 expenditure budget with all expense categories remaining within budget. The lower than budgeted FY2019 expenditures is attributed to the Project Implementation, Monitoring and Management System budget. Invoicing for this system will follow the training phase.
 - d. The attached statement shows the operating budget income and expenditure activity through April 30, 2019 for FY2019.

Attachment: FY2019 Operating Budget through April 30, 2019

05/07/19
15:25:39

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 4 / 19

Page: 1 of 2
Report ID: LBI70A

1000 General Fund

		Current Year				
Account	Object	Description	Current Month	Current YTD	Budget	Variance
Revenue						
330100		Contribution Member Jurisdiction		2,203,249.00	2,203,249.00	100
						100
		Total Revenue	0.00	2,203,249.00	2,203,249.00	0.00 100
Expenses						
410000		Personnel Expenses				
110		Salaries-Regular Pay	85,133.36	905,231.07	1,151,522.00	246,290.93 79
130		Health & Dental Benefits	13,608.80	150,147.60	160,224.00	10,076.40 94
131		Payroll Taxes	6,248.88	59,596.92	88,241.00	28,644.08 68
132		Retirement VRS	7,376.55	68,012.08	90,687.00	22,674.92 75
133		Life Insurance	1,208.18	10,680.39	14,998.00	4,317.61 71
134		Flex Spending/Dependent Care	41.33	382.47	685.00	302.53 56
135		Workers Comp		1,212.00	1,267.00	55.00 96
137		Disability Insurance	373.00	13,046.09	16,641.00	3,594.91 78
		Total Account	113,990.10	1,208,308.62	1,524,265.00	315,956.38 79
420000		Professional Services				
210		Audit & Accounting Services		17,000.00	28,500.00	11,500.00 60
220		Bank Service			750.00	750.00
230		Insurance		5,791.00	5,905.00	114.00 98
240		Payroll Services	103.38	1,539.42	1,800.00	260.58 86
260		Public Outreach & Regional Event Support	254.40	26,247.40	37,500.00	11,252.60 70
261		Legal/Bond Counsel Services	378.00	6,138.00	65,000.00	58,862.00 9
262		Financial Advisory Services	45,455.83	61,497.83	75,000.00	13,502.17 82
263		Bond Trustee Fees		2,687.50	2,700.00	12.50 100
264		Legislative Services	7,100.00	56,106.00	62,000.00	5,894.00 90
265		Investment Custody Svc	5,000.00	15,220.00	25,000.00	9,780.00 61
		Total Account	58,291.61	192,227.15	304,155.00	111,927.85 63
430000		Technology/Communication				
310		Acctg & Financial Report Systems	7,486.00	36,763.81	52,281.31	15,517.50 70
320		HW SW & Peripheral Purchase		5,165.00		-5,165.00
330		IT Support Svc Incl Hosting	1,782.56	18,130.67	19,631.00	1,500.33 92
335		GIS/Project Mgt/Modeling	500.00	6,988.62	69,316.00	62,327.38 10
340		Phone Service	569.15	5,802.09	7,920.00	2,117.91 73
350		Web Develop & Hosting	12.90	5,493.27	7,897.00	2,403.73 70
		Total Account	10,350.61	78,343.46	157,045.31	78,701.85 50
440000		Administrative Expenses				
410		Advertisement		200.00	1,500.00	1,300.00 13
411		Dues & Subscriptions	27.98	6,486.12	6,890.00	403.88 94
412		Duplication & Printing		8,025.82	15,640.00	7,614.18 51
414		Hosted Meeting Expenses	99.18	1,921.56	3,600.00	1,678.44 53
415		Mileage/Transportation	160.00	3,699.00	10,950.00	7,251.00 34

05/07/19
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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
Income Statement
For the Accounting Period: 4 / 19

Page: 2 of 2
Report ID: LB170A

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
417	Office Lease		114,752.45	138,406.00	23,653.55	83
418	Office Supplies	1,446.55	6,267.64	6,400.00	132.36	98
419	Postage & Delivery		114.26	700.00	585.74	16
420	Professional Develop & Training	3,702.65	7,508.73	12,920.00	5,411.27	58
421	Industry Conferences		5,601.55	6,500.00	898.45	86
	Total Account	5,436.36	154,577.13	203,506.00	48,928.87	76
Total Expenses		188,068.68	1,633,456.36	2,188,971.31	555,514.95	75
Net Income from Operations		-188,068.68	569,792.64			
Other Expenses						
521000	Transfers					
820	Transfer to Operating Reserve			430,638.00	430,638.00	
825	Transf to Equip Reserve		2,511.31	13,500.00	10,988.69	19
	Total Account		2,511.31	444,138.00	441,626.69	1
Total Other Expenses		0.00	2,511.31	444,138.00	441,626.69	1
Net Income		-188,068.68	567,281.33			

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: June 7, 2019

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of items of interest not addressed in other agenda items.
2. **Route 7 Widening Groundbreaking (Fairfax County)** – NVTA will be co-hosting a groundbreaking event with VDOT and Fairfax County to celebrate the start of construction to widen Route 7 in the Tysons corridor. The improvements to Route 7 will widen the roadway while providing a new bike and pedestrian facility. These improvements will provide alternate modes of travel for motorists, cyclists and pedestrian's alike, improving safety and reducing congestion in the Route 7 Corridor. A groundbreaking ceremony will be held on June 13th at 11 a.m. at the Capital Church lot, located at 10233 Leesburg Pike, Vienna, VA 22182.
3. **Inaugural Joint Public Information Officer (PIO) Meeting.** On May 8th, NVTA hosted its inaugural Joint Public Information Officer (PIO) Meeting where public information officers and communicators NVTA works with across the region convened to discuss how transportation projects are impacting Northern Virginia as a whole, transportation projects currently underway or coming down the pike, how to best communicate to Northern Virginia taxpayers how their money is being spent to tackle congestion in the region, best practices and upcoming events. Representatives from 13 partnering agencies and localities participated.
4. **Spring NOVA Transportation Meeting.** On May 13th, NVTA joined the Commonwealth Transportation Board (CTB), Northern Virginia Transportation Commission (NVTC) and the Virginia Railway Express (VRE) to host a Joint Northern Virginia Spring Transportation Meeting at the VDOT NoVA District location in Fairfax. The public was invited to learn more about and provide feedback on the evaluation and selection criteria for funding transportation projects across the region. Open house attendees learned about

how congestion is being addressed in the region, funding programs and multimodal transportation projects impacting Northern Virginians. During the panel discussion and public hearing in a room filled to capacity, nine elected officials and 17 citizens provided public testimony. We were excited to have four of our Authority members participate on the panel: Chairman Nohe, Arlington Board Member Katie Cristol, DRPT Director Jennifer Mitchell and CTB Member Mary Hynes.

5. **ITS Virginia Annual Conference.** NVTA Executive Director, Monica Backmon participated on a Northern Virginia Transportation Technology Panel at the May 16th ITSVA Annual Conference in Richmond, joining fellow panelists: Christian Dorsey, Arlington County Board Chair and Principal Director of WMATA Board; Brian Moore, Amazon, Senior Manager, US Policy; and Rob Kerns, Transurban. Monica spoke on the importance of taking a multimodal regional approach to tackle congestion, which includes NVTA's funding of ITS [intelligent transportation systems] projects.
6. **Bike to Work Day 2019.** On May 17th, NVTA celebrated Bike to Work Day at the City of Falls Church Pit Stop. We had a lot of fun chatting with commuting cyclists about transportation projects we're funding in the area, including the W&OD Trail enhanced regional bike routes in the City of Falls Church. The NOVA Parks/Falls Church W&OD Trail enhancements project is a significant step to encourage non-motorized transportation. This project is to replace the existing 10-foot wide shared-use trail accommodating 2 million people each year with an 11-foot wide bicycle trail and 8-foot wide pedestrian trail separated by a 2-foot wide median. NVTA funded more than \$3.2 million towards the bicycle and pedestrian-mode project spanning more than one mile. We also spoke with Bike to Work Day participants about projects in the City of Falls Church funded with NVTA local funds, including the recently celebrated opening of 10 new Capital Bikeshare stations in The Little City!
7. **Regional Investment Conversation.** On May 22nd, investment professionals (elected and appointed) from the region's counties and cities met for the second time to exchange ideas as well as share current market information and experiences. These meetings (hosted by NVTA) provide an opportunity to meet and discuss public funds investment topics as a collegial peer group. Timely presentations on current topics were made by staff from Fairfax and Arlington Counties as well as NVTA's portfolio manager.
8. **Virginia Transit Association Annual Conference.** On May 30th, NVTA Executive Director Monica Backmon, in collaboration with representatives from WAZE (Dani Simons) and Lyft (Cabell Rosanelli), presented at the Virginia Transit Association's Annual Conference. The

topic of the roundtable discussion was “Technologies to Optimize and Enhance Multimodal Transportation Networks; How to Collaborate with the Gig Economy.”

9. **Six Year Program Training Meeting.** On June 5th, NVTA staff conducted a training session in readiness for the NVTA’s Six Year Program (SYP) update. This event was targeted towards jurisdictional and agency staff members who will be significantly involved in the SYP application process. There were 30 jurisdictions and agencies attendees.
10. **Celebrate Fairfax Festival.** NVTA staff will be participate in the Celebrate Fairfax Festival’s Transportation Station, along with other regional entities, at Fairfax County’s Celebrate Fairfax Festival. The event will be held on Friday, June 7th, NVTA staff will have an opportunity to interact with the community and educate festival attendees on the work NVTA is doing in Fairfax County and throughout Northern Virginia. Festival-goers can play a NVTA “Plinko” game after signing up for the NVTA newsletters and branded mementos will be given away as prizes.
11. **ASCE ICTD Conference.** On June 10th, NVTA staff (Harun Rashid) will present at the American Society of Civil Engineers International Conference on Transportation and Development. NVTA’s presentation topic is Big Data and Project Prioritization. The conference will be held at the Hilton Alexandria Mark Center in Alexandria, VA.
12. **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 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 January 2020.
13. **NVTA Standing Committee Meetings**
 - **Finance Committee:** The NVTA Finance Committee is scheduled to meet next on June 13, 2019 at 5:30pm.
 - **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.
14. **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.

15. CMAQ-RSTP Transfers:

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

16. Regional Projects Status Report:

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

Attachments:

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
M E M O R A N D U M

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 Prince William County

DATE: June 7, 2019

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Reallocation of Regional Surface Transportation Program (RSTP) funds for Prince William County.
- 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 May 21, 2019, Prince William County requested the following reallocation:
 - \$193,152 in residual RSTP previous year funds from the Route 234 at Route 1 Interchange Project (UPC 13525) to Aden Road Bridge Project (UPC 90519). The funds are needed to cover costs related to close out and completion of the project. The Route 234/Route 1 Interchange project is no longer a project that is proceeding, and the transfer would allow VDOT to complete the Aden Road Bridge Project.

The RJACC approved this request on May 23, 2019.

Attachment(s): DRAFT Letter to VDOT NOVA District Administrator Cuervo
Request from Prince William County

Coordination: Regional Jurisdiction and Agency Coordinating Committee



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

June 13, 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 Prince William County

Dear Ms. Cuervo:

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

On May 21, 2019, Prince William County requested the following reallocation:

- \$193,152 in residual previous year RSTP funds from the Route 234 at Route 1 Interchange Project (UPC 13525) to Aden Road Bridge Project (UPC 90519). The funds are needed to cover costs related to close out and completion of the project. The Route 234/Route 1 Interchange project is no longer a project that is proceeding, and the transfer would allow VDOT to complete the Aden Road Bridge Project.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved the request on May 23, 2019, and the NVTA was informed at their June 13, 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,

Noelle Dominguez
RJACC Chairman

cc: Martin E. Nohe, Chairman, NVTA
Monica Backmon, Executive Director, NVTA
Ricardo Canizales, Director of Transportation, Prince William County



May 21, 2019

Monica Backmon, Executive Director
Northern Virginia Transportation Authority (NVTA)
Regional Jurisdiction and Agency Coordinating Committee (RJACC)
3040 Williams Drive
Fairfax, VA 22031

RE: Request to Transfer RSTP Funds to the Aden Road Bridge Replacement Project

Ms. Backmon:

Prince William County requests the approval of the NVTA RJACC for the transfer of residual Regional Surface Transportation Program (RSTP) funds.

The request is to transfer \$193,152 in residual RSTP previous year funds from the Route 234 at Route 1 Interchange Project (UPC 13525) to the Aden Road Bridge Project (UPC 90519) administered by the Virginia Department of Transportation (VDOT). The requested donor funds are needed to cover costs related to close out and complete the project. Since the old VDOT administered Route 234 at Route 1 Interchange Project is no longer a project that is proceeding, the transfer of these residual funds would allow VDOT to complete the Aden Road Bridge Project.

The receiving project already has RSTP funds. As a result, only the NVTA RJACC approval is needed. If you have any questions or comments regarding this request, please contact me at (703) 792-6825.

Sincerely,

A blue ink signature of Ricardo Canizales, written in a cursive style.

Ricardo Canizales
Director of Transportation

cc: Brentsville District Supervisor
Claudia Llana, Prince William Preliminary Engineering Manager, VDOT
Jan Vaughn, Programming Manager, VDOT

CMAQ/RSTP Transfer Request Form

(One Sheet Needed Per Donor Project)

Date: 5/16/2019

Name of Jurisdiction/Agency Requesting: Prince William County Department of Transportation

Current Balance of CMAQ/RSTP Funds Currently Allocated to Donor Project (Prior to this Transfer): \$2,243,356

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)
13525	Route 234 at Route 1 Interchange Project (PE and RW Only)	RSTP	Y		\$193,152.00	90519	Aden Road Bridge Project	Y	2018				

TOTAL OF TRANSFER - \$193,152

Attach Signed Request of Transfer Letter



NVTA Funding Program Project Status

Upcoming Public Information Meetings:

Fairfax County: Route 7 Widening - Colvin Forest Drive to Jarrett Valley Drive – Public information meetings are scheduled to be held on **May 7, 2019 at 7-9PM at Forestville Elementary School** at 1085 Utterback Store Road, Great Falls, VA 22066 and **May 14, 2019 at 7-9PM at Colvin Run Elementary School** (1400 Trap Road, Vienna, VA 22182).

Fairfax County: Fairfax County Parkway Widening - Public information meetings schedule to be held on June 24, 2019.

Fairfax County: Richmond Highway BRT: Phases 1 and 2 - Public information meetings anticipated in Summer (June/July 2019) and Fall (September/October) 2019.

Prince William County: Construct Interchange at Prince William Pkwy and University Blvd – A Public Information Meeting is being planned to be held in April, 2019.

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
Arlington County	Blue Silver Line Mitigation - Purchase of four new transit buses to introduce Silver Line connecting service. Arlington Transit is using the four 19 passenger buses to enable additional capacity on the ART 43 Route between Crystal City, Rosslyn and Court House.	\$1,000,000 (FY2014)	Acquisition	Completed			
Arlington County	Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections (new trail connection to the Mt. Vernon trail) to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway (awaiting IMR approval from FHWA); construction of the interchange begins in Fiscal Year 2020. Working with VDOT to transfer PE/ROW/CN phases from County to VDOT. Long Bridge Drive was complete on June 28, 2018 and is in closeout.	Long Bridge Drive was completed in June 2018 and interchange is expected by end of calendar year 2022	Fall 2021	49.9%
Arlington County	Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Streetscape and Undergrounding plan approval received in May 2017. Washington Gas 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 and lateral connections are complete. Sanitary sewer work 70% complete. Storm sewer work ongoing. Utility duct banks installation nearly complete on the western end of this segment. Finalizing comments on the redesign of	Spring 2021	Spring 2021	15.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
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				dry utilities on the eastern end of this segment .			
Arlington County	Columbia Pike Multimodal Street Improvements (East End) – Includes a modified street cross- section along the eastern portion of Arlington’s 3.5 mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location, eliminating the s-curves, utility undergrounding and enhancing pedestrian facilities	\$10,000,000 (FY2015-16)	Engineering, Construction	<p>Segment A (East End) has been split into two sections. First section is Orme to Oak (West) and the second is Oak to Joyce Street (East). Right-of-Way acquisition underway, but must be completed prior to final plan approval and construction. Pursuing required easements with property owners to allow for a 10’ shared use sidepath on the north side for bicyclists. Dominion Electric and VDOT agreements underway for installation of equipment on VDOT land. Design approval is expected in spring/summer 2019.</p> <p>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. Discussions continue with ANC on ROW requirements to accommodate long term transportation needs.</p>	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	Western Half – Fall 2021; Eastern Half – projected Fall 2021 (depending on negotiations)	9.5%
Arlington County	Crystal City Multimodal Center – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian	\$1,500,000 (FY2014)	Construction	<p>Ribbon cutting occurred on May 18, 2017.</p> <p>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</p>	Closed construction contract and released retainage by late April 2018. Signage construction	Signage phase to be completed by end of 2019.	88.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	safety improvements along 18th Street South between South Bell Street and South Eads Streets.			identified. Installation is targeted for Fall 2019.	phase on hold pending completion of demolition of Clark Street ramp over 18 th Street which is adjacent to project location. Demolition is delayed. Signage completion is planned for in Fall 2019.		
Arlington County	Ballston-MU Metrorail Station West Entrance – Constructs a second entrance to the Ballston- MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform	\$12,000,000 (FY2015-16)	Design	. Design work is expected to run two years starting Summer 2019. . WMATA is preparing an estimated level of support for the PE phase. . County staff continues working with WMATA on the design support agreement and project implementation plan. In March, County obtained agreement from adjacent land owner/developer to provide the needed surface and subsurface easements for the Metro west entrance. In April, County staff worked with the developer on finalizing the plat and Deed of Easement which will be signed in May 2019.	Start of construction in Summer 2021	Fall 2020	0.3%
Arlington County	Glebe Road Corridor Intelligent Transportation System Improvements – Design and construction of Intelligent Transportation System (ITS) and Adaptive	\$2,000,000 (FY2015-16)	Engineering Construction	Task 1 – On Site Support - Work completed Task 2 – Chain Bridge ITS upgrades – Final Plans approved by VDOT — preparing bid package.	Task 1 – completed Task 2 – Fall 2019 Task 3 - Completed	Task 1 – completed Task 2 – Fall 2019 Task 3 - Completed	24.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	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.			Task 3 – Chain Bridge Fiber communication – Completed. Task 4 – ITS Equipment Installations – Completed. Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment.	Task 4 – Completed Task 5 – Fall 2019 Project Completion: Spring 2020	Task 4 – Completed Task 5 – Fall 2019 Project Completion: Spring 2020	
Arlington County	Lee Highway Corridor ITS Enhancements – The project proposes to address congestion, safety, and transit issues by installing an Intelligent Transportation System (ITS) and corresponding Adaptive Traffic Control System program, to better manage traffic flow for both automobiles and buses. The project will install additional Bluetooth devices, count stations, CCTV cameras, and Forward Looking Infrared (FLIR) detectors in order to monitor traffic flow and safety of all modes. At the 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.	\$3,000,000 (FY2017)	Design, PE, ROW, Construction	Task 1: On-Site ITS Consultant – Work completed Task 2: Signal Upgrades – task order in process for consultant bid set drawings 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 2020 Task 4 – Summer 2019 Task 5 – Summer 2019 Task 6 – Spring 2019 Project completion June 2020	Design Tasks Task 1 – Spring 2019 Task 2 – Spring 2019 Task 3 – Summer 2020 Task 4 – Summer 2019 Task 5 – Summer 2019 Task 6 – Spring 2019 Project completion June 2020	8.3%
Arlington County	Crystal City Streets: 12 th Street Transitway, Clark/Bell	\$11,600,000 (FY2017)	Design, PE, ROW,	12 th Street design plans are at 30%. The County has decided	June 2021	June 2021	12.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	<p>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.</p>		Construction	<p>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.</p> <p>23rd 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%. Temporary construction easements have been secured. 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 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 23rd 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 May 2019. Phase 2 will also include the closing of the existing</p>			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
				<p>pedestrian tunnel under US1 and removal of all above-ground structures</p> <p>Clark/Bell Realignment has completed 30% design. Design work continues towards the 60% level. The remaining design work is scheduled to be completed in mid- 2020.</p>			
Arlington County	ART Operations and Maintenance Facilities – 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	\$39,027,000 (FY2018-23 SYP)	Design, Construction, Asset Acquisition	The project is currently undergoing conceptual design	Fall 2021	Fall 2021	0%
Arlington County	Intelligent Transportation Systems Improvements – 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	<p>Phase I: Washington Blvd. Corridor ITS Enhancements (\$4,000,000):</p> <p>Task 1: Planning/Scoping –</p> <p>Task 1.1 - Corridor tour, intersection analysis & selection – Completed - 7 intersections were selected for ITS Enhancements</p> <p>Task 1.2 – Survey Request – Ongoing - Survey has been requested for all selected intersections</p> <p>Task 1.3 – Project website setup – Completed</p> <p>Task 1.4 – RFP preparation for design – Ongoing</p>	Summer 2024	Summer 2024	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
				Phase II: Crystal City/Pentagon City area ITS Enhancements (\$4,000,000) - Project's Planning/Scoping task will begin soon. Phase III: Columbia Pike corridor ITS Enhancements (\$2,000,000) – Project's Planning/Scoping task will begin soon.			
Fairfax County	Fairfax Connector Expansion - New and improved service within the I-66 Corridor and locations in southern Fairfax County, including service between the Vienna Metrorail Station and Centerville, and in the Huntington and Springfield areas.	\$6,000,000 (FY2015-16)	Acquisition	Completed			
Fairfax County	US1 Richmond Highway Widening - 2.9 miles section between Mt. Vernon Memorial Highway (south) and Napper Road will be widened to six lanes.	\$1,000,000 (FY2015-16)	Design, Engineering, Environmental	Funds fully utilized, project continuing.			
Fairfax County UPC 106742	Frontier Drive Extension - Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as add pedestrian and bicycle facilities.	\$2,000,000 (FY2015-16)	Design, PE	VDOT is administering this project. Design and Preliminary Engineering related efforts are underway. 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 also additional WMATA tasks as a result of a recent coordination	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 3/31/19
				meeting with them. Supplement still under review. Supplement approved and NTP issued to consultants. Working on extra design work currently.			
Fairfax County	Innovation Metrorail Station – Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$41,000,000 (FY2014)	Design, Construction	Pedestrian bridge is complete. Detailing for the pavilion and escalators continues in addition to ceiling panel installation and electrical rough-in. 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.	Dec 2019	Dec 2019	92%
Fairfax County	Innovation Metrorail Station (Continuation) - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances 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. Detailing for the pavilion and escalators continues in addition to ceiling panel installation and electrical rough-in. 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.	Dec 2019	Dec 2019	99.4%
Fairfax County UPC 108720	VA Route 28 Widening – Prince William County Line to Route 29 - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environmental Study	Citizen information meeting held 3/12/19. Design: Consultant submitted 30% plans. These plans and the draft Design Build RFQ and RFP were submitted to VDOT 12/21/18.	2023	2019	39.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
				<p>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. VDOT has approved Noise Study and Air Study. Draft categorical exclusion was submitted to VDOT for approval 2/25/19.</p> <p>Traffic: Draft 2040 traffic model submitted to VDOT 10/18/18; coordinating with VDOT and consultants to finalize the study.</p> <p>Geotech: VDOT has approved Revised Geotechnical Data Report.</p> <p>Request for Qualifications (RFQ) was posted April 16, 2019. Statement of Qualifications (SOQ) submittal date is May 24, 2019. We expect to shortlist three firms by July 12 and issue the Request for Proposals on August 12, 2019.</p>			
Fairfax County UPC 108720	VA Route 28 Widening – Prince William County Line to Route 29 (continuation) - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2017)	PE, ROW	Continuation of the 2015-16 project.	2023	2019	0%
Fairfax County UPC 107937	Fairfax County Parkway Improvements – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments	\$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	2023	Summer 2019	40%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	of the Parkway.			(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 and working on IJR and environmental analysis. Design public hearing scheduled on June 24, 2019. Overall project is 30% complete.			
Fairfax County UPC 107937	Route 286 Fairfax County Parkway Widening: Route 123 to Route 29 – Widen Route 286 from four lanes (undivided) to six lanes (divided). It also includes bike-ped amenities such as paved trail. Intersection improvement and access management will be considered in design.	\$10,000,000 (FY2017)	ROW	VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. The overall project is about 20% complete, including obtaining survey information, developing multiple design concepts (Popes Head/Shirley gate interchange, Burk Center Parkway intersection improvement, and Parkway widening), initiating Traffic data collection, Noise analysis, Environment assessment, IJR framework, TDM, public outreach programs etc. Most recent PIM was held on Jan 7, 2019 to focus on Popes Head Road	2023	Spring 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
				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 scheduled on June 24, 2019. Overall project is 30% complete.			
Fairfax County UPC 109814 & 5559	Rolling Road Widening – Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities.	\$5,000,000 (FY2015-16)	Design, PE, ROW	Phase 1 (interim improvements at Old Keene Mill Road and Rolling Road intersection) and Phase 2 (roadway design) design is in progress. A public hearing was held on Feb 27, 2018. Fairfax County Board endorsed public hearing plans on 7/31/18. Phase 1 construction to begin in fall 2020 and end in fall 2021. Phase 2 construction from Fall 2022 to Fall 2025.	Phase 1: 2021 Phase 2: 2025	Nov 2020	62.5%
Fairfax County	West Ox Bus Garage - 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)	Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive – Widen Route 7 from four to six lanes, improve intersections, and add 10-ft shared use path on both sides with connections to local trails.	\$10,000,000 (FY2017)	ROW	30% plans completed. Public hearing held on 11/15/16. Official RFP was released on 11/21/17. A Working Group meeting was held on March 7, 2018. Bids were opened on 3/29/18. CTB Award and NTP to the Design-Build contractor occurred in July 2018.	2024	June 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
				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. 90% plan submission expected in May 2019.			
Fairfax County	Richmond Highway BRT: Phases 1 and 2 – 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.	\$250,000,000 (FY2018-23 SYP)	Design, ROW, Construction	Continuation of preliminary design with a completion of 20% design in Summer 2019. Environmental document work ongoing and currently at 50% complete.	2029	2029	0%
Loudoun County	Transit Buses - Two 40-foot transit buses to introduce Silver Line connecting transit service from a new Park-n-Ride facility known as East Gate Park-n-Ride along Tall Cedars Parkway.	\$880,000 (FY2014)	Acquisition	Completed			
Loudoun County	Loudoun County Transit Buses - Four new buses in peak commuter periods to connect new park and ride lots in Dulles South, Dulles Town Center, and Ashburn to the Silver Line.	\$1,860,000 (FY2015-16)	Acquisition	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
Loudoun County	Belmont Ridge Road (North) – Widening of Belmont Ridge between Gloucester Parkway and Hay Road Segment, including a grade separation structure to carry the W&OD trail over Belmont Ridge Road.	\$20,000,000 (FY2014)	ROW, Construction	Completed			
Loudoun County	Leesburg Park and Ride – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.	\$1,000,000 (FY2014)	ROW, Construction	Site work started on October 22, 2018. No additional work is scheduled for this quarter in accordance with the Loudoun Untied Stadium project phasing. Work will resume in the Summer of 2019.	January 2020	January 2020	10%
Loudoun County	Belmont Ridge Road - Truro Parish Road to Croson Ln – The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization.	\$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	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four-lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.	\$31,000,000 (FY2015-16)	Design, ROW, Construction	A project kick-off meeting was held March 21, 2019; preparing the Property Access Letters for field work. .	Mid 2021	Mid 2021	34.1%
Loudoun County/ Town of Hillsboro	Route 9 Traffic Calming: Town of Hillsboro – The project includes roundabouts at RT 9/RT 719 and RT 9/RT690S intersections, sidewalks on both sides of RT 9, streetscaping, pedestrian	\$12,112,000 (FY2018-23 SYP)	Design, ROW, Construction	Land Use Permit application is ready to submit. ROW is complete awaiting one signature. 97% of offers are accepted, 71% have gone to closing with the final ones closing in the next weeks.	Mid 2020	Mid 2020	10.79%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	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.			Dominion and Verizon authorization letters for downtown are issued. Bid documents are in final review. Advertisement is anticipated in first weeks of May. .			
Loudoun County	Dulles West Blvd Widening: Loudoun County Pkwy to Northstar Blvd – 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	Evergreen Mills Rd Intersection Alignments – Watson Rd and Reservoir Rd – 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	A consultant (J2 Engineers) is now under contract (3/19/19) for Design Services. The Consultant is initiating Preliminary Design phase. J2 is preparing the Property Access Letters to begin fieldwork late April 2019. A project kick-off meeting was held on April 2, 2019.	2024	2024	0%
Prince William County	Route 1 Widening from Featherstone Road to Marys Way – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$3,000,000 (FY2014)	Design	Duct bank design completed and approved by VDOT Finalizing roadway project design.	April 2021	October 2018	84.9%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
Prince William County	Route 1 Widening from Featherstone Road to Marys Way (continuation) - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$49,400,000 (FY2015-16)	Design, ROW Acquisition, Construction	All ROW has been acquired via COT or agreements. However, some negotiations are underway or court dates are TBD. Roadway construction advertisement is anticipated for January 2020, with award in March 2020. 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. Conduit installation to start in late April 2019. The duct bank construction activities are ongoing. Demolition of structures continues. Roadway construction bid is scheduled for January 2020.	April 2021	April 2021	59.1%
Prince William County	Route 1 Widening from Featherstone Road to Marys Way (continuation) - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$11,000,000 (FY2017)	Construction	Continuation of the FY2014 and FY2015-16 projects above.	April 2021	April 2021	0%
Prince William County	Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes the construction of a multi-use trail on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering, ROW Acquisition, Construction	On October, 2018, the contractor completed the southbound lanes to final configuration and traffic shift. Northbound lane construction is ongoing including curb and gutter installation. Northbound bridge girder placement is complete.	October 2019	October 2019	70.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design, ROW Acquisition, Construction	Project was bid as an unsolicited PPTA (Public-Private Transportation Act) proposal. The construction contract was awarded on March 6, 2018 to Shirley Contracting, LLC. The QA/QC plan was approved in April 2018. Design activities are ongoing. Negotiating with area developer that may be working in the area simultaneously to reduce impacts and duplication. Final bridge typical section design is being re-designed to accommodate asphalt trail. VDOT ROW review was completed with a total of 28 impacted properties. Construction is scheduled to begin Summer 2019.	Summer 2021	Design March 2018 thru summer 2019. Construction to begin summer 2019.	20%
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road (continuation) - 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%
Prince William County	Route 28 Corridor Improvements from Fitzwater Dr to Pennsylvania Ave (continuation) – 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	Route 28 (Manassas Bypass) Study – Godwin Drive Extended - This study will evaluate the	\$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	Location study (phase 1 of the overall	Location study (phase 1 of the overall	44.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	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.			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 th (in Prince William County) and December 6 th (in Fairfax County). Purpose and need being developed. Current task focuses on feasibility of obtaining permits for the bypass. Awaiting comments from Army Corps of Engineers, VDOT, FHWA, and EPA. Determination on obtaining permits for the bypass is expected Summer 2019.	study) completed in November 2017. NEPA (phase 2) to be completed by spring 2021.	study) completed in November 2017. NEPA (phase 2) to be completed by spring 2021.	
Prince William County	Construct Interchange at Route 234 and Brentsville Rd – This includes grade separation at Brentville; converting intersection of Prince William Pkwy and Bradley Cemetery Way to T-intersection; realigning Brentsville Rd to provide through access to Dumfries Rd	\$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. Two additional bids were received. A panel is being assembled to review the bids. A decision is expected in the next couple months.	2025	2025	0%
Prince William County	Construct Interchange at Prince William Pkwy and University Blvd – The intersection will be redesigned as quadrant roadway (QR),	\$24,200,000 (FY2018-23 SYP)	Design, ROW, Construction	A task order with Parsons has been executed and design work has been initiated. Consultant is currently performing survey activities. A	2022	2022	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	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.			Public Information Meeting is being planned for April 2019 (Date and Location TBD).			
Prince William County	Summit School Extension and Telegraph Road Widening – 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	A Request for Proposal (RFP) for design services will be advertised by the end of the month. .	2022	2022	0%
City of Alexandria	DASH Bus Expansion – Five new hybrid buses to provide additional service and increased headways to regional activity centers, including BRAC-133 at Mark Center and VRE Station at King Street.	\$1,462,500 (FY2014)	Acquisition	Completed			
City of Alexandria	Shelters and Real Time Transit Information for DASH/WMATA – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Acquisition, Construction	Completed			
City of Alexandria	Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing	\$2,000,000 (FY2014)	Design Environmental	Funds fully utilized. Project continuing.			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
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	Ronald Reagan Washington National Airport Station and Braddock Road Station.						
City of Alexandria	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$1,500,000 (FY2015-16)	Planning, PE, Design	Funds fully utilized. Project continuing.			
City of Alexandria	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$66,000,000 (FY2017)	Design, PE, Construction (Design-Build)	WMATA awarded the contract on September 10, 2018 to the Potomac Yard Constructors JV for design and construction of the project. Notice to Proceed was issued 9/24/2018. The City has conducted several public meetings to present the design of the station access to the public. The City in conjunction with the contractor and WMATA continues 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	Project completion is currently scheduled for Winter/ Spring 2022	Phase will be completed in 2022.	12.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
				into the current project. We are also determining whether the scale of the entrance will be the same as contemplated in the original station design. The chief goal 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	Traffic Signal Upgrades/Transit Signal Priority – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.	\$660,000 (FY2014)	Design, Asset Acquisition	100% of the equipment has been installed. The specialized modems and SIM Cards have been provided by WMATA; Equipment programming, configuration and testing was completed at the end of February 2019. All the contractor payments have been processed and successfully paid. The NVTA reimbursement request will be sent in May for final closeout in June.	Winter 2018	Winter 2018	19.4%
City of Alexandria	Duke Street Transit Signal Priority - Includes design, install and implementation of a transit vehicle signal priority system (on board system	\$190,000 (FY2015-16)	Construction	100 percent of the equipment has been installed. ; Equipment programming and testing was completed at the end of February 2019. All the contractor payments have	Winter 2019	Fall 2018	63.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	on DASH and field equipment along the route) on Duke Street.			been processed and successfully paid. The NVTA reimbursement requestes will be sent in May for final closeout in June.			
City of Alexandria	West End Transitway (WET) - Will provide frequent, reliable transit service connecting major activities. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).	\$2,400,000 (FY2015-16)	Design, Construction	The project has been revised to align with available funding in order for the City to achieve a beneficial facility sooner. The first phase will be the entire length of the project and will include three Queue Jump Lanes and Transit Signal Priority al all intersections.. The procurement for design services is anticipated for 4 th Quarter of FY 2019.	2024	2021	36.6%
City of Alexandria	Alexandria Bus Network ITS - Will implement MobileCAD application for DASH that will allow field supervisors and the public real-time bus arrival information on electronic devices and SMS text messages. It will also provide five real-time information signages in addition to the 20 signages provided by WMATA on major transit corridors in the City.	\$150,000 (FY2018-23 SYP)	Asset acquisition	Authority approved the Standard Project Agreement on February 14, 2019. Five real-time information displays have been purchased and should be delivered and installed by the end of June. Work on the real-time arrival system with GTFS-rt and SMS text messages is in progress and should be complete by the end of August. MobileCAD will be deployed by May 25. The final piece of this project is the purchase of new bus stop signs to support the text message feature, which cannot be finalized until the SMS project is done. We estimate the signs will be purchased and installed by November the latest.	June 2019	June 2019	0%
City of Fairfax	35' CUE Bus Acquisition – Replaces six of the City's CUE transit buses with larger buses	\$3,000,000 (FY2015-16)	Acquisition	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	that can hold additional passengers. The new buses will be 35 feet long and will provide additional capacity, holding 31 seated passengers and 51 standing.						
City of Fairfax	Jermantown Road/Route 50 Roadway Improvements – Addition of a third westbound lane along Route 50 (Fairfax Boulevard) (NHS) from Bevan Drive to Jermantown Road; widening of northbound Jermantown Road to allow for two through lanes adjacent to the left turn lane into the shopping center; geometric improvements to southbound Jermantown Road to provide a dual right turn lane, through lane, and left turn lane; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Completed			
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$5,000,000 (FY2014)	ROW, Construction	Completed			
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton	\$10,000,000 (FY2015-16)	Construction	. Completed. Last reimbursement request has been submitted to NVTA.	May 2019	May 2019	95.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	Place “Northfax” – Widens Route 123 (Chain Bridge Road) to 6 lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.			Ribbon cutting is scheduled for May 20.			
City of Fairfax	Kamp Washington Intersection Improvements – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and pedestrian signalization; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Completed			
City of Fairfax	Jermantown Road Improvements – Includes the	\$21,000,000 (FY2018-23)	Design, ROW,	Not started yet.	2022	2022	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
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	provision of spot widening, new turn lanes, new signals, and pedestrian crossings.	SYP)	Construction				
City of Fairfax	Roadway Network Northfax West – 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	Not started yet.	2022	2022	0%
City of Falls Church	Bus Stops Changes – Includes the provision of shelters and pedestrian way-finding information. Also includes consolidation of existing stops, design, ROW acquisition and construction for bus stop changes along Route 7, and provision of bus shelters.	\$200,000 (FY2014)	Engineering, Construction, Inspection Services	Completed			
City of Falls Church	Pedestrian Access to Transit – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed.	\$700,000 (FY2014)	Engineering, Environmental, Construction	Completed			
City of Falls Church	Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station – Includes the expansion of an existing bridge on Van Buren Street to include a segregated pedestrian area. The existing bridge lacks such a facility and requires pedestrians to detour	\$300,000 (FY2014)	Design, Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
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	onto the pavement in order to access the Metro Station.						
City of Falls Church / NOVA Parks	Enhanced Regional Bike Routes (W&OD Trail) – 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. 30% plans near completion. City of Falls Church Planning Commission work session tentatively scheduled for June , 2019.	August 2020	August 2020	0%
City of Manassas	Route 28 Widening South to City Limits – Includes widening Route 28 from 4 lanes to 6 lanes from Godwin Drive in Manassas City to the southern city/Prince William County limits. This project also adds a dual left turn lane on north bound Route 28 to serve Godwin Drive. The project eliminates a merge/weave problem that occurs as travelers exit the 234 bypass and attempt to cross 2 lanes to access Godwin Drive. Signalization improvements are included.	\$3,294,000 (FY2015-16)	Engineering, ROW Acquisition, Construction	PE phase is ongoing. PE plans at 95%. Obtained CTB approval for "Limited Access Control Change." Currently finalizing ROW. Utility relocation will begin as soon as all properties are clear. Project advertising expected in May 2019.	Winter 2021	Winter 2021	0.4%
Town of Dumfries UPC 90339	Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) - This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to the Route 234 interchange and communities along the Route 1 corridor. This project will bring northbound and	\$6,900,000 (FY2015-16)	Engineering	The project had a PFI stage milestone meeting on 9/13/2017. The design team has addressed the PFI comments. Environmental Document is complete. Resolution of Design Support was received by the Town. Value Engineering has been approved in July 2018. A design Public Hearing was held on Thursday October 18, 2018. Design approval is scheduled for spring of 2019. ROW is expected to begin in	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 3/31/19
	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.			July 2019.			
Town of Herndon	Intersection Improvements (Herndon Parkway/Sterling Road) – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits.	\$500,000 (FY2014)	Final Engineering, ROW Acquisition, Construction	Sidewalk construction on Sterling Rd west of Herndon Pkwy was completed on June 29, 2019 and the Town paid final invoice to the contractor on Nov 2018. Project closed out	Closed out in March 2019	Closed out in March 2019	100%
Town of Herndon	Intersection Improvements (Herndon Parkway/Van Buren Street) – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Construction	Design is at 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	Access Improvements (Silver Line Phase II – Herndon Metrorail Station) – Provides additional vehicle and bus pull-off bays and major intersection improvements to include ADA accessible streetscape, paver crosswalks, bike-pedestrian signalization, refuge media islands and bus shelter/transit facilities.	\$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 opening of Dulles Metrorail Phase II.	Spring 2021	0%
Town of Herndon UPC 50100	East Elden Street Improvement & Widening - Widen and reconstruct East	\$10,400,000 (FY2015-16)	ROW, Utilities	Right of way acquisition/street dedication in 2018-2019. Construction advertisement to	2024	TBD after contract award	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	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.			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.			
Town of Leesburg	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange – Development of a new grade separated interchange.	\$1,000,000 (FY2014)	Design, Environmental	Funds fully utilized. Project continuing.			
Town of Leesburg UPC 89890	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation) - The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested.	\$1,000,000 (FY2015-16)	Design	Public Involvement Meeting was held on March 2 where three alternative proposals were presented. The town endorsed Alternative B on 5/9/17. Public Hearing was held in May 2018. PH Transcript and Design Approval request currently under review at the District. IJR approved 12/16/18. Value Engineering approved 1/25/19. Awaiting endorsement of Limited Access Modifications from Town in order to submit to CTB for approval. Subsequently submit the plans	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 3/31/19
				for Design approval in order to close out PE phase. LACC will be presented before CTB in April. CTB approval received for LACC on 4/10/19. Awaiting design approval.			
Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg	\$13,000,000 (FY2015-16)	Design	On June 27, 2017, the Leesburg Town Council endorsed Alternate 4 (Single Point Urban Interchange-SPUI), Right in/Right out with an acceleration lane at Cardinal Park Drive and Design Build delivery method. The NEPA document (CE) is under way. Public Hearing held Mar 7, 2018. The NEPA document (CE) approved by FHWA on June 8, 2018. Request for D-B Proposal (RFP) and conceptual plans released on June 18, 2018. RFP process continues. Alternate Technical Concepts (ATCs)/proprietary meetings held and ATC under review. Technical proposals 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. CTB approved the contract on March 21, 2019..	November 2021	November 2019	30.8%
Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange (continuation) - Improve safety and pedestrian/vehicle flow by building a grade-separated	\$20,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	November 2021	Begin construction 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
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	interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg.						
Northern Virginia Transportation Commission	Transit Alternatives Analysis (Route 7 Corridor Fairfax County/Falls Church/ Arlington County/ Alexandria) – Corridor study to evaluate transit options on Route 7.	\$838,000 (FY2014)	Planning (Phase 2 of Study)	Completed			
Potomac and Rappahannock Transportation Commission (PRTC)	Gainesville New Service Bus – Funding to acquire one commuter bus for new PRTC Gainesville Service.	\$559,275 (FY2014)	Acquisition	Completed			
Potomac and Rappahannock Transportation Commission (PRTC)	Western Maintenance Facility – New facility will alleviate overcrowding at PRTC's Transit Center (which was designed to accommodate 100 buses, but is currently home to over 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. PRTC was awarded \$11M in Concessionaire payment funds. Bid packages were issued July 16, with bids being due August 16, 2018. 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. 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. 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. Preparing to	Late Spring 2020	Late Spring 2020	7.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
				pour SOG (slab on grade) for the maintenance building, footers and foundation is being worked on for the administration building. Steel is being delivered on 4/10 to begin framing in maintenance building that week.			
VDOT (Fairfax County)	Route 7 Bridge over Dulles Toll Road - Widen Route 7 from 4 lanes to 6 lanes, from approximately 0.1 mile west of Tyco Road to approximately 0.6 mile west of Tyco Road. The project will add one extra lane and 14-foot wide shared-use path on each direction.	\$13,900,000 (FY2015-16)	Construction	Completed			
VDOT (Fairfax County)	Route 28 Widening: Dulles Toll Road to Route 50 – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.	\$20,000,000 (FY2014)	Construction, Contract Admin.	Completed			
VDOT (Fairfax County)	Route 28 Widening: McLearen Road to Dulles Toll Road – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.	\$11,100,000 (FY2014)	Construction, Contract Admin.	Completed			
VDOT (Loudoun County)	Route 28 Hot Spot Improvements (Loudoun Segment) – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction, Contract Admin.	Completed			
VDOT (Loudoun County) UPC 109146	Route 28 NB Widening between Dulles Toll Road and Sterling Boulevard – 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	\$20,000,000 (FY2018-23 SYP)	Construction	Contractor has completed clearing and grubbing operations and is currently constructing two large culvert extensions. A traffic shift will occur on or about the weekend 3/31 to install traffic barrier to allow earthwork operations for roadway widening.. Project is currently	June 2020	June 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	Avenue, Route 606 and Sterling Boulevard interchanges will be maintained but shifted to the east to accommodate the additional thru lane.			on-time and on-budget.			
Virginia Railway Express	Alexandria Station Tunnel – Includes a pedestrian tunnel connection between Alexandria Union Station/ VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000 (FY2014)	Construction	The 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	Gainesville to Haymarket Extension/ Broad Run Expansion – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.	\$1,500,000 (FY2014)	Planning, Project Development, Conceptual Design	The Project Development phase, including NEPA (documented CE) and Preliminary Engineering (PE)/30% design are underway for expansion of the VRE Broad Run Station and Maintenance and Storage Facility (MSF) site. .	2022	2019	79.3%
Virginia Railway Express	Lorton Station Second Platform – Includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.	\$7,900,000 (FY2014)	Final Design, Construction	Preliminary engineering/30% design plans and NEPA documentation are complete. Final design is currently underway.	2022	2022	4.5%
Virginia Railway Express	Manassas Park Station Parking Expansion - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station	\$500,000 (FY2015-16)	Planning & Engineering Studies	Funds fully utilized. Project continuing.			
Virginia Railway Express	Manassas Park Station Parking Expansion (continuation) - Planning and engineering	\$2,000,000 (FY2017)	Design, PE, Environmental	Continuation of the FY2015-16 project. Alternatives analysis and planning / Preliminary Engineering /	2022	2020	5.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	investigations to expand parking and pedestrian connections at the VRE Manassas Park station.			30% design completed. A workshop with Governing Body was held on 1/29/19 and 4/02/19. Final design underway with expected 60% due in September 2019.			
Virginia Railway Express	Franconia-Springfield Platform Expansion - Design and construction to extend the existing north-side (Metro station side) platform by up to 700 feet to allow the north-side platform at the station to be usable by full length VRE trains. It also includes design and construction of modifications to the south-side platform at the station.	\$13,000,000 (FY2015-16)	Design, Construction	Preliminary engineering/30% design plans and NEPA documentation are complete. Final design is currently underway.	2022	2022	2.6%
Virginia Railway Express	Rippon Station Expansion and Second Platform - Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.	\$10,000,000 (FY2015-16)	NEPA, Design, Construction	Draft Preliminary Engineering/30% design plans and NEPA documents are complete for review by CSXT.. Final Design services are anticipated to be completed by 2020..	2023	2023	0%
Virginia Railway Express	Slaters Lane Crossover - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.	\$7,000,000 (FY2015-16)	Design, Construction	Signal construction initiated in 2018 and continues. Underground conduit placed. Continuing to receive materials ordered in 2018. CSX is assembling cross-over with rails and concrete ties delivered to the site. Tentative cut-in in 4/11-4/12. Signals to be installed later, possibly in June.	2019	2019	1.3%
Virginia	Crystal City Platform	\$400,000	Planning	Concept Design is complete.	2023	September	85.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
Railway Express	Extension Study - Includes planning and engineering investigations to evaluate the options for expansion of the VRE Crystal City station that will alleviate existing crowding, improve multimodal connections, and accommodate future service expansion and bi-directional service. The project includes development of a NEPA checklist.	(FY2015-16)	Engineering Studies	Advertisement of a request for proposals (RFP) for Preliminary Engineering/30% design and environmental review using state funding is pending; NVTA has approved final design funding for FY2020.		2018. Final invoice is being prepared.	
Washington Metropolitan Area Transit Authority	Orange Line 8-Car Traction Upgrades – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$4,978,685 (FY2014)	Construction Contract Admin.	Installation of the traction power gear began June 11, 2017 at K06TB2 Greenwich Street cutover back on-line July 28, 2017 and punch list items completed by Sep. The second location at K07TB2 was cutover back on-line on August 21, 2017 and punch list items completed in Oct. NVTA funded phases are 100% complete and contract close out is currently in progress.	Projected Contract Close- out May 2019	May 2019	29.8%
Washington Metropolitan Area Transit Authority	Blue Line 8-Car Traction Upgrades – Begins the process of upgrading traction power along the Blue Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$17,443,951 (FY2017)	Engineering, Construction, Contract Admin.	Invitation for Bid (IFB) was released on September 6, 2017. Notice to Proceed was issued on April 20, 2018. Tie breaker and substation manufacturing are ongoing. Installation of the DC Switchgear at C11TB and J03TB2 began on February 7 and 14 respectively. C11TB cutover back on-line March 25, 2019. J03TB2 is scheduled to be cutover back on-line April 2, 2019.	Project Contract Close-out estimated December 2021	December 2021	0%