



**REVISED 10.11.17**

**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

**Thursday, October 12, 2017**  
**6:30pm**  
**3040 Williams Drive, Suite 200**  
**Fairfax, VA 22031**

**AGENDA**

- I. Call to Order** Chairman Nohe
- II. Roll Call** Ms. Speer, Clerk
- III. Minutes of the September 14, 2017 Meeting**  
*Recommended action: Approval [with abstentions from those who were not present]*

**Consent Agenda**

- IV. Approval of TransAction Contract Amendment 2**  
*Recommended action: Approval of Contract Amendment*
- V. Approval of Financial Advisor Service Agreement**  
*Recommended action: Approval of Agreement*
- VI. Approval of Bond Counsel Service Agreement Extension**  
*Recommended action: Approval of Agreement*
- VII. Approval of Graphic Design and Printing Contract**  
*Recommended action: Approval of Contract*
- VIII. Approval of Additional Comments on Proposed Modifications to the Smart Scale Process**  
*Recommended action: Approval of Comments*

**Action**

- IX. Adoption of TransAction Update** Ms. Backmon, Executive Director  
*Recommended action: Adoption of TransAction*
- X. Adoption of the FY2018-2023 Revenue Projections**  
Mayor Parrish, Chair, Finance Committee  
*Recommended action: Adoption of Revenue Projections*

- XI. **Approval of De-allocation of \$300M from the I-66/Rt. 28 Interchange Project**  
Ms. Backmon, Executive Director  
*Recommended action: Approval of De-allocation*
- XII. **Approval of the Call for Regional Transportation Projects for the FY2018-2023 Six Year Program**  
Ms. Backmon, Executive Director  
*Recommended action: Approval of the Call*
- XIII. **Approval of Comments on the VTrans 2040 Draft Recommendations on the Tier 1 Needs**  
Ms. Backmon, Executive Director  
*Recommended action: Approval of VTrans Comments*
- XIV. **Approval of the Call for Projects for FY2024 CMAQ/RSTP Funding**  
Ms. Backmon, Executive Director  
*Recommended action: Approval of the Call*
- XV. **Approval of Endorsement of Fairfax and Loudoun Counties' TIGER Grant Applications and Fairfax and Prince William Counties' INFRA Program Applications**  
Ms. Backmon, Executive Director  
*Recommended action: Endorsement of Applications*

**Discussion/Information**

- XVI. **Planning and Programming Committee Report** Chairman Nohe
- XVII. **Finance Committee Report** Mayor Parrish, Chair
- XVIII. **Governance and Personnel Committee Report** Ms. Hynes, Chair
- XIX. **Planning Coordination Advisory Committee Report** Supervisor Buona, Chair
- XX. **Technical Advisory Committee Report** Mr. Boice, Chair
- XXI. **Investment Portfolio Report** Mr. Longhi, CFO
- XXII. **Monthly Revenue Report** Mr. Longhi, CFO
- XXIII. **Operating Budget Report** Mr. Longhi, CFO
- XXIV. **Executive Director's Report** Ms. Backmon, Executive Director
- XXV. **Chairman's Comments**

**Closed Session**

- XXVI. **Adjournment**

**Next Meeting: November 9, 2017**

**Sherwood Community Center**

**3740 Old Lee Highway**

**Fairfax, VA 22030**

**6:30pm**



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

Thursday, September 14, 2017  
7:00pm  
3040 Williams Drive, Suite 200  
Fairfax, VA 22031

### MEETING MINUTES

- I. Call to Order** Chairman Nohe
- Chairman Nohe called the meeting to order at 7:19pm.

- II. Roll Call** Ms. Speer, Clerk
- Voting Members: Chairman Nohe; Chairman Bulova; Mayor Silberberg; Chair Fisette; Mayor Parrish; Mayor Meyer; Council Member Snyder; Mayor Rishell; Delegate Hugo; Delegate Minchew; Senator Black (arrived 7:22pm); Ms. Hynes; Mr. Kolb.
  - Non-Voting Members: Ms. Cuervo.
  - Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Transportation Planning and Programming); Sree Nampoothiri (Transportation Planner); Harun Rashid (Transportation Planner); Peggy Teal (Assistant Finance Officer); Sarah Camille Hipp (Communications & Public Affairs Manager); Camela Speer (Clerk); various jurisdictional staff.

- III. Minutes of the July 13, 2017 Meeting**
- Mayor Parrish moved approval of the July 13, 2017 minutes; seconded by Chairman Bulova. Motion carried with ten (10) yeas and two (2) abstentions [with Council Member Snyder and Delegate Hugo abstaining as they were not at the July 13, 2017 meeting].

### Action

- IV. Approval of Comments on Proposed Modifications to the Smart Scale Process**  
Ms. Backmon, Executive Director
- Ms. Backmon informed the Authority that the Secretary's Office have been working to modify the Smart Scale process, originally adopted in 2014. She reviewed the proposed modifications, noting that a Draft Updated Smart Scale Policy and Technical Guide was released on August 21, 2017. Ms. Backmon stated that the NVTA draft comments on the modifications were coordinated with the Regional Jurisdiction and Agency Coordinating Committee (RJACC). She noted that there will be a public meeting in Northern Virginia on the

proposed changes to the Smart Scale process on Monday, September 18, 2017 at the Virginia Department of Transportation's (VDOT) Northern Virginia District Office. Ms. Backmon added that the deadline for comments has been extended to October 20, 2017. She stated that it is anticipated that the Commonwealth Transportation Board (CTB) will take action on the modifications at its October meeting.

- Ms. Backmon shared highlights of the proposed modifications and comments.
  - ✓ Application Limits
    - Currently there are no application limits for the Smart Scale process, however, due to the amount of resources necessary to evaluate all applications, it has been suggested that this has become overly cumbersome. The proposal is to limit submissions per Smart Scale cycle to:
      - Eight applications for localities with populations greater than 200,000 and regional entities with populations greater than 500,000.
      - Four applications for localities and regional entities with lower population thresholds.
    - Fairfax County was cited as an example, noting that on average it had submitted 7-8 applications per cycle recognizing it is the largest locality in the Commonwealth.
    - Limiting the number of applications per locality might create a conflict with the HB 2313 provision requiring that Northern Virginia continue to receive its fair share of State transportation funding.
    - The recommended cap uses population estimates and it is unclear what source will be utilized to categorize applications.
    - There needs to be more clarity regarding the submission for transit entities, particularly the Virginia Railway Express (VRE). For applicants that traverse more than one Metropolitan Planning District, it is unclear who can submit applications and who is limited. For example, if the Northern Virginia Transportation Commission (NVTC) submits an application for VRE, does that count as an NVTC or a VRE submission?
    - The NVTA does not support application limits and requests additional clarification.

*(Senator Black arrived.)*

- ✓ Project Readiness
  - The current proposal recommends formalizing and strengthening the policy on required level of project planning, by requiring specific supporting documentation needed for projects, for example, an Interchange Justification Report.
  - This level of documentation being required is very cumbersome and may not be available at the time of application submissions as the Commonwealth's funding program is a six year program and some funding is being requested in the out years. Therefore, an applicant

may not have this level of documentation, especially if applying for funds in the out years. Additionally, based on public comment received on projects, project alignments and scope may change over time. Therefore, providing this level of documentation, in addition to the recommendation that the localities provide a resolution of support for each project as part of the application process for a Six Year Program, seems to be problematic and excessive. While all understand the need to provide a resolution, there needs to be time to undertake the proper vetting and processes that may need to take place after the application process. There are also concerns regarding the expense required to undertake some of these analyses so early in the process.

- Another proposed change requires a resolution from the NVTA for every project submitted by the region for Smart Scale funding consideration. While the Authority evaluates all projects in TransAction, being in TransAction is not a requirement for Smart Scale application or funding. Therefore, the Authority would be unable to prioritize or make a recommendation on the merits of a project not in TransAction, as there would be no data on which to base this recommendation.

✓ Funding Policy

- The current proposal recommends clarifying in the policy that Smart Scale funding is not intended to replace other committed funding sources, such as local funding, proffers, and/or committed state or federal funding sources. The draft policy states that this will not include mega-projects that cost more than \$1 billion.
- The NVTA requests clarity and a definition of what “committed” funding sources means. Some of the requirements being proposed that relate to project readiness include requirements that a funding plan be in place for the project. NVTA is concerned that having this plan in place could adversely impact the ability to apply for funding to complete the project. For NVTA purposes, funding is not committed until the Authority adopts a funding program. Chairman Nohe noted that the NVTA will adopt its funding program after the CTB adopts its Six Year Program. Therefore, a project that is submitted to Smart Scale, but relies on funding from both the State and the NVTA, could be defined as not having committed funds because the NVTA will not adopt its funding program until after the Smart Scale funds are committed. He noted this is unique to Northern Virginia. Ms. Hynes suggested this problem may not exist once the NVTA adopts its first Six Year Program. She added that to date, the CTB’s Six Year Program has been six years out, but the NVTA’s has not. The NVTA’s Six Year Program may fill in this gap and once the new Program is in place this may not be an issue. Ms. Hynes suggested that a detailed timing conversation about this issue might be necessary to ensure understanding. Chairman Nohe stated that part of the issue is understanding the definition of “committed”. Ms. Hynes added that the

next Smart Scale Program will be for two years and this issue is unique to Northern Virginia. Chairman Nohe stated that another relevant point is that some of these committed funds might be local funds. In less than six years, the elected officials in a locality may change, funding priorities may change and funds may be de-committed. Mayor Meyer stated that not only will there be changes in elected officials in six years, but residential populations around transportation centers can also change significantly in six years.

- Ms. Backmon added that the NVTA's concern is to ensure that Northern Virginia has the maximum opportunity to leverage funding sources.
- ✓ Congestion
  - The current proposal recommends modifying the congestion measure to account for an increase in person miles traveled allowed by the project within the capacity of the facility. However, no detail was provided as to how proposed modifications would be undertaken. The Authority requests more information on the proposed methodology before commenting on or supporting any proposed changes. The NVTA also wants to ensure that proposed changes enable an "apples to apples" comparison across the board for all project types.
- ✓ Economic Development - Site Development
  - The current proposal recommends several changes to the Economic Development Measures, including:
    - Providing up to 0.5 points for a project within economically distressed areas.
    - Considering the establishment of maximum square footage based on project type and based on current level of development.
  - The Authority has concerns about providing points to economically distressed areas, solely based on zip codes. Projects in economically distressed areas in a locality in general, should be considered instead of by zip code only. The Authority requests additional information regarding revitalization projects in areas that localities are trying to redevelop, and whether they would qualify as an economically distressed area.
- ✓ Land Use
  - There is general agreement that locality and transit agency staffs do not understand the proposed changes to the land use methodology. The NVTA is requesting additional clarification as to what the proposed changes mean for the Smart Scale evaluation process.
- ✓ Accessibility
  - Ms. Dominguez stated that the proposed changes keep the travel time decay function, but removed the current 45 and 60 minute caps for auto and transit jobs, respectively. The NVTA requests additional information to understand the how the new methodology will impact access to jobs in our region, and further, where the decay curve will lie.

- ✓ Freight Rail
  - The NVTA requests additional information regarding the evaluation of freight rail.
- ✓ Schedule
  - Concern has been expressed that too much detail is being requested for Smart Scale applications, noting that funding requests are being made six years in advance of the funds being available. The proposed changes request a level of detail that may not be practical or available during the project application process.
- Ms. Backmon concluded that there were additional comments and concerns discussed at the RJACC meeting, particularly regarding proffer changes, however, NVTA staff recommends that localities respond to these concerns.
- Ms. Hynes, as the Northern Virginia CTB member, informed the Authority that changes have already been proposed to the CTB to address some of the concerns raised in the NVTA comments. She stated that she expects there will be extensive conversation at the upcoming CTB meeting regarding the Smart Scale modifications, as CTB members have been holding hearings and meeting with their regions. Ms. Hynes suggested that the Authority may want to wait until after the additional changes are discussed before submitting comments, noting that the extension to provide comments allows for the Authority to discuss their response at the October Authority meeting. She added that the jurisdictions have all provided comments to the Northern Virginia CTB members and they are very similar to the points expressed by the NVTA.
- Mayor Parrish questioned whether the proposed changes would be made next week at the CTB meeting. Ms. Hynes responded negatively, stating that the CTB will receive an update on the Smart Scale modifications next week. She added that there are a number of updates to the recommendations that have come from the Administration which address questions raised in the NVTA comments. Ms. Hynes acknowledged that the answers may not be sufficient to address all the NVTA concerns, so the Authority could wait to submit its comments as the “last word” as the regional body. She noted many of the NVTA comments are questions, as opposed to support or opposition statements, adding that the CTB is working through these questions. She suggested the Authority could address this at its October meeting. Ms. Hynes stated this is the Authority’s decision, but she thinks it would be best to respond once, nearer the end of the process.
- Mayor Parrish asked for further clarification that the CTB will be reviewing the questions and proposals raised by jurisdictions at the CTB meeting the following week. Ms. Hynes stated that the Northern Virginia CTB members plan to cull the comments received to identify the issues that are of most importance to Northern Virginia. She added that some of the issues raised are being raised state-wide. Mayor Parrish suggested the CTB may prefer to have the NVTA comments during this evaluation process. Ms. Hynes stated that she has comments from the jurisdictions and the draft comments from the NVTA. She added that some of the issues raised by the NVTA will be resolved.

- Chairman Bulova suggested the Authority submit its comments now to be on the record. Mayor Parrish concurred, noting the CTB should have the NVTa comments while it is considering these issues, not after the consideration is done. He suggested comments may not be considered as strongly later in the process.
- Ms. Cuervo questioned whether two letters would be more powerful, or whether it would be better to wait and respond once with specific positions after the CTB issues further clarification. Ms. Hynes responded that, as with any body, negotiations will take place regarding the Smart Scale modifications. She added that the reason the Northern Virginia CTB members met with jurisdictional staff was to allow the members to understand the issues and to provide clear feedback to the CTB regarding concerns that need clear answers, relative to Northern Virginia. Ms. Hynes reiterated that the NVTa comments are not “new”, they are a compilation of the jurisdictional comments already received.
- Chairman Nohe noted many of the NVTa comments are requesting additional information, however, it is appropriate to support the regional position. He suggested the Authority approve submission of the comments, with additional language that acknowledges the Authority may have more refined comments upon the receipt of the additional details anticipated to be forthcoming. Chairman Nohe also noted that there are several items to be considered at the October Authority meeting, therefore, there may not be time to have an appropriate discussion at the October meeting. He suggested approving submission of the comments now, with the potential to refine these comments at the October meeting as a consent agenda item.
- Chair Fisette stated that based on this conversation, it is highly likely the Authority will want to comment again.
- Mr. Kolb asked whether these questions have been addressed with Deputy Secretary Donohue yet. Ms. Backmon responded that she has had direct conversations with the Deputy Secretary. She added that some issues he agreed with, for example, the need for clarity regarding “committed” funds. Others he did not agree with, for example, the application cap. She concluded that Deputy Secretary Donohue indicated he would take certain issues under consideration, but that the application cap is difficult to recommend removing. Ms. Hynes stated that she anticipates the application cap will be a big topic of conversation at the CTB meeting. She acknowledged that she understands the position that there should not be a cap, but she is not sure the CTB will support this. Ms. Hynes informed the Authority she has been working on an alternative solution, adding that it involves how transit agencies are counted. She stated that currently certain transit agencies are considered eligible to make applications, and others are not. She suggested that transit agencies might allow a jurisdiction to have additional applications, noting that this idea could work state-wide as many local governments are running small transit agencies.

- Delegate Hugo inquired as to whether the CTB is the final arbiter of this decision. Chairman Nohe responded that the CTB is the final arbiter. Ms. Hynes added that all changes are fully within the CTB's decision making.
- Delegate Hugo asked for additional information regarding the submission proffers and whether there was any topical relevance. Ms. Dominguez stated that within the draft policy, it states that Smart Scale funds cannot be used to replace other committed project funds. It specifically names localities regional funding for proffers as part of this. She explained that in a situation where a jurisdiction had a project proffered, but then applied for and received Smart Scale funding, the State ended up funding the project instead of the developer. Ms. Hynes stated that proffer money can be used to match Smart Scale funds. Ms. Dominguez clarified that Smart Scale funds cannot be used to supplant committed funds. Ms. Backmon added that, based on conversations with the Deputy Secretary, the State is concerned about the supplanting issue. She explained that in some cases localities and agencies had other funding sources on a project, but then submitted for and received Smart Scale funding which then replaced the other funding sources, including proffers. Ms. Hynes concluded that the intent is to retain the mix of funding on projects that jurisdictions indicated when applying for Smart Scale.
- Delegate Minchew stated that some proffers are very specific and others more general. He suggested that the State should not be able to tell a jurisdiction that they need to spend proffer money on a specific project when that proffer money can be used for other enhancements related to that project. He added that jurisdictions can spend less specific proffer money on anything in the corridor they choose, therefore, it can receive Smart Scale funding for that project. Chairman Nohe responded that he does not believe this is the issue. He stated that the issue is when a jurisdiction states they will use proffer money for a project and then withdraw those funds when they receive Smart Scale funding. Ms. Hynes added that this changes the cost benefit analysis as well. Chairman Nohe noted that these funds are still six years out, so proffer funds can change as well, e.g. if a development doesn't get built. It would then be the locality's responsibility to find additional funds to replace those proffer funds. Ms. Hynes reminded the Authority that projects are chosen for Smart Scale funding based on their cost benefit score.
- Mayor Parrish stated that there is more discussion needed and possibly additional actions to be taken.
- Mayor Parrish moved approval of the proposed comments on the proposed modifications to the Smart Scale Transportation Funding Prioritization Process as outlined in the Draft Updated Smart Scale Technical Guide, and directed the Executive Director to submit comments to the Virginia Secretary of Transportation on behalf of the Authority; and for the Executive Director and the Chairman to formulate a means of communicating the fact that the Authority will probably have further comments. The motion was seconded by Chairman Bulova.

- Council Member Snyder informed the Authority of the City of Falls Church’s positions on these issues, noting that some are supportive of the Authority’s position and others are not. He shared the City’s positions:
  - ✓ Concerned about “crowding out effect” of applications without limits. Does not support the NVTA position.
  - ✓ Does not support the proposed change requiring localities to obtain a resolution of support from the regional body.
  - ✓ Proposed changes in required levels of project funding are excessive.
  - ✓ Does not support the proposed changes to the scale person through put measure based on corridor length.
  - ✓ Does not support the proposed changes to site plans.
  - ✓ Supports adding a new methodology for accessibility to non-work jurisdictions.
  - ✓ Does not support the elimination of 45 and 60 minutes caps for auto and transit access.
  - ✓ Proposed changes include calculating accessibility to jobs by auto and transit modes only. Believes this is an unnecessary limitation.
- Council Member Snyder concluded that the City of Falls Church is supportive of some Authority positions, and not supportive of others, adding that he will vote against the item.
- Chair Fisette asked for clarification that the City of Falls Church does support a cap on the number of Smart Scale applications. Council Member Snyder responded affirmatively, stating that there is concern that smaller jurisdictions will be crowded out if there are too many applications.
- Motion carries with ten (10) yeas, two (2) nays [Council Member Snyder and Delegate Hugo] and one (1) abstention [Ms. Hynes].

### **Discussion/Information**

#### **V. Planning and Programming Committee Report** Chairman Nohe

- Chairman Nohe stated that the Planning and Programming Committee (PPC) met to review the public comments received on the draft TransAction Plan and associated Project List.
- Mr. Jasper briefed the Authority on the public comments received on the Draft TransAction Plan. He stated that comments received were grouped into eleven different topics and NVTA responses were provided for each topic. Mr. Jasper concluded that NVTA staff recommends the inclusion of all projects in the Draft TransAction Plan. He added that this is justified by the Authority’s approach to funding regional projects.
- Ms. Backmon reminded the Authority that the adoption of TransAction is anticipated at the October 12, 2017 Authority meeting. This will be followed by the Call-for-Projects for the Six Year Program.

- Chairman Nohe asked if the TransAction public comments were available for review, other than hard copy. Ms. Backmon responded that they will be available on the TransAction website.
- Chairman Nohe asked if the Authority will receive a final report on TransAction at the October Authority meeting. Ms. Backmon responded affirmatively, adding that there will also be a recommendation from the PPC regarding whether or not to adopt the TransAction Plan and approve the issuance of the Call-for-Projects.
- Ms. Backmon stated that the PPC will meet next on October 4, 2017 at 10am at the NVTA office. She added that the Draft TransAction Plan is available on the TransAction website.

## **VI. Five-Year Strategic Plan Development Update**

Ms. Backmon, Executive Director

- Ms. Backmon stated that the purpose of developing a Five-Year Strategic Plan was to address the question “What does the Authority want to be when it grows up?”, to set overall goals for the Authority, and to develop a plan to achieve them. She summarized the development process to date. Ms. Backmon noted that progress on the Plan will be reported on an annual basis. She reviewed the adopted vision statement and goals.
- Ms. Hipp briefed the Authority on the Regional Prosperity goal, noting the strategies and action steps. This goal fosters regional prosperity by investing in a sustainable transportation network that supports economic growth, while balancing quality of life. She stated that key strategies are to coordinate with regional stakeholders, as well as increasing awareness and understanding of the NVTA’s regional impacts.
- Mayor Rishell questioned whether these communications efforts would include lobbying. Ms. Backmon responded affirmatively.
- Ms. Hynes stated that the Authority had done an excellent job with surveys during TransAction and that efforts were made to connect with non-profits who work with constituents whose prosperity is lagging. She suggested that it is important to have these conversations regularly.
- Mr. Nampoothiri briefed the Authority on the Mobility goal, stating that mobility is the Authority’s core business. He summarized that the two key aspects of this goal are planning and programming the regional funds. He added that many activities under this goal are ongoing, such as TransAction and regional funding programs, however, the intent is to make these even more data-driven processes. New initiatives include refining the long-term benefits process, enhanced analytical capabilities, and developing messaging to inform the public of the Authority’s impact on the region.
- Mr. Jasper briefed the Authority on the Innovation goal that positions the Authority as the regional leader in planning and advocating for emerging transportation technologies which address future transportation, work place and development trends. He stated that many planning entities around the country are grappling with the issue of innovation, technology and emerging

transportation trends, and how these factor into long range planning. He noted that TransAction analyzed this to some degree and suggested the Authority needs to be ready to innovate in anticipation of these emerging trends to continue to invest in the best transportation solutions. Mr. Jasper stated that strategies and actions include identifying and analyzing these technologies to help the region become a leader in transportation solutions. He added that increased collaboration and communication can fill a vacuum between national initiatives, state-level initiatives and key stakeholders, to ensure the region advances these technologies through innovation.

- Mr. Longhi briefed that Authority on the Funding goal, stating that the goal of transparency, stewardship and accountability has been ever present in the NVTAs activities and processes. He noted that many actions under this goal are already being undertaken, but must be ever present in the future plans of the Authority. Mr. Longhi stated that as the Authority grows, there will be a need to grow the organizational capacity of the Authority. He noted that this will be needed to achieve all four goals, adding that the goals blend well together. Mr. Longhi stated that another key strategy will be to pursue additional funding opportunities, emphasizing that this will only be done as an additive to the regional efforts. He explained that the Authority can seek to add value to additional funding opportunities, without competing with our regional partners. Mr. Longhi added that there is also a need for advocacy and education under this goal to build confidence and consensus to enable the Authority to meet the evolving needs of the region.
- Ms. Backmon summarized that this Strategic Plan allows the Authority to advance and expand its capacities and capabilities, under existing legislation, as the Authority matures in readiness for the increasingly interesting challenges ahead. She noted the overarching theme of the Plan is regional coordination, along with advocacy and education. Ms. Backmon concluded that while the Authority turns fifteen this year, it is still new when it comes to having funds to implement regional transportation projects.
- Senator Black commented on the funding strategy to work with the business community to protect and enhance funding legislation. He recalled the legislative struggle to adopt HB 2313 and stated that HB 2313 was adopted under the political commitment that this would fund transportation needs for a generation. Senator Black added that while he is in favor of protecting existing funds, he will not support additional transportation funding for a generation. Ms. Backmon acknowledged Senator Black's comment and stated that this is not prescriptive for HB 2313. She added that the Authority also makes recommendations on other funding sources and that there may also be an opportunity for the Authority to influence legislation at the federal level. Senator Black acknowledged understanding of Ms. Backmon's comments and reiterated his position.
- Council Member Snyder questioned whether the reference to long term benefits refers to the issue of jurisdictional equity. Ms. Backmon responded affirmatively, stating that under HB 2313 localities must receive their proportional share over time. She added that the Authority has adopted

principals for assessing long term benefits and that NVTA staff plan to do a high level overview of these benefits as part of the Six Year Program. Council Member Snyder stated that Falls Church is a significant donor to this funding and that it does not currently see equity in these benefits.

- Chair Fisette suggested an enhancement under the regional prosperity goal, noting that under regional coordination many stakeholders are listed and added that the NVTC is the voice of transit in the region and is knowledgeable regarding the economic benefits of transit.

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

Ms. Backmon, Executive Director

- Ms. Backmon informed the Authority of two upcoming events:
  - ✓ The NVTA's 15<sup>th</sup> Anniversary Celebration on November 9, 2017, at the Sherwood Community Center following the Authority's regular meeting at the same location.
  - ✓ A Route 28 Corridor Ribbon Cutting on October 4, 2017 at 1pm.

## **VIII. Chairman's Comments**

- Chairman Nohe stated that the October Authority meeting will have many agenda items, including the adoption of TransAction and the Six Year Program Call-for-Projects. He suggested changing the meeting start time to 6:30pm. There was consensus to do so.
- Chairman Nohe noted the November Authority meeting is two days after the elections. There was consensus that this did not pose a conflict for those running for re-election. Ms. Backmon stated that there will be short business meeting in November, prior to the 15<sup>th</sup> Anniversary Celebration, to include the adoption of the Strategic Plan. She confirmed changing the start time of the November Authority meeting to 6:30pm. Mr. Nohe echoed this sentiment, adding that it would be a very brief business meeting. Ms. Hynes stated that the Governance and Personnel Committee (GPC) may have the legislative package ready for review at that meeting. There was consensus to change the November Authority meeting to 6:30pm.
- Mayor Parrish informed the Authority that the Finance Committee meets next Thursday, September 21, 2017, and invited members to attend.

## **IX. Adjournment**

- Meeting adjourned at 8:30pm.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Mayor Parrish, Chair, NVTA Finance Committee

**DATE:** October 6, 2017

**SUBJECT:** Contract Amendment 2 – TransAction Update Contract

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**Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of the proposed contract amendment to the TransAction Update. The proposed contract amendment will permit the NVTA to access technical resources to timely complete the project modelling necessary for the Congestion Reduction Relative to Cost (CRRC) analysis for the FY2018-23 Six Year Program.

1. **Suggested Motion:** *I move Authority approval of the attached TransAction Update Contract – Amendment 2 (RFP2015-01).*
  
2. **Background:**
  - a. After a competitive procurement process, the Authority approved a contract with AECOM for the update to the Northern Virginia’s Long Range Regional Transportation Plan (TransAction Update) on July 23, 2015.
  - b. TransAction is Northern Virginia’s long range transportation plan guiding the Authority’s first Six Year Program.
  - c. The TransAction Update technical effort included extensive modelling development.
  - d. In order to be eligible for HB 2313 (2013) Regional Revenues, projects must be in TransAction.
  - e. The Authority must also give priority to the projects that provide the greatest level of congestion relief relative to cost.
  - f. NVTA staff does not currently have the technical capacity to conduct the transportation model based CRRC analysis.
  - g. The attached contract amendment incorporates the CRRC process into the TransAction Update contract, to utilize the modelling processes already developed by AECOM for the NVTA.
  - h. Future TransAction Update contracts will include this function as part of the base contract.
  - i. The cost of the CRRC analysis will be driven by the number of project applications received. However, the cost is not expected to exceed \$160,000.
  - j. The project budget has sufficient contingency to support the amendment without additional funding being required.

**Attachment:**

TransAction Update Contract Amendment 2  
September 11, 2017 AECOM Offer Letter

**Coordination:**

TransAction NVTA Finance Committee



## IV. ATTACHMENT

### Northern Virginia Transportation Authority *The Authority for Transportation in Northern Virginia*

#### **NVTA TransAction 2040 Update (RFP #2015-01)**

#### **Contract Amendment #2**

**October 12, 2017**

This document defines additional tasks and deliverables related to development of the TransAction 2040 Update. The additional work relates to integrating Congestion Reduction Relative to Cost (CRRC) analysis as part of TransAction 2040 update development.

#### **Task 13 - Congestion Reduction Relative to Cost (CRRC)**

This new task requires AECOM to generate congestion reduction estimates for projects submitted for the Northern Virginia Transportation Authority Six Year Program based on the September 11<sup>th</sup>, 2017 offer letter presented by AECOM.

\_\_\_\_\_  
Monica Backmon  
NVTA Executive Director

\_\_\_\_\_  
AECOM (Signature)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

September 11, 2017

Mr. Keith Jasper  
Project Manager  
Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, VA 22031

Dear Mr. Jasper:

**Re: NVTa TransAction Program – Project Congestion Reduction Estimates**

This letter is in response to NVTa's request for cost estimates for the work required to generate congestion reduction estimates for projects submitted for the Six Year Program. There is a short window of time to accomplish the work and synthesize findings: the projects will be submitted by December 15<sup>th</sup> and the ratings would need to be completed by February 22<sup>nd</sup>, 2018

This modeling methodology incorporates findings and insights from TransAction. The Call for Projects can be a strong step toward achieving the potential of the Plan. In aggregate, the benefit of related investments will have a greater effect than the combined individual benefit of stand-alone investments.

AECOM is presenting two methodologies, which can be used separately or combined to develop project congestion reduction estimates. The selection of a single method or combination of methods must be based on the actual project applications received, together with their mode, scale, and geographic location.

For purposes of this proposal we present the following:

- 1) Conduct a separate model run for each project
- 2) Combine unrelated projects into sets of model runs

While the second method has potential to introduce minor modeling bias, the time saved by making fewer modeling runs could allow additional modeling to better quantify synergies among proposed projects.

**Assumptions:**

These estimates assume the plan updates and the HB599 ratings for the TransAction Plan have been completed under the base contract and Amendment 1. The only performance measure required by this analysis is the change in Person Hours of Delay associated with each project for the years 2025 and 2040.

The 2025 model run will be made using the same network as the 2040 run, and the MWCOG Round 9.0 planning forecasts for 2025. This network closely corresponds to the TransAction 'No Build' network. In other words, the network coding for each project will be done once on top of the 2040 'No Build' network and used for the 2040 and 2025 model runs.

An impact area will be defined for each project and the grid-based congestion reduction will be aggregated for the impact area from the 2040 baseline run and the 2040 project-specific run. The change in Person Hours of Delay will be calculated for the impact area. Similar calculations will be performed between the 2025 baseline run and the 2025 project-specific run. The resulting change in Person Hours of Delay by project will be transmitted to NVTA, and NVTA staff will calculate the Congestion Reduction Relative to Cost performance measure for use in the NVTA programming process.

### Separate Model Runs for Each Project

Each project will be coded in the 2040 baseline network and run separately through the NoVA assignment process. If the project does not include transit components, the mode choice step will not be executed. A small number of non-transit projects (no more than five) with exceptionally large impact areas may be run through the mode choice process as well to capture the effects of trips shifting to driving. An impact area will be defined for each project and the grid-based delay data will be aggregated for the impact area from the 2040 and 2025 baseline runs and the 2040 and 2025 project-specific runs.

Modeling Tasks	Highway Projects	Transit Projects	Total Hours	Cost Estimate
Discuss Project Details with Agencies	0.5 hours	0.5 hours		
Project Coding	1.5 hours	2.5 hours		
2040 and 2025 Model Runs	3.0 hours	4.0 hours		
Calculate Project Impact Area Delay	1.0 hours	1.0 hours		
Present/document the Results	0.5 hours	0.5 hours		
<b>Project Total</b>	<b>6.5</b>	<b>8.5</b>		
Project Management & Coordination	40			
Baseline Model Run for 2025	8			
Contingency for Analysis Refinements	20			
Estimated Distribution of Projects				
Estimate #1 (100 projects)	70	30	778	\$106,892
Estimate #2 (150 projects)	105	45	1133	\$154,462

These estimates use an average hourly rate of \$134 for staff, and an hourly rate of \$200 for Project Management. The marginal cost for testing additional (or fewer) projects will be \$871 per highway project, and \$1,139 per transit/exceptionally large highway project.

### Combining Projects for Model Runs

An impact area will be defined for each project. Projects that don't have overlapping impact areas will be combined into a single network for modeling purposes. The combined projects will be coded on top of

the 2040 baseline network and run through the NoVA assignment process. We estimate that the 100 projects could be grouped into 10 combination sets, although this can only be determined once the specific projects have been submitted. This approach has the benefit that the mode choice model step could be applied to groups of projects, thus saving resources and time. All combined sets will be modeled with the mode choice step. The grid-based delay data will be extracted from the combined run for the impact area of each project from the 2040 and 2025 baseline runs and the 2040 and 2025 combined project runs. Indicative costs for such an approach are as follows:

Modeling Tasks	Highway Projects	Transit Projects	Total Hours	Cost Estimate
Discuss Project Details with Agencies	0.5 hours	0.5 hours		
Project Coding	1.5 hours	2.5 hours		
Calculate Project Impact Area Delay	1.0 hours	1.0 hours		
Present/document the Results	0.5 hours	0.5 hours		
Total	3.5	4.5		
Project Management & Coordination	40			
Baseline Model Run for 2025	8			
Contingency for Analysis Refinements	20			
2040 and 2025 Combined Model Runs (hrs/run)	6			
Estimated Number of Combinations (# runs)	10	(15 for 150 project est.)		
Estimated Distribution of Projects				
Estimate #1 (100 projects)	70	30	508	\$ 70,712
Estimate #2 (150 projects)	105	45	728	\$ 100,192

These estimates use an average hourly rate of \$134 for staff, and an hourly rate of \$200 for Project Management. The marginal cost for testing additional (or fewer) projects will be more variable, as it will depend on how many additional/fewer projects are being tested, and if this changes the number of runs. Each run takes an estimated 6 hours or \$804, plus \$469 per highway project and \$603 per transit project.

### Analysis of Synergies

Much of the work of TransAction has been to identify transportation needs, customize the mix of recommended solutions, and quantify synergies among projects to produce the maximum benefit. Synergies can be explored under both methods by defining each project combination as a separate “project”. In other words, we may get 80 physical projects recommended, but we would evaluate some of these in combination. If we have budget for 100 projects, we could add 20 combinations of the 80 projects to the list of runs.

A first step in this analysis could be to perform a model run in which all of the nominated projects are included, and performance measures calculated. The differences between these performance measures and those gleaned from the individual project analysis (whichever method is selected) could be used to

identify locations where synergies are present and should be analyzed further. The second step would be to test selected groups of projects together, or in specific sequence as desired.

Alternatively, additional “projects” that are themselves comprised of multiple TransAction projects could be tested as part of either of the methodologies described, at the marginal costs listed in this document.

## **Recommended Approach**

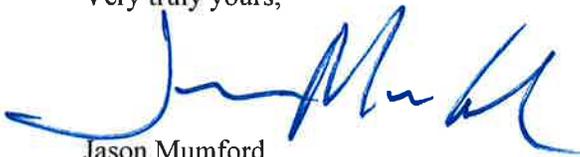
The preferred approach must be analytically defensible while providing good information for NVTA programming decisions, and the work must be completed and verified within a two-month window.

From the defensible analytics perspective, Separate Model Runs for Each Project is directly causal, in that all measured impacts are caused by the implementation of the tested project, and it avoids potential impacts from other projects. Combining Projects for Model Runs may have some synergistic issues/biases in the modeling process, but these can be minimized by selecting projects carefully.

Combining Projects for Model Runs would allow NVTA to conduct the primary, independent modeling more efficiently, potentially leaving time and resources for a secondary step that models and illustrates synergistic effects of combined and intentionally sequenced projects. The estimated budgets by method include contingency amounts that could be applied toward this secondary modeling step and coordination with submitting agencies.

If you have any questions or wish to discuss our proposal, I can be contacted by telephone at 703-340-3059 or by email at Jason.Mumford@aecom.com.

Very truly yours,



Jason Mumford

Associate Vice President

AECOM Technical Services, Inc.



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Mayor Parrish, Chair, NVTA Finance Committee

**DATE:** October 6, 2017

**SUBJECT:** Financial Advisor Service Agreement

---

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of the proposed Financial Advisor Service Agreement.
2. **Suggested Motion:** *I move Authority approval of the proposed Financial Advisor Service Contract with PFM Financial Advisors LLC (PFM) and authorize the Executive Director to sign the attached Award Notice.*
3. **Background:**
  - a. A Request for Proposals (RFP) was issued on February 28, 2017 with a proposal due date of March 22, 2017 at 3:00PM.
  - b. The RFP was issued by Prince William County as a joint procurement for the NVTA, Potomac and Rappahannock Transportation Commission (PRTC) and the Virginia Railway Express (VRE).
  - c. The joint procurement process lead by Prince William County (PWC) saved a considerable amount of administrative time and resources for the NVTA and other participants.
  - d. Under a joint procurement one RFP is issued. However, each participant may negotiate and execute a separate contract under their individual terms and conditions.
  - e. Two firms submitted proposals in response to the RFP.
  - f. The RFP evaluation team consisted of representatives from all participants in the joint procurement; PWC, NVTA, PRTC and VRE.
  - g. As required in the NVTA Debt Policy and solely for purposes of the NVTA contract negotiations, financial staff from the following member jurisdictions were consulted:
    - i. Prince William County
    - ii. Loudoun County
    - iii. Arlington County
    - iv. Fairfax County
    - v. City of Fairfax
  - h. A single firm, PFM was unanimously selected for award by the RFP evaluation team.

- i. The NVTA advisory team concurred with the RFP evaluation team and the general terms of the contract.

**Attachment:** Contract Award Notice - PFM Financial Advisors LLC

**Coordination:**

NVTA Finance Committee  
Prince William County  
Loudoun County  
Arlington County  
Fairfax County  
City of Fairfax  
Council of Counsels



October 12, 2017

Ms. JoAnne Carter  
Managing Director,  
PFM Financial Advisors LLC  
4350 North Fairfax Drive, Suite 580  
Arlington, VA 22203

Dear Ms. Carter:

The Northern Virginia Transportation Authority has acted to authorize the award of a contract to Public Financial Management (PFM) to perform the work requested in the Financial Advisor RFP No.7002090 issued jointly by Prince William County, the Northern Virginia Transportation Authority (NVTA), the Potomac and Rappahannock Transportation Commission, and the Virginia Railway Express, and as described in your Technical Proposal and separate Price Proposal both dated March 21, 2017.

The following clarifications and modifications apply:

1. PFM's letter of June 27, 2017 revising:
  - a. Item E on page 10 of the March 21, 2017 Cost Proposal, the credit analysis frequency is reduced to only when requested by one or more of the rating agencies.
  - b. The annual retainer amount on page 10 of the cost proposal is revised to \$35,000.
2. PFM's Proposal dated March 21, 2017, Appendix E labeled: Exceptions to the RFP General Provisions:
  - a. Clarification that references in this section (Appendix E) to County or Prince William County are understood to refer to the NVTA.
  - b. The modifications requested by PFM for RFP pg.20 – IV Claims and Disputes are rejected.
  - c. The modifications requested by PFM for the RFP as set forth in the suggested language contained on pg. 24 – IV.31 Hold Harmless, Defend and Indemnify the County (NVTA) and RFP pg. 28 – Standard Contract – IV.43 Standard Contract for Services are accepted.

This letter, together with RFP 7002090 and PFM's Technical Proposal and Price Proposal dated March 21, 2017 and PFM's June 27, 2017 letter, with the revisions noted above,

provides the agreement to provide financial advisory services under the specified terms and conditions. This letter also constitutes your notice to proceed, unless advised otherwise in writing by NVT A, on or after October 26, 2017.

If you concur please sign both originals and return one copy to Carl Hampton.

Please contact Carl Hampton at (703) 642-4658 with any questions.

Sincerely,

\_\_\_\_\_  
Monica Backmon  
Executive Director

\_\_\_\_\_  
JoAnne Carter  
Managing Director,  
PFM Financial Advisors LLC

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

CC: Michael Longhi, Chief Financial Officer

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Mayor Parrish, Chair, NVTA Finance Committee

**DATE:** October 6, 2017

**SUBJECT:** Bond Counsel Service Agreement Extension

---

1. **Purpose:** To seek to Northern Virginia Transportation Authority (NVTA) approval of the proposed Bond Counsel Service Agreement Extension.
2. **Suggested Motion:** *I move Authority approval of the proposed Bond Counsel Service Agreement with McGuireWoods LLP.*
3. **Background:**
  - a. The Authority entered into an agreement for bond counsel services with McGuireWoods LLP in July 2013.
  - b. The term of the July 2013 agreement extended into 2017.
  - c. The NVTA Council of Counsel, Executive Director and Chief Financial Officer conferred and are recommending the existing agreement with McGuireWoods LLP be extended through 2019 with optional renewals for two additional years until 2021.
  - d. The attached 'Terms of Engagement of Bond Counsel' serves to update and extend the existing agreement.
  - e. The proposed fee structure is consistent with the Authority's adopted FY2018 Operating Budget.

**Attachment:** NVTA Terms of Engagement of Bond Counsel

**Coordination:**  
NVTA Finance Committee  
Council of Counsels



September 7, 2017

The Honorable Martin E. Nohe  
Chairman  
Northern Virginia Transportation Authority  
3040 Williams Drive, Suite 200  
Fairfax, Virginia 22031

**Northern Virginia Transportation Authority  
Terms of Engagement of Bond Counsel**

Dear Chairman Nohe:

This letter will set forth the terms to extend the term of our service as Bond Counsel to the Northern Virginia Transportation Authority ("NVTVA"). The general subject matters covered by these terms are the authorization and issuance of future series of NVTVA bonds ("Bonds"), any validation proceeding NVTVA may determine to authorize as a condition to the issuance of a series of Bonds, and providing legal advice on application of federal and Virginia law (including the Internal Revenue Code) to the financing activities of NVTVA.

1. Nature of Services. The services to be rendered by McGuireWoods LLP (the "Law Firm") as Bond Counsel will include:

- (a) Preparing appropriate resolutions by which NVTVA will authorize the issuance of future series of Bonds and approve the associated financing documents;
- (b) Preparing appropriate resolutions by which the NVTVA will select transportation projects for funding in accordance with the NVTVA Act, or the use and reliance of other revenue sources which may become available to the NVTVA in the future;
- (c) Drafting, circulating for comment among the appropriate parties and negotiating appropriate financing documents and tax and closing certificates;
- (d) Attendance as necessary at meetings of NVTVA its various working groups and committees;
- (e) Preparing, in coordination with NVTVA's Council of Counsel, the Motion for Judgment, Memorandum of Law and other appropriate pleadings and briefs in connection with any validation suit authorized by NVTVA as a condition to the issuance of a series of Bonds, appearing in Circuit Court and handling any appeals and NVTVA's defense against any related proceedings brought by others to challenge the validity of the Bonds, the regional tax revenues or related matters;

(f) Attendance at and supervision of the closing of each future series of Bonds, the execution and delivery of the financing documents and related tax and closing certificates;

(g) Delivering our approving legal opinion at closing to the effect that each future series of Bonds are valid and binding limited obligations of NVTA and, to the extent applicable, that the interest thereon will be excludable from gross income for federal income tax purposes;

(h) Assisting NVTA in seeking from other governmental authorities such approvals, rulings, permissions and exemptions deemed necessary or appropriate in connection with the authorization, issuance and delivery of any series of Bonds;

(i) Reviewing and providing legal advice on issues relating to the terms and structure of each series of Bonds;

(j) Reviewing those sections of the official statement, private placement memorandum or other form of offering or disclosure document to be disseminated in connection with the sale of each future series of Bonds involving a description of the Bonds, the security for the Bonds and the bond counsel opinion;

(k) Advising NVTA on the proper use of the proceeds of each series of Bonds and the projects financed or refinanced thereby to ensure NVTA and such Bonds to remain in compliance with Virginia law, including the NVTA Act, the private activity bond and arbitrage restrictions of the Internal Revenue Code and any applicable U.S. Security and Exchange Commission requirements and regulations;

(l) Representing, in coordination with NVTA's Council of Counsel, the NVTA in court and administrative proceedings relating to application of federal and state law, including federal and state tax and securities law, to the issuance and sale of any series of Bonds, the investment and application of the proceeds of the Bonds and the use of the projects financed or refinanced by the Bonds;

(m) Assisting NVTA and NVTA's Financial Advisor in preparing investor presentations and in presenting information to bond rating organizations and providers of credit enhancement relating to legal issues affecting the issuance of future series of Bonds;

(n) Preparing and/or reviewing Parity System generated official bid forms and the notice of sale pertaining to any competitive sale of a future series of Bonds;

(o) Drafting the continuing disclosure undertaking of NVTA in consultation with the NVTA's Financial Advisor, as needed, in connection with each future series of Bonds and providing advice to NVTA on the entire range of initial and continuing disclosure issues affecting the Bonds;

(p) Provide a dedicated representative for bond counsel services identified herein (initially, Arthur E. Anderson II);

(q) Prepare transcripts of the proceedings concerning each future series of Bonds and provide copies of all such transcripts to NVTA and to other parties involved with the series as directed by NVTA; and

(r) Generally provide other assistance, advice and consultation as may be appropriate and requested.

2. Term. The term of our engagement to provide the above-described services will end on January 31, 2019, with automatic renewal for two additional years.

3. Fees. The Law Firm's fees will be billed as follows:

(a) The Law Firm will bill on a monthly basis for its fees, at a discounted rate equal to our standard hourly fees less 7%, starting in September of 2017. Please note that our standard hourly fees are normally adjusted each January 1.

(b) The Law Firm will bill for its actually-incurred out-of-pocket costs on a monthly basis. These costs will include, but are not to be limited to, travel expenses, delivery and courier services, air courier services, and document reproduction.

(c) The Law Firm will create a separate file for any series of Bonds and accumulate the fees incurred in connection therewith, including the fees incurred in the related validation action. Unless otherwise mutually agreed between NVTA and the Law Firm, the billing for such fees will occur upon earlier of (i) the termination of the Bond issuance process, (ii) a suspension of the Bond issuance process for a period of not less than three months, or (iii) at the closing of the series of Bonds.

(d) At NVTA's request, the Law Firm will undertake to negotiate a fixed fee or other alternative fee arrangement with NVTA for any specific series of Bonds or discrete task the Law Firm is requested to handle or perform.

(e) The present standard billing rates of the lawyers who most likely will work on the matter are:

Arthur E. Anderson II	\$645.00
Thomas W. Bruno	\$505.00

4. Form of Bills. All bills will be in summary form showing in general terms the dates and time services rendered or expenses incurred, or both, and will be payable upon presentation.

5. Conflicts. McGuireWoods LLP is pleased to represent NVTA as bond counsel. We propose to do so under an arrangement that protects the confidentiality of information we

obtain from NVTA while recognizing that McGuireWoods represents other clients who may ask us to represent them in matters directly adverse to NVTA that may be related or unrelated to our work for NVTA.

Unless NVTA explicitly consents at the time, we will not during the term of our engagement initiate the representation of any other client in any matter adverse to NVTA if the matter is substantially related to any of our work for NVTA. For purposes of this letter, a matter will be deemed to be substantially related to any of our work for NVTA if the matter involves debt or bond financing. We are unaware, and we understand NVTA's Council of Counsels is unaware, of any such representation existing at this time. We understand that the purpose of this stipulation is to allow us to have unencumbered access to the finance staff and consultants of NVTA and its member localities to obtain the financial and technical information we will need throughout the term of our engagement.

For any matters that are not substantially related to the work we will perform for NVTA, we understand that you consent in advance to our representation of other clients in matters that are directly adverse (in transactions, litigation or otherwise) to any person or entity related to or affiliated with you (including any of NVTA's member localities). We agree to promptly advise NVTA that the firm is representing or is in the process of being retained to represent a client and/or multiple clients on matters that are not substantially related to the work we will perform for NVTA, but which nonetheless may be considered adverse (in transaction, litigation, or otherwise) to: a) NVTA; or b) any person or entity affiliated with NVTA, including its member localities, where the outcome of any such matter may result in the impairment of any of NVTA's statutory revenue streams. In all such instances, NVTA's consent to such representation shall be required. If the matter is adverse to NVTA, the NVTA's consent shall be required. We agree to screen from participation in any such matters all of our lawyers who: (i) are working on any NVTA matters at the time; or (ii) have acquired any material confidential information about NVTA. This means that we will not use any information NVTA gives us to NVTA's disadvantage, and that no lawyers working for NVTA will at the same time work for other clients in any matters adverse to NVTA.

6. McGuireWoods Consulting. NVTA has retained McGuireWoods Consulting ("MWC") to lobby on NVTA's behalf, as directed by NVTA's Chairman or Executive Director, on transportation funding matters and legislation affecting transportation funding and programs in the Commonwealth of Virginia as prescribed in NVTA's contract with MWC, and to monitor such matters and legislation to keep the Executive Director apprised of pertinent developments.

In order to prevent inadvertent waivers of the attorney-client privilege, for so long as MWC performs lobbying work for NVTA, the Law Firm and MWC will establish and maintain an ethics screen between the Law Firm team representing NVTA on bond and bond validation matters and the MWC team performing lobbying work for NVTA. The ethics screen will prevent each team from sharing confidential information pertaining to their respective work for NVTA matters and accessing hard copy and electronically stored records pertaining to the other team's NVTA matters, unless expressly directed to do so by NVTA's Executive Director. No Law Firm team member will work on MWC matters involving NVTA, and vice versa, unless

expressly directed to do so by the NVTA Executive Director. The Executive Director's express direction must be in writing, and may be provided via e-mail.

In addition, both the Law Firm and MWC will submit separate bills for their services and out-of-pocket expenses.

7. Termination without Cause. NVTA may at any time, and for any reason, terminate this arrangement by written notice to the Law Firm specifying the termination date, which shall be not less than thirty (30) days from the date such notice is mailed.

In the event of such termination, the Law Firm shall be paid such amount as shall compensate the Law Firm for the work satisfactorily completed, and accepted by NVTA, at the time of termination.

If NVTA terminates this engagement, the Law Firm shall cease performance of any further work hereunder, and turn over to NVTA any work completed or in process for which payment has been made.

We deeply appreciate the opportunity to handle NVTA's bond counsel work. We look forward to working with NVTA and being of service.

Very truly yours,

MCGUIREWOODS LLP

By:   
Arthur E. Anderson II

ACCEPTED:  
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

By: \_\_\_\_\_  
Martin E. Nohe, Chairman

cc: Robert Dickerson, Esquire  
Stephen A. MacIsaac, Esquire  
Ellen F. Posner, Esquire

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Mayor Parrish, Chair, NVTA Finance Committee

**DATE:** October 6, 2017

**SUBJECT:** Graphic Design and Printing Service Agreement

---

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of the proposed Graphic Design and Printing Service Agreement.
2. **Suggested Motion:** *I move Authority approval of the proposed Graphic Design and Printing Service Agreement and authorize the Chief Financial Officer to sign acceptance of the cost proposal from HBP, Inc.*
3. **Background:**
  - a. As part of the FY2018 Operating Budget, the Authority approved a supplement to the Annual Report.
  - b. The supplement and existing production costs of the Annual Report are now anticipated to be at a level which requires a formal procurement for these services.
  - c. NVTA staff have identified a Fairfax County graphic design and printing contract (Fairfax County Contract Number 4400004536) which contains cooperative procurement conditions for the use of their contract by other public bodies (Page 9, Section 28 and Page 23 Section 75 of RFP 2000000830).
  - d. The cooperative procurement conditions permit the Authority to obtain these services in compliance with Commonwealth and NVTA procurement requirements.
  - e. The Fairfax County contract noted above is with the same firm which has produced the Authority's Annual Report since 2014, Balmar Inc. dba HBP, Inc. (HBP).
  - f. HBP has agreed to the terms of the cooperative procurement and has presented a cost proposal consistent with contract 4400004536.
  - g. The term of this agreement will expire on March 31, 2018 unless Fairfax County exercises annual renewal options. Fairfax County has three annual renewal options to extend the term of this agreement until March 31, 2021.
  - h. The supplement to the Annual Report and potential extension of the agreement to March 2021, elevate the value of the agreement to above \$30,000; thus requiring Authority action for approval.

**Attachment:** HBP, Inc Cost Proposal Dated August 14, 2017

**Coordination:**  
NVTA Finance Committee

# design estimate

VII. ATTACHMENT



**job number:**

initiated: 8/23/17

updated: 8/23/2017

account number: 89981

**company name:**

Northern Virginia Transportation Authority: NVTA

**contact name:**

Camela Speer

**address:**

3060 Williams Drive, Suite 530

**city:** Fairfax **state:** VA **zip:** 22031

**phone:** 703 642 4651

**fax:**

**email:** Camela.Speer@thenovaauthority.org

**sales rep:** Eric Oakes / Karen Mitchell

**three step process**

**RESEARCH:** Meet with client to determine and refine strategy based on marketing objectives, competition, audience and budget.

**CONCEPT & DESIGN:** Present design solutions to client to ensure desired concept is on target strategically. The approved comp will serve as template in the next step.

**DESIGN PRODUCTION & SUPERVISION:** Digital artwork will be prepared clearly and accurately from approved comp. Proofs are delivered to client for review and final approval.

**additional**

Purchasing royalty-free images: \$75/ea.

Note: transfer or release of original digital files may incur additional cost, depending on project scope.

Your signature authorizes Ellipse and HBP to use your final design on our website portfolio, as a printed sample in our library or in our printed collateral. Ellipse and HBP will advise you when and how the design would be featured.

**project name**

**2017 Annual Report: 24 pages plus cover, plus back pocket and fold-out map**

**description**

**Annual Report:** Design and layout 24 page plus cover Annual Report with die-cut, glued back pocket on cover 3. Finished size is 8.5" x 11".

**Fold-out Map:** 16 panels, folded size: 10.5" x 7", flat size: 21" x 27.75. Client to provide final maps

**Cover:** three (3) cover designs with matching sample spreads provided for client review on art boards. All should adhere to existing branding standards. Covers should be abstract and provide a sense of motion. Do not use images of transportation modes.

**Objective:** Inform Northern VA taxpayers, Authority members and financial markets how their dollars are improving transportation, land use trends, project success stories and future actions.

**Tone:** Conservative, serious, easy to read with good use of white space and facts presented in an engaging manner.

NVTA to provide final text, images and maps.

Previous #200099, 158775, #143846 / **Previous Maestro #174682**

Additional not included: Developing complex charts/graphs/maps (\$75/hr), Client revisions (\$75/hr), Royalty-free images: \$75/ea

**services**

Design three (3) cover designs and three sample spreads	2,520.00
Layout 24 page plus cover Annual Report	3,400.00
Provide Flip PDF of Report	75.00
Estimated client revisions	1,150.00
Layout fold-out map	2,040.00

**Estimated Budget: \$9,185.00**

**authorized signature:** \_\_\_\_\_

**date:** \_\_\_\_\_



# design estimate

**job number:**

initiated: 8/23/17

updated: 8/23/2017

account number: 89981

**company name:**Northern Virginia Transportation  
Authority: NVTA**contact name:**

Camela Speer

**address:**

3060 Williams Drive, Suite 530

**city:**                      **state:**        **zip:**

Fairfax                      VA                      22031

**phone:** 703 642 4651**fax:****email:** Camela.Speer@thenovaauthority.  
org**sales rep:** Eric Oakes / Karen Mitchell**three step process****RESEARCH:** Meet with client to determine and refine strategy based on marketing objectives, competition, audience and budget.**CONCEPT & DESIGN:** Present design solutions to client to ensure desired concept is on target strategically. The approved comp will serve as template in the next step.**DESIGN PRODUCTION & SUPERVISION:** Digital artwork will be prepared clearly and accurately from approved comp. Proofs are delivered to client for review and final approval.**additional**

Purchasing royalty-free images: \$75/ea.

Note: transfer or release of original digital files may incur additional cost, depending on project scope.

Your signature authorizes Ellipse and HBP to use your final design on our website portfolio, as a printed sample in our library or in our printed collateral. Ellipse and HBP will advise you when and how the design would be featured.

**project name****2017 Annual Report: 20 pages plus cover, plus back pocket and fold-out map****description****Annual Report:** Design and layout 20 page plus cover Annual Report with die-cut, glued back pocket on cover 3. Finished size is 8.5" x 11".**Fold-out Map:** 16 panels, folded size: 10.5" x 7", flat size: 21" x 27.75. Client to provide final maps**Cover:** three (3) cover designs with matching sample spreads provided for client review on art boards. All should adhere to existing branding standards. Covers should be abstract and provide a sense of motion. Do not use images of transportation modes.**Objective:** Inform Northern VA taxpayers, Authority members and financial markets how their dollars are improving transportation, land use trends, project success stories and future actions.**Tone:** Conservative, serious, easy to read with good use of white space and facts presented in an engaging manner.

NVTA to provide final text, images and maps.

Previous #200099, 158775, #143846 / **Previous Maestro #174682**Additional not included: Developing complex charts/graphs/maps (\$75/hr),  
Client revisions (\$75/hr), Royalty-free images: \$75/ea**services**

Design three (3) cover designs and three sample spreads	2,520.00
Layout 24 page plus cover Annual Report	3,060.00
Provide Flip PDF of Report	75.00
Estimated client revisions	1,150.00
Layout fold-out map	2,040.00

**Estimated Budget:                      \$8,845.00**2818 Fairfax Drive, Falls Church, VA 22042 **ph 888.219.5131****authorized signature:** \_\_\_\_\_**date:** \_\_\_\_\_

# design estimate

**job number:**

initiated: 8/25/17

updated: 8/25/2017

account number: 89981

**company name:**Northern Virginia Transportation  
Authority: NVTA**contact name:**

Sarah Camille Hipp, Camela Speer

**address:**

3060 Williams Drive, Suite 530

**city:**                      **state:**        **zip:**

Fairfax                      VA                      22031

**phone:** 703 642 4651**fax:****email:** SarahCamille.  
Hipp@thenovaauthority.org,**sales rep:** Eric Oakes / Karen Mitchell**three step process****RESEARCH:** Meet with client to determine and refine strategy based on marketing objectives, competition, audience and budget.**CONCEPT & DESIGN:** Present design solutions to client to ensure desired concept is on target strategically. The approved comp will serve as template in the next step.**DESIGN PRODUCTION & SUPERVISION:** Digital artwork will be prepared clearly and accurately from approved comp. Proofs are delivered to client for review and final approval.**additional**

Purchasing royalty-free images: \$75/ea.

Note: transfer or release of original digital files may incur additional cost, depending on project scope.

Your signature authorizes Ellipse and HBP to use your final design on our website portfolio, as a printed sample in our library or in our printed collateral. Ellipse and HBP will advise you when and how the design would be featured.

**project name****2017 Annual Report Supplement****description**Layout 40 page plus cover supplement to the 2017 Annual Report.  
Finished size is 8" x 10". 4-color throughout.**Cover:** Minor modifications to approved 2017 Annual Report cover**Text:** Consistent layout to 2017 Annual Report**Background:** This supplement will provide an overview of transportation trends.**Tone:** Conservative, serious, easy to read with good use of white space and facts presented in an engaging manner.

NVTA to provide final text, images and maps.

Previous #200099, 158775, #143846

Additional not included: Developing complex charts/graphs/maps (\$75/hr),  
Client revisions (\$75/hr), Royalty-free images: \$75/ea**services**

Layout 40 page plus cover Supplement	3,740.00
Provide Flip PDF of Report	75.00
Estimated client revisions up to 8 hours	680.00

**Estimated Budget:**                      **\$4,495.00**

2818 Fairfax Drive, Falls Church, VA 22042 ph 888.219.5131

**authorized signature:** \_\_\_\_\_**date:** \_\_\_\_\_



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703-289-9000  
888-219-5131  
Fax: 703-876-9657  
www.hbp.com

Northern Virginia Transportation Authority  
3040 Williams Drive  
Suite 200  
Fairfax, VA 22031

Attn: Camela Speer

**Date: August 30, 2017**  
**Quotation No: 25528001-1**  
**Account Executive: Eric Oakes**  
**Project Manager: Theresa Conrad**  
**Customer No: 89981**

**We are pleased to submit this quotation pursuant to these specifications:**

**Description:** 2018 Annual Report - 24 Pg + Cover W Pocket

**Quantities:**            500            750            1,000

**Pages:** Pocket Cover + 24 Pages Text

**Finished Size:** 8.5 x 11 (Cover & Text)

**Prep:** Supplied RIP Ready Files, Digital Blueline

**Stock:** Pocket Cover: 100# Moorim NeoStar Silk Cover, White  
Text: 80# Moorim NeoStar Silk Text

**Ink Color:** Pocket Cover: 5/5, 4C Process + Flood Satin Aqueous Coating, Medium Coverage  
Text: 4/4, 4C Process, Medium Coverage

**Bindery:** Diecut Pocket Cover, Score, Fold & Glue w/1- 4" Std Pocket on Cover 3, Trim, Fold Text,  
Gather & Saddle Stitch: Carton Pack

**F.O.B.:** Local Delivery

**Price:**            500            750            1,000  
                  \$2,810.00    \$2,975.00    \$3,188.00

Additional Cost for High Res-Epson Proofs: \$20/Per Page

**PLEASE NOTE: Price(s) and specifications are subject to review by HBP Falls Church at the time your order is placed. This quotation is valid for thirty (30) days from the date shown above and will be subject to update thereafter. Price(s) is based on current material costs. Volatility in the market may affect paper price(s). If market conditions result in increased paper cost, you will be billed for that amount as a separate item on your final invoice.**



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N VA Trans Auth  
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Suite 200  
Fairfax, VA 22031

Attn: Sarah Camille Hipp

**Date: August 30, 2017**  
**Quotation No: 42486000-1**  
**Account Executive: Eric Oakes**  
**Project Manager: Theresa Conrad**  
**Customer No: 89981**

**We are pleased to submit this quotation pursuant to these specifications:**

**Description:** Supplement Report 40 Text Pages + Cover

**Quantities:**            500                    750                    1,000

**Pages:** 4 Cover + 40 Text Pages

**Finished Size:** 8 x 10

**Design:** CF Disk

**Prep:** Supplied RIP Ready Files, Digital Blueline

**Stock:** Cover - 100# Moorim NeoStar Silk Cover  
Text - 80# Moorim NeoStar Silk Text

**Ink Color:** Cover - 5/5, 4C Process + Flood Satin Aqueous Coating  
Text - 5/5, 4C Process + Flood Satin Aqueous Coating

**Bindery:** Trim, Fold, Saddle Stitch, Carton Pack

**F.O.B.:** Local Delivery

<b>Price:</b>	500	750	1,000
	\$3,524.00	\$3,756.00	\$3,971.00

**PLEASE NOTE: Price(s) and specifications are subject to review by HBP Falls Church at the time your order is placed. This quotation is valid for thirty (30) days from the date shown above and will be subject to update thereafter. Price(s) is based on current material costs. Volatility in the market may affect paper price(s). If market conditions result in increased paper cost, you will be billed for that amount as a separate item on your final invoice.**



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Northern Virginia Transportation Authority  
3040 Williams Drive  
Suite 200  
Fairfax, VA 22031

Attn: Camela Speer

**Date: August 30, 2017**

**Quotation No: 25564000-3**

**Account Executive: Eric Oakes**

**Project Manager: Theresa Conrad**

**Customer No: 89981**

**We are pleased to submit this quotation pursuant to these specifications:**

**Description:** 2018 Annual Report Map

<b>Quantities:</b>	600	750	850	1,100	1,250
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**Pages:** 16 Panels Map

**Finished Size:** 27.75 x 21 Fold to 10.5 x 7

**Prep:** Supplied RIP Ready Files, Digital Blueline

**Stock:** 100# Moorim NeoStar Gloss Text, White

**Ink Color:** 4/4, 4C Process, Medium Coverage w/ Bleed

**Bindery:** Trim & Fold: Carton Pack

**F.O.B.:** Local Delivery

<b>Price:</b>	600	750	850	1,100	1,250
	\$1,164.00	\$1,213.00	\$1,241.00	\$1,321.00	\$1,368.00

Additional Cost for High Res-Epson Proof: \$160

**Insert into Report:** Additional Cost to Adhere Folded Map to Back Cover with 2 Fugitive Glue Dots:

600 Qty (+): \$204
750 Qty (+): \$241
850 Qty (+): \$266
1,100 Qty (+): \$329
1,250 Qty (+): \$366

**PLEASE NOTE: Price(s) and specifications are subject to review by HBP Falls Church at the time your order is placed. This quotation is valid for thirty (30) days from the date shown above and will be subject to update thereafter. Price(s) is based on current material costs. Volatility in the market may affect paper price(s). If market conditions result in increased paper cost, you will be billed for that amount as a separate item on your final invoice.**

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** October 6, 2017

**SUBJECT:** Approval of Additional Comments on Proposed Modifications to the Smart Scale Process

---

- 1. Purpose.** To seek Northern Virginia Transportation Authority (NVTVA) approval of additional comments on the proposed modifications to the Smart Scale Transportation Funding Prioritization Process for submission to the Virginia Secretary of Transportation.
- 2. Suggested Motion:** *I move Authority approval of the additional comments on the proposed modifications to the Smart Scale Transportation Funding Prioritization Process and direct the Executive Director to submit the additional comments to the Virginia Secretary of Transportation on behalf of the Authority.*
- 3. Background:** The Secretary of Transportation's office has been working on an effort to modify the Smart Scale process. On June 21, 2017, and July 18, 2017, the Commonwealth Transportation Board (CTB) received presentations from Deputy Secretary of Transportation Nick Donohue on proposed modifications to the process, and discussed the proposals. A Draft Updated Smart Scale Policy and Technical Guide, based on these presentations and discussions, was released on August 21, 2017.

The CTB scheduled public meetings across the Commonwealth to provide information on the Smart Scale process and various transportation initiatives. The public meeting in Northern Virginia will be held on Monday, September 18, 2017, at 4:00pm, at the Virginia Department of Transportation (VDOT) Northern Virginia District Office. Comments on the proposed changes are due on October 20, 2017.

The Authority approved comments to be transmitted to Secretary Layne at its September 14, 2017 meeting. At this meeting, the Authority noted that additional comments would be submitted to Secretary Layne per any updates regarding the proposed changes.

If the schedule in the current proposal for Smart Scale modifications is adopted, the submission of basic information on possible applications for the next round of funding will occur in March-May 2018, and final applications will be due August 1, 2018.

**4. Proposed Additional Comments.** On Thursday, September 28, 2017, Ms. Backmon met with the RJACC to discuss any additional comments to the proposed changes on behalf of the region. Based on the fact that there is still a level of clarity need on three proposed areas, **staff recommends that the CTB delay taking action on the following changes:**

- **Congestion** ---- The current proposal recommends modifying the measure to account for an increase in person miles traveled allowed by the project within the capacity of the facility. The draft guide also notes that the Smart Scale team is currently evaluating options to revise the congestion mitigation measure.
  - a. Given that congestion reduction is given the highest weight at 45% for Northern Virginia and Hampton Roads, more information is needed on how the proposed changed would impact project evaluation. Although the draft guide notes that the Smart Scale team is currently looking at options to revise the congestion mitigation measure, no information is available on any options currently being evaluated.
- **Economic Development – Site Development**----The current proposal recommends several changes to the Economic Development Measures, including:
  - Providing up to 0.5 points for a project within economically distressed areas.
  - Considering the establishment of maximum square footage based on project type and based on current level of development - cannot exceed x% of total current square footage in jurisdiction(s).More information is needed such as an evaluation of a few “test scenarios” to understand the impact of the scoring based on square footage.
- **Land Use**----The current proposal notes that Commonwealth staff has developed new methodology which examines accessibility to key non-work destinations, such as grocery stores, healthcare, education, etc. The proposal also includes specific definitions of mixed-use development.
  - More information is needed such as an evaluation of a few “test scenarios” to understand the impact of the proposed change.

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

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

**FOR:** Members, Northern Virginia Transportation Authority

**FROM:** Chairman Martin E. Nohe, Planning and Programming Committee

**DATE:** October 6, 2017

**SUBJECT:** Adoption of TransAction Update

---

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTA) adoption of the update to TransAction and the associated Project List.
2. **Suggested Motion:** *I move Authority adoption of the TransAction Update and associated Project List.*
3. **Background.** At its October 4, 2017 meeting, the NVTA's Planning and Programming Committee (PPC) received a briefing on the draft TransAction Plan Update and NVTA staff recommendations. The PPC also discussed the final draft version of the TransAction Plan and associated Project List.
4. **TransAction Context.**
  - a. Culminating the end of a three year update process, TransAction is the long range, multi-modal, regional transportation plan for Northern Virginia.
  - b. TransAction addresses regional transportation needs through 2040 focusing on eleven major travel corridors primarily in Northern Virginia.
  - c. TransAction considers travel conditions for the planning horizon year 2040 – population in Northern Virginia is expected to increase by 24 percent across the region and employment will increase by 37 percent;
  - d. If only current fully funded and committed projects are built, travel conditions are forecast to considerably worsen by 2040 (tripling of traffic congestion and doubling of transit crowding);
  - e. Northern Virginians consider the region's travel conditions to be the greatest factor influencing their quality of life;
  - f. Inclusion of all 352 candidate regional multimodal projects in TransAction provides transportation options for the Authority until the next update of TransAction in approximately five years;
  - g. TransAction does not commit the Authority to invest in any of the 352 projects it contains;

- h. Inclusion of these projects in TransAction satisfies a legal requirement for use of HB2313 (2013) regional revenues, which can only be used for projects in the current version of TransAction;
- i. As an 'unconstrained' long-range transportation plan with a 25-year horizon, TransAction (intentionally) includes more projects than can be funded using just regional revenues.

**5. TransAction Process.** TransAction 2040 was adopted by the Authority in November 2012. The current update commenced with a Listening Session in the fall of 2014 followed by a formal kick-off with the consultant team in August 2015. Technical analysis and continuous public engagement advanced along parallel and interconnected tracks, including specific outreach programs in the spring and fall of 2016.

The approach to technical analysis focused on eleven regional multimodal corridors divided into 28 corridor segments. Technical analysis was driven by the TransAction vision and goals adopted by the Authority in December 2015. Subsequently, weighted performance measures were developed and extensively reviewed with all relevant Committees prior to Authority approval in December 2016 (performance measures) and February 2017 (weightings). In addition, the HB 599 (2012) process was integrated into the analytical approach for TransAction.

Public comment was sought on the draft TransAction Plan and associated Project List between June 9, 2017 and July 23, 2017, including an Open House and Public Hearing on July 13, 2017. Numerous jurisdictional briefings and locally organized Town Hall meetings took place during the public comment period.

Based on feedback provided to, and inputs from, the TransAction Subcommittee, comprising jurisdictional and agency staff, minor changes were made to the draft TransAction Plan and associated Project List. The final draft versions are attached to this memorandum.

**6. From Planning (TransAction) to Programming (Six Year Program).**

- a. All projects considered for regional revenues are subject to a comprehensive regional evaluation process during each update cycle (typically every two years) of the Authority's Six Year Program;
- b. This process commences with a Call for Regional Transportation Projects – effectively a funding request from the region's jurisdictions and transportation agencies;
- c. Each funding request must be accompanied by a resolution of support from the governing body of the jurisdiction or agency;
- d. Projects that are located in multiple jurisdictions must demonstrate multi-jurisdictional support in order to advance, e.g. resolutions of support from the governing body of each affected jurisdiction;

- e. If jurisdictions and agencies do not submit funding requests to NVTA, or their applications are not approved for NVTA regional revenues, projects will only advance if funding sources other than NVTA's regional revenues are secured;
  - f. Projects are subject to all applicable engineering and environmental review processes, typically including a comprehensive public engagement process, prior to implementation.
- 7. Next steps.** Subject to Authority adoption of the TransAction update, and subsequent approval of the Call for Regional Transportation Projects, NVTA staff will immediately commence the development of the Authority's FY2018-23 Six Year Program (SYP). The SYP is scheduled for adoption by the Authority in June 2018.

In-house development of the draft scope of work for the next TransAction update will begin in the second half of CY2018, with adoption by the Authority anticipated by the end of CY2022.

**Attachments:**

- A. TransAction Plan
- B. TransAction Plan Project List
- C. Transportation Funding Timeline

## TransAction Plan

October 2017

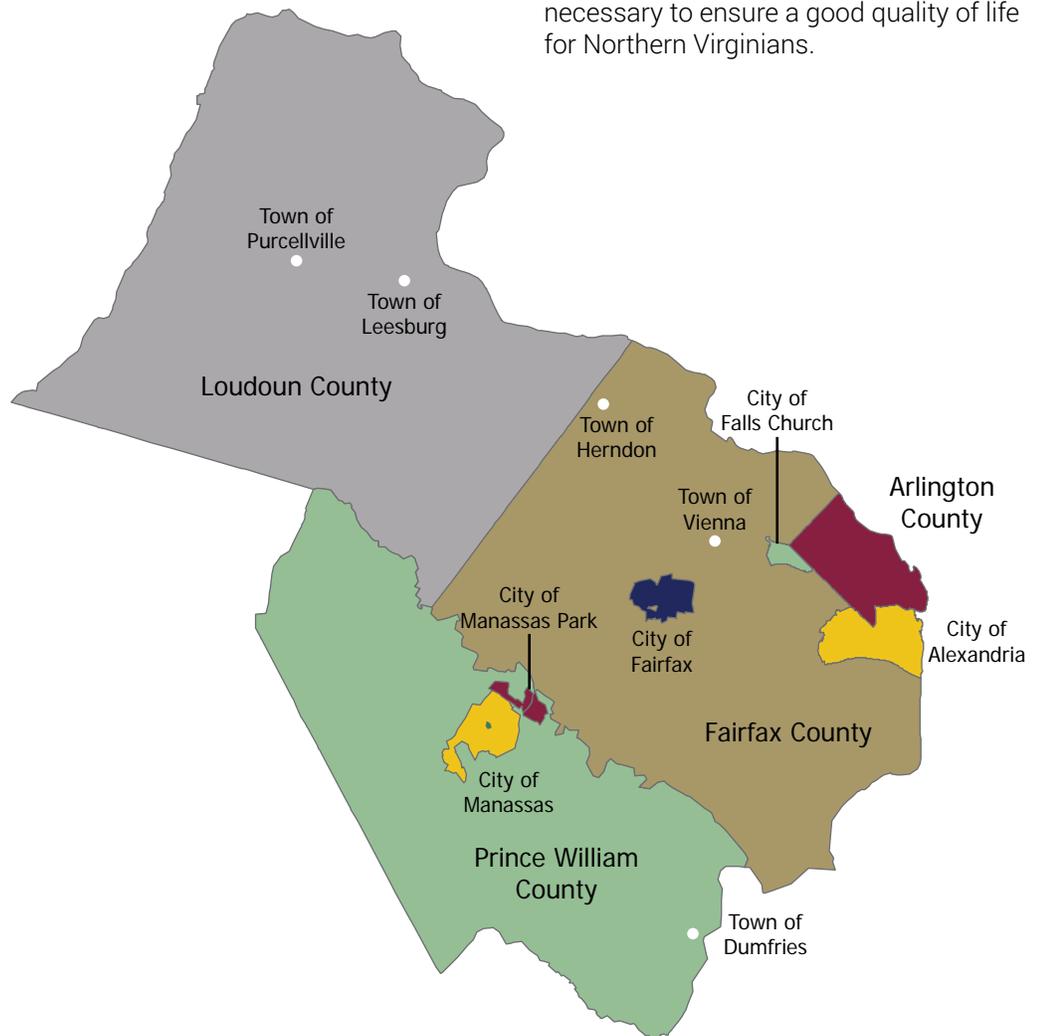


TransAction is the multimodal transportation master plan for Northern Virginia. It is a long range plan addressing regional transportation needs through 2040. The Plan focuses on eleven major travel corridors in Northern Virginia, and identifies over 350 candidate regional projects for future transportation investments to improve travel throughout the region. TransAction is not bound to any budget, and proposes more projects than can realistically be funded. The results of TransAction are used to inform the NVTA's Six Year Program for capital funding, guiding decisions about which transportation improvements the NVTA should prioritize for investment.

By 2040, population in Northern Virginia is forecast to increase by 24 percent, and employment by 37 percent. While this is great for the region's economic vitality,

this growth is expected to increase traffic congestion and crowding on bus and rail services. Transportation investments, such as those included in TransAction, are necessary to ensure a good quality of life for Northern Virginians.

TransAction is developed and maintained by the Northern Virginia Transportation Authority ("NVTA" or "the Authority"). The NVTA is a regional body that is focused on delivering real transportation solutions and value for Northern Virginia's transportation dollars by bringing Northern Virginia jurisdictions and agencies together to prioritize projects and implement solutions.

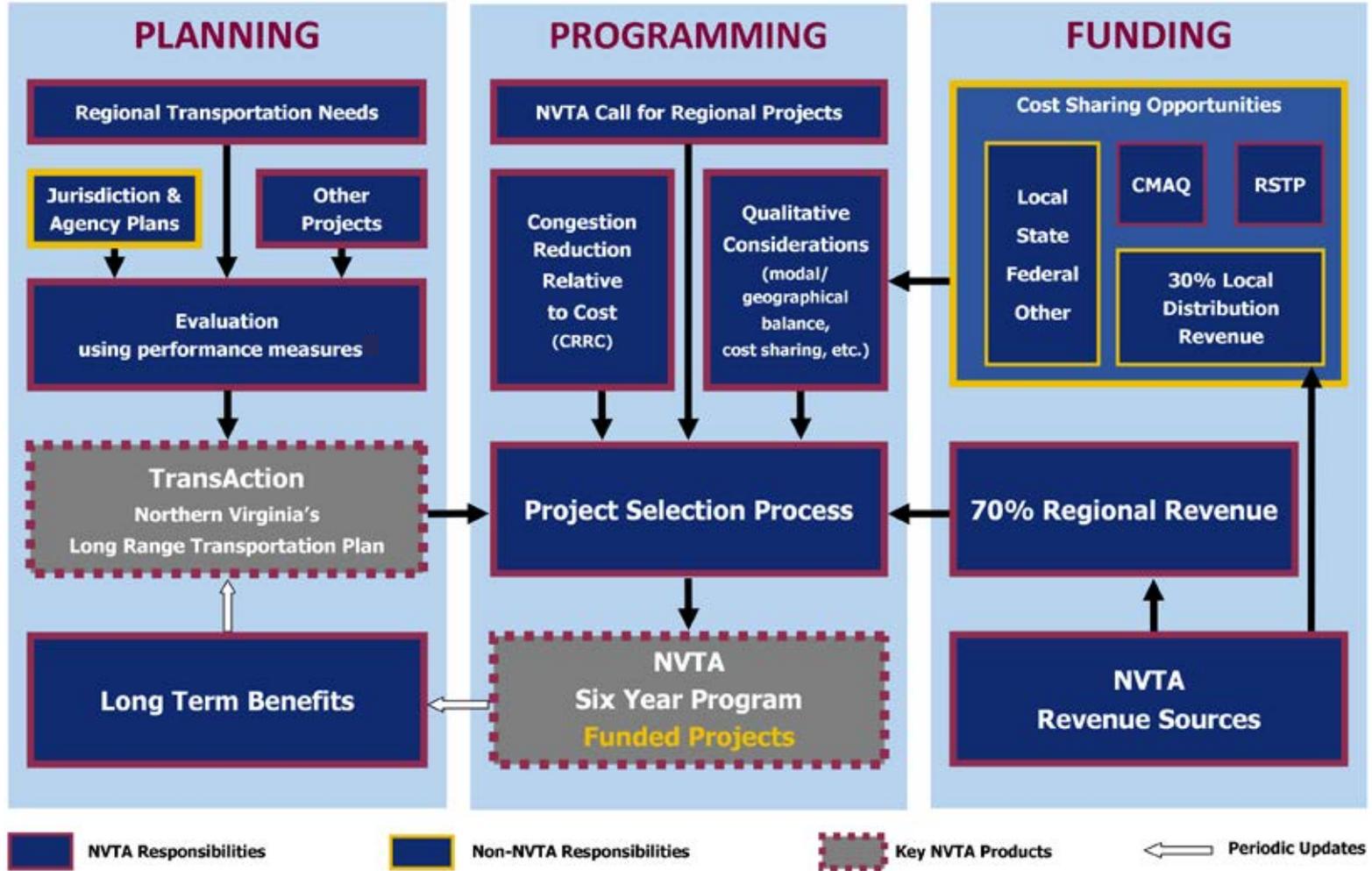


For more info about the TransAction Plan including the TransAction Project List:  
[nvtatransaction.org](http://nvtatransaction.org)

# What Does The NVTA Do?

## NVTA's Function

The NVTA's two key products are the TransAction Plan and the Six Year Program, which funds projects. This chart shows the many interrelated factors that go into creating those products.



TransAction is one of the NVTA's two key products. In addition to meeting various State mandates\*, TransAction is an important input to the NVTA's other key product – the Six Year Program of funded projects. Subject to available revenues, the NVTA will decide in Spring 2018 which of the more than 350 projects included in TransAction will be selected for inclusion in the Six Year Program.

\* Virginia Code mandates that the NVTA is responsible for developing and maintaining the long range transportation plan for Northern Virginia. Any project to be included in the NVTA Six Year Program must be evaluated in accordance with a state-mandated process referred to as HB 599, which takes its name from legislation enacted by the Virginia Assembly in 2012.

# How Was Performance Measured In TransAction?

“In the 21st century, Northern Virginia will develop and sustain a multimodal transportation system that enhances quality of life and supports economic growth. Investments in the system will provide effective transportation benefits, promote areas of concentrated growth, manage both demand and capacity, and employ the best technology, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an interconnected network that is fiscally sustainable.”

- **TransAction Vision Statement**

## Robust Process

TransAction uses a performance-based planning approach that allows policies and goals to be expressed in quantifiable terms, and creates an analytical framework to determine the degree to which different investment packages meet the goals. This approach is intended to lead to a more systematic and analytical selection process for investment priorities.

The table below outlines the goals, objectives, and performance measures that were developed to provide this analytical framework to guide the TransAction Plan.

## Evaluation Using Performance Measures

In order to account for all 15 performance measures, an overall performance rating was developed. Each performance measure was assigned a weight of either five or ten percent, together totaling 100 percent. The score for each performance measure is multiplied by these weights to generate a total rating. These calculations were performed at a fine-level of geographic detail for comparisons between existing conditions and 2040 conditions with and without the TransAction Plan.

**Vision:** The vision statement articulates a preferred idealized state.

**Goals** focus on priorities and outcomes the region desires to move toward.

**Objectives** are measurable and targeted actions that result in incremental but tangible advancement toward the stated goals.

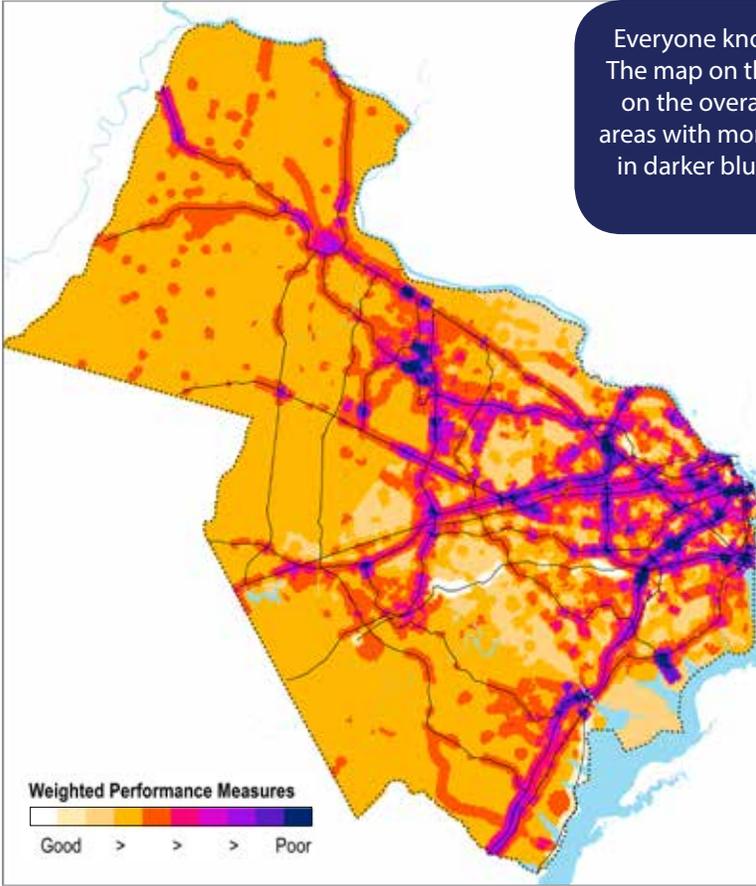
**Performance Measures** are used to evaluate potential performance of the transportation network. They derive from the stated objectives.

Goal	Objective	Performance Measure	Weight
Goal 1: Enhance quality of life and economic strength of Northern Virginia through transportation	Reduce congestion and crowding experienced by travelers in the region	Total person hours of delay*	10%
		Transit crowding*	5%
		Person hours of congested travel in automobiles*	5%
		Person hours of congested travel in transit vehicles*	5%
	Improve travel time reliability	Congestion severity: maximum travel time ratio	5%
		Congestion duration*	10%
	Increase access to jobs, employees, markets, and destinations	Percent of jobs/population within 1/2 mile of high frequency and/or high performance transit	5%
		Access to jobs within 45 minutes by auto or within 60 minutes by transit*	5%
	Improve connections among and within areas of concentrated growth	Average travel time per motorized trip between Regional Activity Centers	5%
		Walkable/bikeable environment within a Regional Activity Center	5%
Goal 2: Enable optimal use of the transportation network and leverage the existing network	Improve the safety of transportation network	Safety of the transportation system	5%
	Increase integration between modes and systems	First and last mile connections	10%
	Provide more route and mode options to expand travel choices and improve resiliency of the system	Share of travel by non-SOV modes	10%
	Sustain and improve operation of the regional system	Person hours of travel caused by 10% increase in PM peak hour demand*	5%
Goal 3: Reduce negative impacts of transportation on communities and the environment	Reduce transportation related emissions	Vehicle miles traveled (VMT) by speed	10%

\* Measure included in HB 599 rating process.

# What Are Today's Transportation Conditions?

## 2016 Overall Performance Rating Map

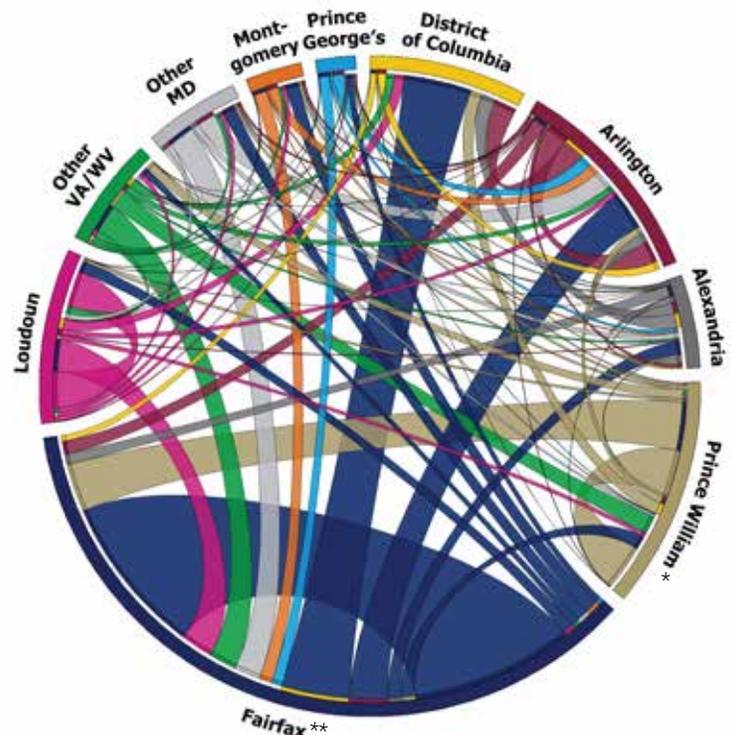


Everyone knows that transportation is a major concern in Northern Virginia today. The map on this page highlights some of the existing problems in the region based on the overall weighted performance rating. As expected, the analysis highlights areas with more severe issues along all of the major corridors in the region, as shown in darker blue. These locations correspond with areas of concern identified by the public during TransAction's outreach efforts.

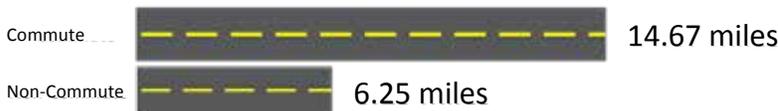
## 2016 Origin-Destination Commute Travel Patterns

The focus of TransAction is on accommodating regional travel. The circular diagram to the right shows the proportion of people commuting between the jurisdictions in Northern Virginia each day. The graphic illustrates that the majority of regional travel in Northern Virginia tends to stay within the same jurisdiction. Travel for non-commute purposes is even more likely to stay within a single jurisdiction, as the average trip length for these types of trips is much shorter.

In order to address regional traffic problems, Northern Virginia must address both short and long-distance travel needs.



## Average Trip Length



\* Includes trips for the independent cities of Manassas and Manassas Park.  
 \*\* Includes trips for the independent cities of Fairfax and Falls Church.

# What Is Included In The Plan?

## TransAction Corridor Segments

TransAction focuses much of its analysis on eleven major corridors in Northern Virginia. Each corridor is multimodal in nature and includes roadway and parallel transit facilities. Because conditions vary along these corridors, they are further divided into 28 Corridor Segments as shown in the map to the left. Detailed descriptions of the boundaries of each segment can be found in the table on page 10.

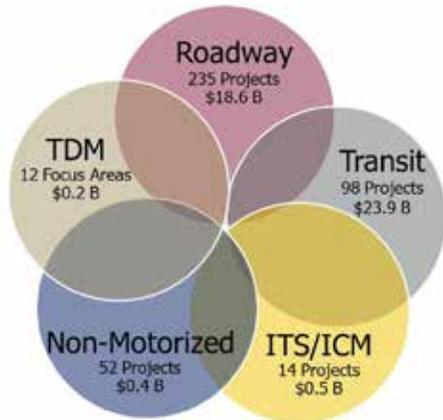


- Corridor 1: Route 7/Dulles Toll Road/Silver Line
- Corridor 2: Loudoun County Pkwy/Bi-County Pkwy/Route 234
- Corridor 3: Route 28
- Corridor 4: Prince William Pkwy
- Corridor 5: Fairfax County Pkwy
- Corridor 6: I-66/US 29/US 50 Inner/Orange-Silver Line/VRE Manassas
- Corridor 7: I-495 Beltway
- Corridor 8: I-95/I-395/US 1/VRE Fredericksburg/Blue-Yellow Line
- Corridor 9: US 15
- Corridor 10: Columbia Pike/Braddock Rd/VRE Manassas
- Corridor 11: US 50 Outer

**TransAction: 352 projects**  
**Estimated Cost: \$43.2 billion**

## The Plan

A balanced set of projects, programs, and policies will be needed to achieve the region's goals. The Plan includes 352 regionally significant transportation projects and programs, at an estimated cost of \$43.2 billion. However, \$10-13 billion of this cost estimate is associated with project components outside of Northern Virginia, and can only be funded and implemented in partnership with neighboring jurisdictions.



The projects vary in scope from targeted intersection and sidewalk improvements at specific locations to mega-projects involving the expansion of freeway facilities and extension of heavy rail transit lines. Transportation projects included in the Plan comprise a variety of multimodal elements including roadway, transit, TDM, non-motorized, ITS, and ICM improvements. The diagram above recognizes that some projects encompass more than one multimodal element.

**Roadway:** Includes the construction of new roads, capacity improvements on existing roads, and/or reconfiguration of existing roads.

**Transit:** Includes Metrorail extensions, capacity and service enhancements for Virginia Railway Express (VRE), new Light Rail Transit (LRT) and Bus Rapid Transit (BRT) lines, improvements to existing bus and rail services, and station access improvements.

**Transportation Demand Management (TDM):** A set of services designed to provide commuters with alternative options to driving alone by providing information, programs, and incentives to encourage a shift in traveler mode.

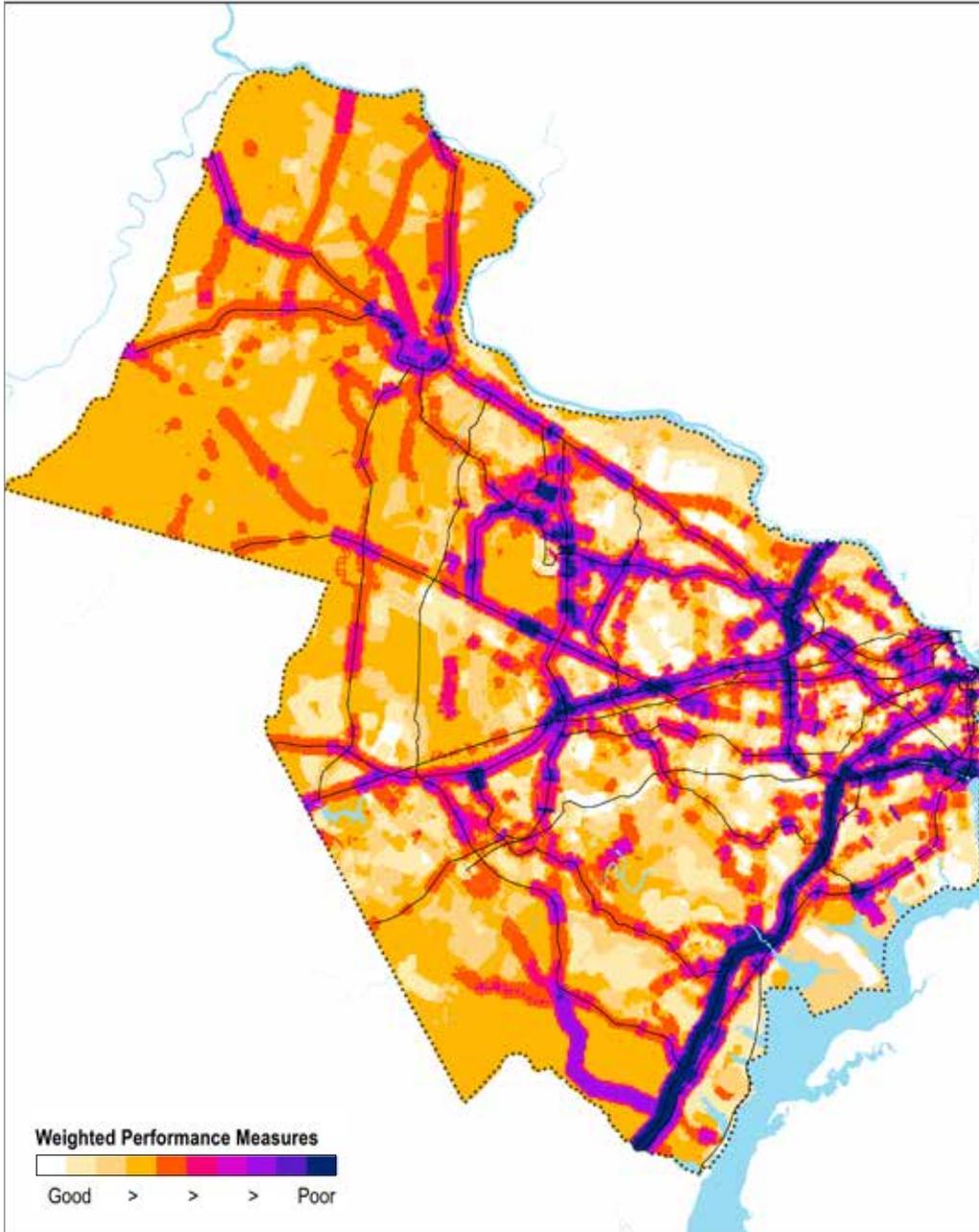
**Non-Motorized:** Includes bicycle and pedestrian improvements that address key connectivity in the region.

**Intelligent Transportation Systems (ITS):** Includes information and communication technologies to share traffic data, optimize system management and operations, provide information to travelers in real-time, and improve safety.

**Integrated Corridor Management (ICM):** Addresses congestion and mobility along a corridor by making more thorough use of all the available facilities in a corridor, including parallel roadways and transit.

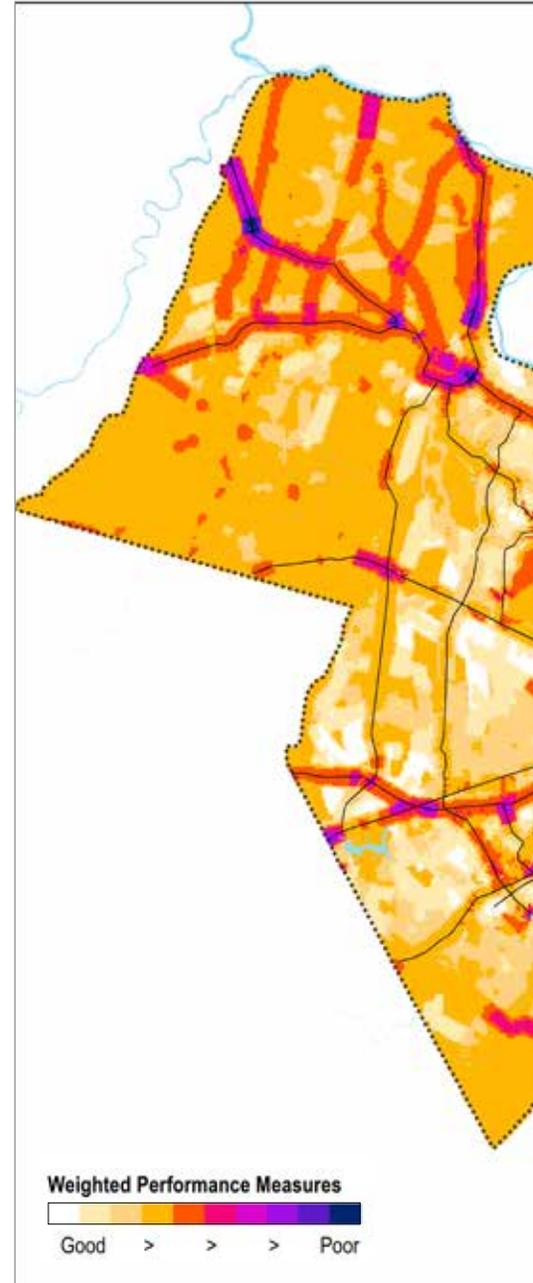
# What Are The Benefits Of The Plan?

## 2040 'No Build' Overall Performance Rating



This map shows the overall performance rating for the Northern Virginia region under the 2040 'No Build' conditions. Areas shown in darker blue perform worse based on this rating, which combines the 15 performance measures. The 2040 'No Build' includes only projects that are already fully funded.

## Plan Overall Performance Rating



This map shows the overall performance rating for the Northern Virginia region under the Plan conditions. Areas shown in darker blue perform worse based on this rating, which combines the 15 performance measures. The Plan includes 352 candidate projects. As shown, many of the major corridors in Northern Virginia show significant improvement in transportation conditions.

Performance of the regional transportation system, measured across the 15 TransAction measures, shows significant improvement across most of Northern Virginia. These benefits are most apparent along I-66, I-495, I-95, Loudoun County Parkway, Route 28, and portions of Route 7.

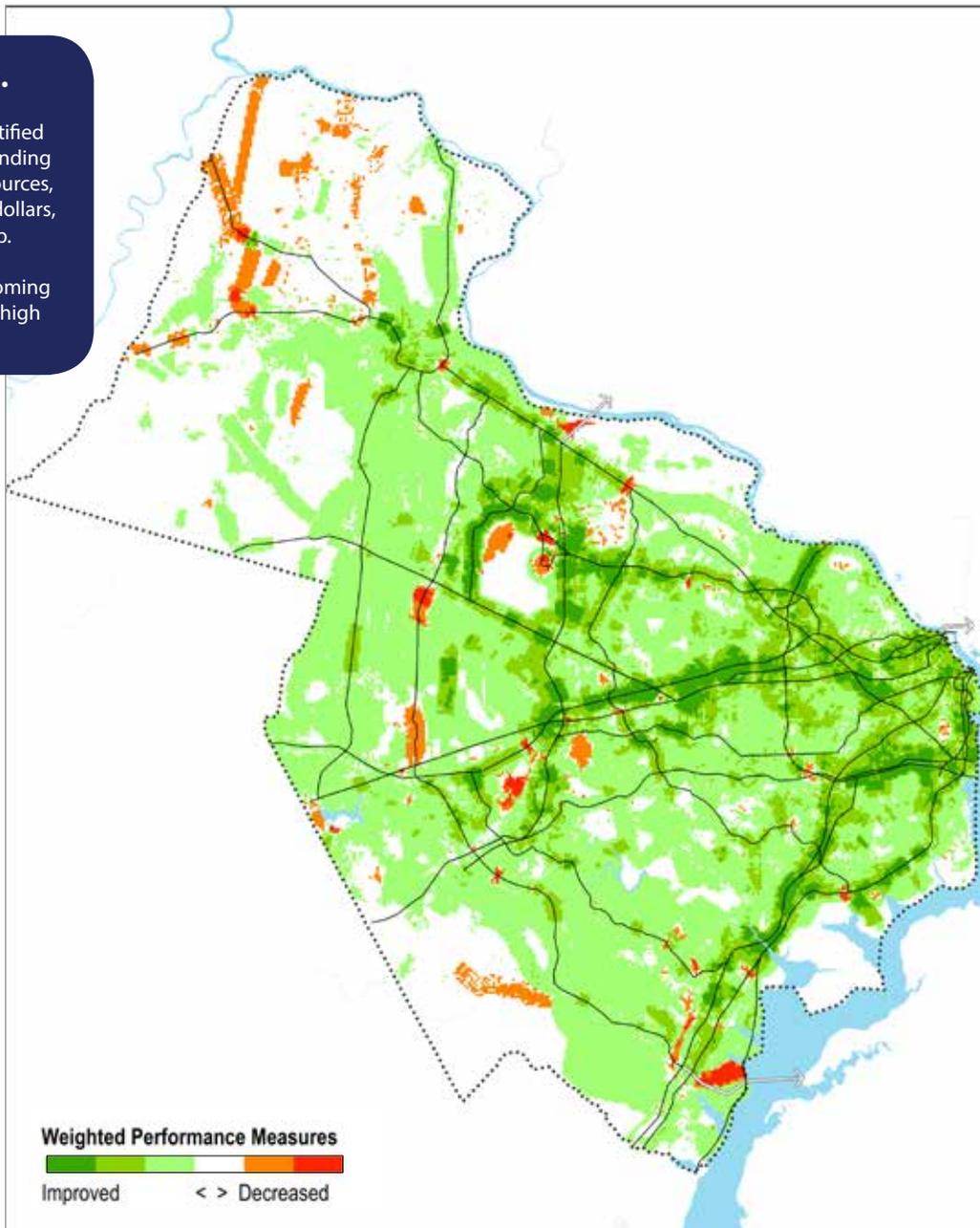
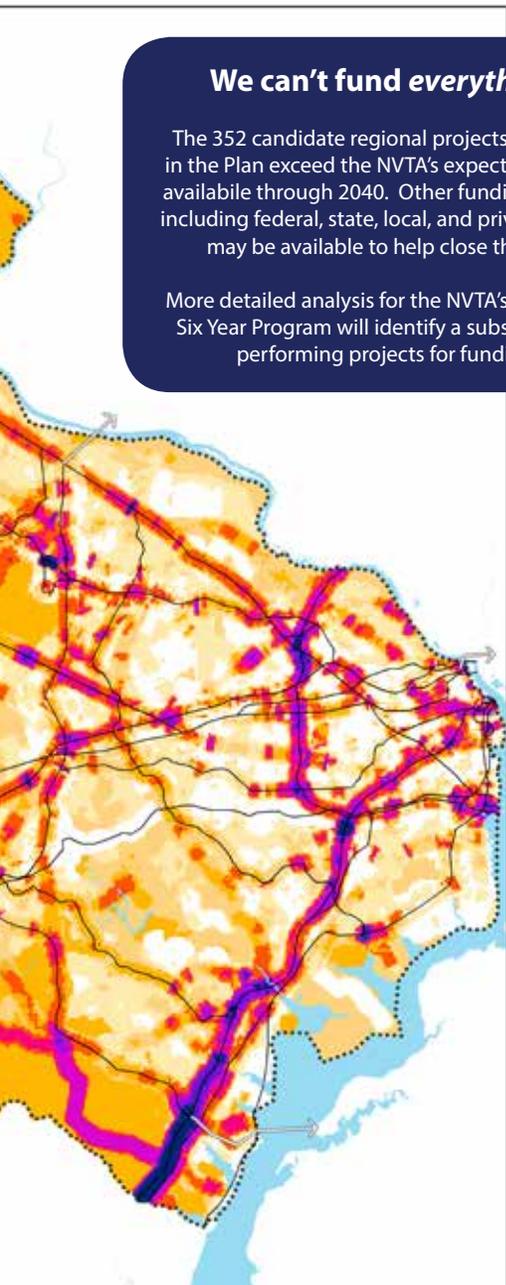


## Plan Compared to 2040 'No Build' - Overall Performance Rating

### We can't fund everything.

The 352 candidate regional projects identified in the Plan exceed the NVTAs expected funding available through 2040. Other funding sources, including federal, state, local, and private dollars, may be available to help close the gap.

More detailed analysis for the NVTAs upcoming Six Year Program will identify a subset of high performing projects for funding.



ating for the Northern Virginia region with regional projects of the TransAction Plan. Northern Virginia will experience significant s with the implementation of TransAction.

This map shows the change in the overall performance rating caused by the implementation of the Plan. Areas shown in green are forecast to experience an improvement in conditions with implementation of the Plan, while areas shown in orange are forecast to perform worse than without the Plan.

There are several locations where conditions get worse with the Plan. One reason for this is that new facilities carry no traffic and therefore experience no congestion before their construction, but do experience some afterwards. Another reason is the diversion of traffic onto facilities that cannot be widened for various reasons (designated scenic byways, right-of-way limitations, etc.). This is particularly the case in some of the outer suburbs, especially in western Loudoun County where increases in congestion are causing decreases in performance.

# What Are The Benefits Of The Plan?

## Plan - Northern Virginia Statistics

Daily Measures	2016	2040 'No Build'	Plan	Change from 'No Build'
Transit Boardings	1.0 M	1.4 M	1.6 M	14% increase
Person Trips in Motorized Vehicles	8.74 M	10.5 M	10.6 M	1% increase
Person-Miles of Travel	105 M	125 M	125 M	0.4% decrease
Person-Hours of Travel	3.30 M	5.81 M	4.45 M	24% decrease
Person-Hours of Delay	1.01 M	3.03 M	1.70 M	44% decrease
Person-Hours of Delay per Capita	0.42	1.01	0.57	44% decrease
Service Hours of Crowded Transit	10,800	20,100	7,200	64% decrease

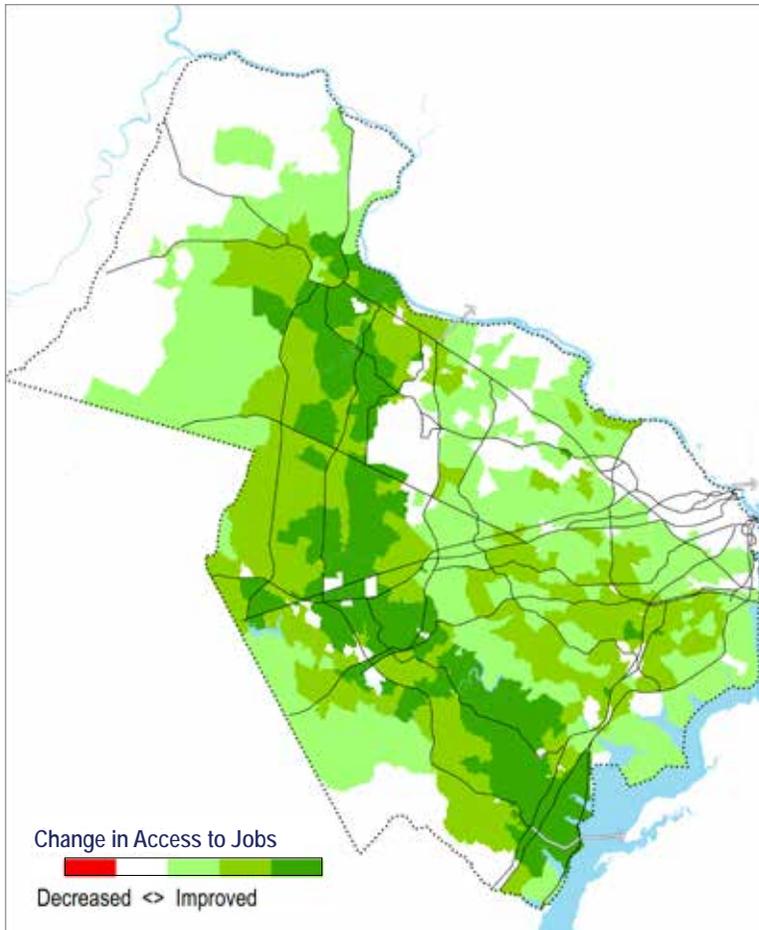
Overall, the results of this analysis show that the improvements included in the Plan benefit the entire Northern Virginia region and improve travel conditions in all corridors when compared to the 2040 'No Build' conditions.

The Plan will save each Northern Virginian an average of **27 minutes** each day.

Some of the major improvements noted on a regional level include:

- Improved travel conditions on all corridors.
- Noticeable reductions in person-hours of travel (24 percent) and person-hours of delay (44 percent), despite a slight increase in motorized trips in the region.
- Significant decrease in transit crowding (64 percent) to below 2016 levels, in part due to the inclusion of expansions to the regional transit network such as BRT and Metrorail expansions. This improvement is achieved with a simultaneous 14 percent increase in transit ridership.
- Marginal decrease in person-miles traveled.
- Job accessibility is noticeably improved for residents in a broad corridor from Leesburg to Dumfries because of improvements in the Plan. This means that more people will have access to more jobs.
- Improvements in walkability and bikeability in areas of high residential and employment density throughout Northern Virginia.
- Residual problem areas include I-95 and I-495.

## Plan Compared to 'No Build' - 2040 Job Accessibility



Regional Totals	2016	2040	Change
Population	2.41 M	2.99 M	24%
Employment	1.36 M	1.87 M	37%

Benefits vary across the region, with different areas seeing varying levels of improvements in different performance measures. The improvements caused by the Plan are significant, but in most cases are not enough to bring the region back to 2016 conditions. This is primarily due to the 24 percent increase in population and the 37 percent increase in employment that are forecast for the region by 2040.

### Improved Access to Jobs

Accessibility is an important consideration in the Plan. The performance measure that looks at the increase in the average number of regional jobs that are accessible from households in Northern Virginia, assuming a 45-minute commute via auto or a 60-minute commute via transit is shown in this graphic. The Plan results in widespread improvements in accessibility to jobs throughout the region with the greatest improvements in a wide swath of suburban communities in Loudoun and Prince William Counties, stretching from Leesburg in the north to Dumfries in the south. Improvement tends to be lower inside the Beltway, as jobs are already highly accessible in this area.

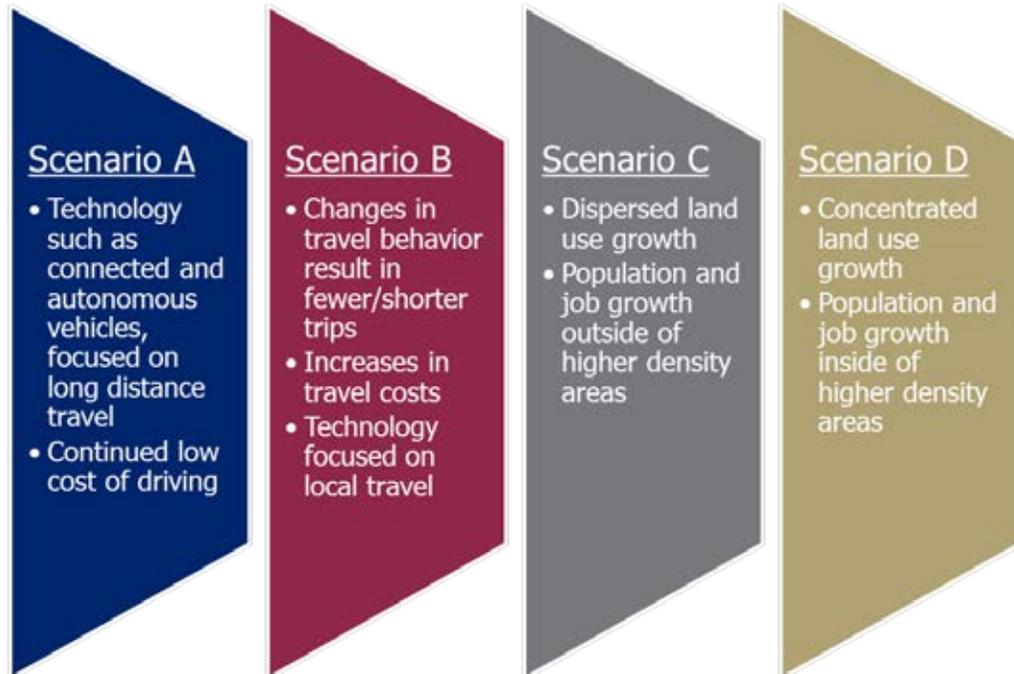
# What Happens If The Future Is Different Than Expected?

TransAction is built on standard assumptions for the region about future growth and technology. But what if the future is different from what we've assumed? To test TransAction's resiliency against an unpredictable future, four Stress Tests were performed, each analyzing TransAction's performance against significantly different assumptions about land use, technology, and travel behavior.

Transportation is in the midst of a series of quiet but profound revolutions. Travelers in the future will have choices that go beyond private cars or bus and rail transit. Many of these changes will take advantage of new technology, with some of the most dramatic changes yet to come. Some of the factors that present a high degree of uncertainty in the long-term include:

- Demographic characteristics and preferences;
- Development patterns;
- Activity patterns;
- Connected and autonomous vehicles;
- Shared travel;
- Economics;
- Freight and goods movement;
- Climate change and world events;
- Information and management technologies; and
- Policy and legal evolution.

Four alternative future scenarios were analyzed as part of the TransAction planning process that investigated the impacts of these trends on transportation conditions in 2040. This range of



possible futures was developed to test the resiliency of improvements. It does not attempt to identify or assess every possible future, nor does it try to establish one exact picture of the future. Instead, this scenario planning effort defines a limited number of futures that – between them – encompass a wide array of potential outcomes resulting from a number of changing factors.

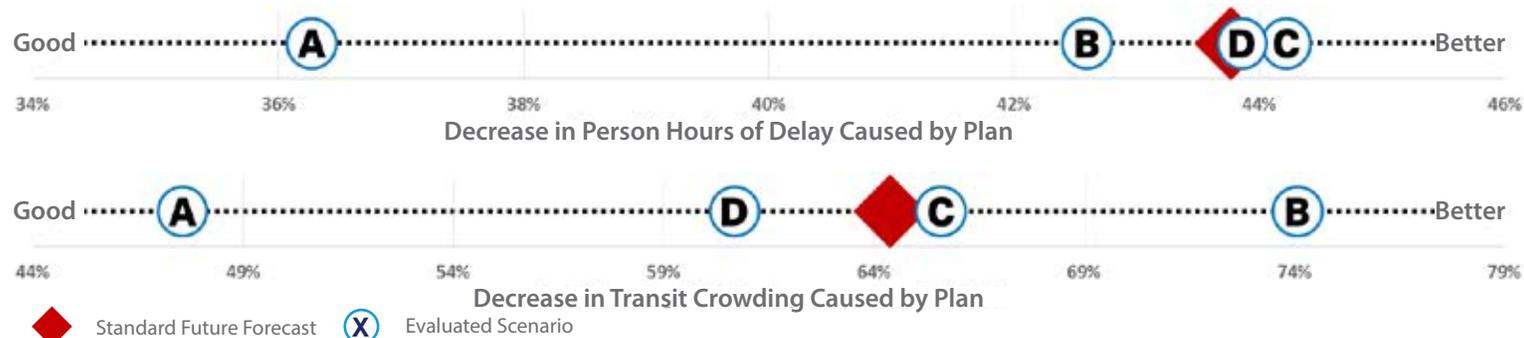
### Sensitivity Results

The results show that the Plan does provide significant benefits under each of the potential alternate futures, although the percent improvement varies by performance measure across the scenarios. The figures below show the percent improvement achieved for two key performance measures for each of the alternative scenarios, as compared to

the standard future forecasts (as shown by the red diamond). For example, these graphics show that the Plan achieves a larger reduction in transit crowding under Scenarios C and B, than the standard future forecast. Benefits are forecast for most areas across the region under each of the alternate future scenarios tested.

These results indicate that the Plan is likely to provide benefits to Northern Virginia regardless of any of the major trends highlighted, but these trends should be monitored to identify potential future impacts.

## Performance of Plan Under Alternative Future Assumptions



# What Did We Learn?

The impact of the 352 projects included in the Plan was analyzed for each Corridor Segment. The overall performance rating for each Corridor Segment is shown in the table to the right. These performance ratings combine the 15 performance measures detailed on page 3, summed for each of the Corridor Segments. These scores quantify the improvement across these measures caused by the Plan, relative to each other. Therefore, the Corridor Segment with the highest rating will see the greatest improvement for the most travelers.

## Findings

The major findings from this analysis include:

- Northern Virginia faces unprecedented levels of travel demand, delay, and transit crowding in 2040.
- No single project, program, or policy will address all of the region's transportation needs.
- Projected regional revenues through 2040 would only fund less than a quarter of the total estimated cost of the 352 candidate regional projects in the Plan.
- Emerging trends in technology and travel preferences may improve travel conditions in 2040.
- Segments with the highest performance ratings are generally those that include a combination of acute travel issues, high volumes, and major candidate regional projects. Segments with the lowest performance ratings generally have less acute travel conditions and/or serve fewer travelers.

Segment	Description	Performance Rating
8-3	I-395/US 1/VRE Fredericksburg/Blue Yellow Line – I-495 to Potomac River	65.8
7-3	I-495 – I-95 to Woodrow Wilson Bridge	59.2
6-2	I-66/US 29/US 50/Orange Silver Line – Rt. 28 to I-495	58.1
1-4	Rt. 7/Dulles Toll Road/Silver Line – Tysons to US 1	54.7
8-2	I-95/US 1/VRE Fredericksburg – Prince William County Line to I-495	54.6
6-3	I-66/US 29/US 50/Orange Silver Line – I-495 to Potomac River	49.5
8-1	I-95/US 1/VRE Fredericksburg – Stafford County Line to Fairfax County Line	48.5
10-1	Braddock Road/VRE Manassas – Rt. 28 to I-495	45.4
2-1	Loudoun County Parkway/Belmont Ridge Road – Rt. 7 to US 50	43.9
11-1	US 50 – Fauquier County Line to City of Fairfax	42.3
3-1	Rt. 28 – Rt. 7 to I-66	40.7
6-1	I-66/US 29/VRE Manassas – Prince William County Line to Rt. 28	40.5
1-3	Rt. 7/Dulles Toll Road/Silver Line – Rt. 28 to Tysons	39.9
7-1	I-495 – American Legion Bridge to I-66	39.6
10-2	Columbia Pike/Braddock Road – I-495 to Pentagon	35.8
1-2	Rt. 7/Dulles Greenway – Town of Leesburg to Rt. 28	34.5
4-1	Prince William Parkway – I-66 to I-95	34.2
7-2	I-495 – I-66 to I-395	33.0
5-2	Fairfax County Parkway – US 50 to Rolling Road	31.0
5-1	Fairfax County Parkway – Rt. 7 to US 50	27.0
5-3	Fairfax County Parkway – Rolling Road to US 1	26.4
3-2	Rt. 28 – I-66 to Fauquier County Line	24.9
2-3	Rt. 234 – I-66 to I-95	21.0
1-1	Rt. 7/Rt. 9 – West Virginia state line to Town of Leesburg	15.8
9-2	US 15 – Rt. 7 to I-66	13.6
9-1	US 15 – Potomac River to Rt. 7	11.8
2-2	North-South Corridor/Bi-County Parkway – US 50 to I-66	7.7
9-3	US 15 – US 50 to US 29	5.8



A larger map of the corridor segments is included on Page 5.

# What Happens Next?

The NVTA will use TransAction to develop a Six Year Program, providing money to implement multimodal transportation projects across Northern Virginia.



At key decision points, the NVTA will:

## Use TransAction to Develop the Six Year Program.

- > Pursue targeted, multimodal, regionally-coherent strategies to address the region’s transportation needs that are consistent with the region’s priorities and the varying geographies of the region.
- > Work with member jurisdictions and regional stakeholders to work across jurisdictional boundaries, wherever possible, to address the region’s transportation needs.
- > Work with member jurisdictions and regional stakeholders to consider the potential for near term approaches such as:
  - New, improved, and expanded transit services;
  - New regional TDM strategies that complement existing TDM programs;
  - New and existing technology systems; and
  - Completion of ongoing construction of roadway and multimodal projects.
- > Emphasize the importance of maximizing use of additional funding sources as a factor during the development of the FY2018-23 Six Year Program.
- > Assure that each project fully captures improvements for all applicable modes and users.

## Monitor Emerging Trends.

Monitor emerging trends and report significant changes on an annual basis. Based on these trends, the NVTA will:

- > Consider additional analysis to identify potential subsets of projects that complement emerging trends.
- > Explore proactive policy guidance associated with emerging trends, such as:
  - Public education regarding potential new transportation technologies.
  - Integration of human-driven and Connected/Autonomous Vehicles in different geographies across the region.
  - Development of complementary transit and shared mobility services.



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## TransAction Plan Project List

October 2017

This project list includes a brief description of the 352 candidate regional transportation projects included in the TransAction Plan. The total cost of the Plan is **\$43.2 billion**.



Transportation projects included in the Plan comprise a variety of multimodal elements including roadway, transit, travel demand management (TDM), non-motorized, intelligent transportation systems (ITS), and integrated corridor management (ICM) improvements. These and other related terms are explained in more detail below.

**Roadway Projects:** Includes the construction of new roads, capacity improvements on existing roads, and/or reconfiguration of existing roads.

**Managed Lanes:** Highway facilities where operational strategies are proactively implemented and managed in response to changing conditions. Lane management strategies include traditional tolled lanes or variable congestion pricing, vehicle eligibility requirements including high-occupancy vehicle and truck lane use restrictions, and access control measures such as reversible lanes and time-of-day lane use restrictions.

**High Occupancy Vehicle (HOV) Facility:** Facility or lane(s) designated for exclusive use by vehicles meeting the defined occupancy requirement (e.g., 2+ or 3+ occupants) for all or part of a day, typically free of charge.

**High Occupancy / Toll (HOT) Facility:** Similar to HOV facilities, allowing exclusive use by vehicles either meeting the defined occupancy requirement (free of charge) or by other vehicles paying a toll. In Northern Virginia, HOT facilities are typically signed as Express Lanes, with tolls varying based on traffic conditions

**Intelligent Transportation Systems (ITS):** Includes information and communication technologies to share traffic data, optimize system management and operations, provide information to travelers in real-time, and improve safety.

**Integrated Corridor Management (ICM):** Addresses congestion and mobility along

a corridor by making more thorough use of all the available facilities in a corridor, including parallel roadways and transit.

**Transit Projects:** Includes Metrorail extensions, capacity and service enhancements for Virginia Railway Express (VRE), new Light Rail Transit (LRT) and Bus Rapid Transit (BRT) lines, improvements to existing bus and rail services, and station access improvements.

**Bus Rapid Transit (BRT):** High-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms and enhanced stations.

**Enhanced Bus:** Fixed-route bus service that provides frequent, all-day service. These services may have limited stops, bus shelter amenities, and traffic signal priority.

**Express Bus:** Fixed-route bus service providing longer-distance, limited-stop service. These services often serve commute markets and may operate between suburban park-and-ride lots and central urban locations during peak periods.

**Transportation Demand Management (TDM):** A set of services designed to provide commuters with alternative options to driving alone by providing information, programs, and incentives to encourage a shift in traveler mode.

**Non-Motorized Projects:** Includes bicycle and pedestrian improvements that address key connectivity in the region.

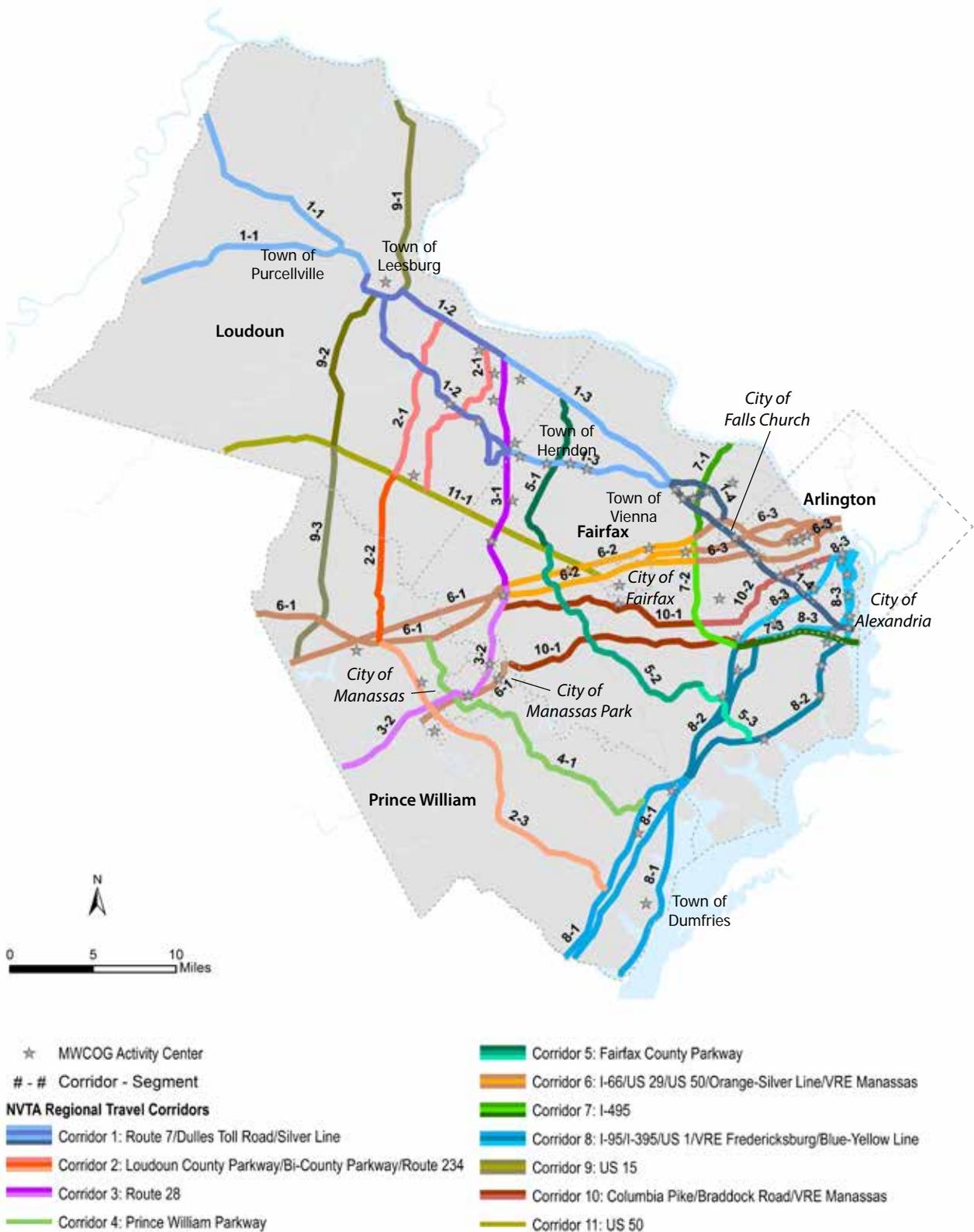
Starting on page 5, The Project List provides a unique project ID, name, and a short description for each project. The project ID was also used to track each project throughout the planning process.

For more info about the TransAction Plan and access to the online mapping tool featuring candidate projects, please visit: [nvtatransaction.org](http://nvtatransaction.org).

# TransAction Plan Project List

## TransAction Corridors

This map depicts the 11 TransAction Corridors and 28 TransAction Corridor Segments, and provides a geographical reference for the Project List Index on Pages 3-4, and the Project List, which begins on Page 5.



# TransAction Plan Project List

## TransAction Project List Index

Due to their regional nature, many of the 352 projects included in the TransAction Plan Project List affect multiple Corridors and Corridor Segments. This index identifies which projects overlap significantly with each of the 28 Corridor Segments shown in the map on the previous page. Each project is listed by its unique TransAction Project ID number, and is shown under any Corridor Segment with which it overlaps significantly. The Project List, which begins on page 5, lists each project in numerical order and provides a brief description of each.

TransAction Corridor	TransAction Corridor Segment	TransAction Project ID
1. Rt. 7/Dulles Toll Road/Silver Line	1-1 Rt. 7/Rt. 9 – West Virginia State Line to Town of Leesburg	10, 165, 168, 173, 306, 309, 310, 312, 327, 342
	1-2 Rt. 7/Dulles Greenway – Town of Leesburg to Rt. 28	9, 13, 15, 16, 19, 23, 26, 32, 47, 108, 121, 129, 130, 131, 145, 147, 148, 149, 150, 151, 154, 155, 156, 158, 159, 162, 163, 164, 167, 168, 172, 174, 175, 176, 177, 180, 181, 183, 184, 185, 186, 189, 192, 193, 201, 202, 213, 233, 234, 288, 306, 307, 311, 313, 317, 340, 342, 343, 344
	1-3 Rt. 7/Dulles Toll Road/Silver Line – Rt. 28 to Tysons	5, 7, 9, 12, 13, 17, 19, 20, 22, 23, 28, 51, 56, 108, 124, 153, 159, 163, 167, 172, 213, 223, 226, 228, 231, 317, 330, 332, 340, 345, 351, 352
	1-4 Rt. 7/Dulles Toll Road/Silver Line – Tysons to US 1	1, 2, 3, 4, 6, 8, 14, 18, 21, 31, 35, 36, 37, 39, 40, 41, 42, 44, 45, 46, 60, 62, 66, 67, 70, 72, 73, 74, 77, 78, 85, 87, 90, 94, 100, 102, 103, 104, 107, 108, 113, 114, 115, 116, 118, 128, 133, 134, 194, 196, 197, 199, 200, 203, 205, 206, 207, 208, 209, 210, 212, 220, 226, 231, 232, 289, 290, 291, 292, 295, 298, 299, 300, 303, 304, 305, 322, 331, 333, 334, 335, 339, 340
2 Loudoun County Parkway/Bi-County Parkway/Rt. 234	2-1 Loudoun County Parkway/ Belmont Ridge Road – Rt. 7 to US 50	9, 13, 16, 23, 108, 109, 119, 120, 121, 132, 144, 145, 149, 150, 151, 152, 153, 154, 157, 159, 160, 161, 162, 164, 166, 169, 170, 175, 176, 177, 179, 180, 182, 183, 184, 186, 187, 188, 190, 234, 288, 314, 315, 317, 340
	2-2 North-South Corridor/Bi-County Parkway – US 50 to I-66	119, 132, 166, 178, 188, 202, 215, 227, 254, 267, 268, 314
	2-3 Rt. 234 – I-66 to I-95	24, 25, 48, 91, 92, 94, 202, 221, 222, 235, 238, 240, 242, 243, 248, 251, 258, 263, 266, 267, 269, 273, 274, 276, 283, 284, 295, 300, 303, 305, 319, 320, 324, 325, 328, 338, 341
3 Rt. 28	3-1 Rt. 28 – Rt. 7 to I-66	9, 11, 19, 23, 26, 28, 32, 33, 47, 108, 120, 145, 146, 147, 148, 149, 153, 155, 159, 163, 167, 172, 174, 175, 182, 189, 192, 201, 213, 233, 308, 340, 343, 344, 349
	3-2 Rt. 28 – I-66 to Fauquier County Line	24, 25, 27, 29, 30, 33, 48, 64, 202, 217, 230, 248, 258, 261, 263, 275, 276, 277, 278, 319, 324, 340, 350
4 Prince William Parkway	4-1 Prince William Parkway – I-66 to I-95	38, 48, 49, 50, 201, 202, 238, 258, 262, 264, 269, 270, 271, 276, 277, 279, 280, 296, 300, 303, 305, 319, 320, 326, 328, 338, 350
5 Fairfax County Parkway	5-1 Fairfax County Parkway – Rt. 7 to US 50	11, 12, 17, 20, 22, 28, 51, 124, 213, 223, 228, 332
	5-2 Fairfax County Parkway – US 50 to Rolling Road	33, 45, 52, 54, 55, 56, 57, 58, 59, 99, 217, 219, 223, 224, 225, 300, 303, 305, 330, 345
	5-3 Fairfax County Parkway – Rolling Road to US 1	38, 39, 53, 81, 82, 94, 110, 125, 200, 295, 304, 338

# TransAction Plan Project List

## TransAction Project List Index (Cont.)

TransAction Corridor	TransAction Corridor Segment	TransAction Project ID
6 I-66/US 29/US 50/Orange-Silver Line/VRE Manassas	6-1 I-66/US 29/VRE Manassas – Prince William County Line to Rt. 28	24, 27, 29, 30, 33, 47, 48, 50, 64, 202, 215, 221, 227, 230, 235, 238, 239, 240, 247, 248, 249, 250, 252, 253, 255, 260, 261, 266, 267, 268, 269, 272, 276, 277, 278, 284, 319, 329, 340, 349, 350
	6-2 I-66/US 29/US 50/Orange Silver Line – Rt. 28 to I-495	26, 30, 32, 33, 37, 44, 45, 46, 47, 52, 57, 58, 60, 67, 68, 99, 100, 105, 108, 127, 135, 136, 137, 138, 139, 140, 141, 142, 143, 199, 201, 211, 216, 217, 223, 289, 331, 340, 344, 345, 349
	6-3 I-66/US 29/US 50/Orange Silver Line – I-495 to Potomac River	2, 3, 18, 21, 31, 34, 37, 40, 44, 46, 60, 61, 62, 63, 65, 66, 69, 70, 71, 72, 102, 103, 104, 105, 107, 108, 111, 114, 118, 122, 126, 128, 133, 134, 204, 211, 213, 216, 289, 290, 291, 292, 293, 331, 333, 334, 335, 340, 346, 348
7 I-495	7-1 I-495 – American Legion Bridge to I-66	1, 2, 8, 11, 14, 31, 36, 37, 40, 77, 100, 106, 107, 199, 206, 207, 208, 209, 210, 212, 213, 220, 231, 232, 331, 337
	7-2 I-495 – I-66 to I-395	37, 43, 44, 45, 46, 60, 67, 73, 76, 106, 108, 211, 216, 289, 300, 303, 305, 331, 336
	7-3 I-495 – I-95 to Woodrow Wilson Bridge	11, 21, 35, 39, 41, 42, 75, 78, 85, 87, 90, 94, 108, 113, 116, 128, 194, 197, 200, 203, 229, 236, 295, 298, 299, 340, 347
8 I-95/I-395/US 1/VRE Fredericksburg/Blue-Yellow Line	8-1 I-95/US 1/VRE Fredericksburg – Stafford County Line to Fairfax County Line	39, 49, 79, 91, 92, 218, 237, 241, 244, 246, 251, 256, 257, 259, 262, 265, 270, 271, 273, 274, 281, 282, 286, 287, 296, 320, 325, 328, 338, 341
	8-2 I-95/US 1/VRE Fredericksburg – Prince William County Line to I-495	35, 38, 39, 53, 75, 78, 80, 81, 82, 84, 108, 110, 125, 128, 214, 224, 225, 229, 282, 330, 331, 340, 348
	8-3 I-395/US 1/VRE Fredericksburg/Blue Yellow Line – I-495 to Potomac River	6, 31, 35, 40, 41, 42, 43, 72, 75, 76, 78, 83, 85, 86, 87, 88, 89, 90, 102, 103, 104, 105, 108, 112, 113, 116, 117, 122, 123, 128, 194, 195, 196, 197, 203, 229, 236, 290, 291, 294, 297, 298, 299, 321, 322, 323, 339, 340, 347, 348
9 US 15	9-1 US 15 – Potomac River to Rt. 7	10, 96, 130, 131, 158, 163, 191, 193, 285, 307, 313
	9-2 US 15 – Rt. 7 to I-66	129, 156, 158, 180, 181, 183, 193, 306, 307, 311, 313, 342
	9-3 US 15 – US 50 to US 29	95, 247, 249, 250, 252, 253, 260, 268, 272, 296, 311, 318, 319, 329
10 Columbia Pike/Braddock Road/VRE Manassas	10-1 Braddock Road/VRE Manassas – Rt. 28 to I-495	27, 30, 32, 33, 42, 47, 54, 55, 57, 58, 64, 78, 85, 93, 97, 98, 99, 100, 101, 115, 137, 139, 143, 197, 200, 201, 202, 211, 217, 230, 236, 295, 300, 301, 302, 303, 304, 305, 336
	10-2 Columbia Pike/Braddock Road – I-495 to Pentagon	3, 11, 21, 31, 40, 42, 43, 44, 46, 72, 73, 76, 83, 86, 88, 89, 102, 103, 104, 105, 112, 117, 122, 128, 200, 211, 290, 291, 321, 323, 331, 336, 339, 340
11 US 50	11-1 US 50 – Fauquier County Line to City of Fairfax	26, 28, 32, 33, 47, 59, 67, 68, 100, 119, 132, 135, 136, 137, 140, 142, 157, 160, 161, 166, 169, 170, 179, 188, 201, 202, 217, 227, 311, 314, 318, 344

# TransAction Plan Project List

## TransAction Plan Project List

TransAction Project ID	Project Name	Project Description
1	Route 7 Widening: Chain Bridge Road (Route 123) to I-495	Widen Route 7 from six to eight lanes from Chain Bridge Road (Route 123) to I-495.
2	Route 7 Widening: I-495 to I-66	Widen Route 7 from four to six lanes from I-495 to I-66.
3	Route 7 Widening: Seven Corners to Bailey's Crossroads	Widen Route 7 from four to six lanes between Seven Corners and Bailey's Crossroads.
4	Construct Interchange at Route 267 and Greensboro Drive	Construct partial grade-separated interchange at Route 267 and Greensboro Drive / Tyco Drive.
5	Construct Interchange at Route 267 and Boone Boulevard	Construct partial grade-separated interchange at Route 267 and Boone Boulevard.
6	King Street, North Quaker Lane, and West Braddock Road Intersection Improvements	Construct intersection improvements at King Street, North Quaker Lane, and West Braddock Road. Project includes replacement of the span wire traffic signals with mast arm signals, which will allow for the placement of much needed directional signs, precise placement of signal heads and the installation of vehicle detection. These improvements will mitigate driver confusion and allow for a more efficient conveyance of vehicles and pedestrians through the intersection. Also included in this project are modifications to the slip ramp between King Street and the service road, as well as modifying the entrance to the service road at North Quaker Lane.
7	Soapstone Drive Extension	Extend Soapstone Drive over Route 267 (Dulles Toll Road) to Sunset Hills Road.
8	Tysons Circulator	Implement Tysons Circulator system.
9	East Loudoun Park-and-Ride	Construct new park-and-ride lots along Route 7 corridor at Dulles Town Center and near intersection of Route 7 and Route 659.
10	West Loudoun "Gateway" Park-and-Ride	Construct three new park-and-ride lots in western Loudoun County (Hillsboro, Round Hill, and Lucketts).
11	Leesburg-Alexandria Route 7 Trail	Construct trail along Route 7 from Leesburg to Alexandria.
12	Herndon Metrorail Multimodal Improvements	Implement roadway, bicycle, and pedestrian improvements to improve access to the Herndon Metrorail Station, including: a. Construct an extension to the Folly Lick Trail from Van Buren Street to future Herndon Metrorail Station; b. Continue improvements of the W&OD Trail on select sections within Herndon town limits; c. Construct extension of Sugarland Run Trail from existing terminus to pedestrian access pavilion at future Herndon Metrorail Station; d. Construct missing regional links in Folly Lick Regional Trail between Wiehle Avenue and connection with W&OD Trail and Herndon Metrorail Station; e. Reconstruct Herndon Parkway with 'Complete Street' improvements to include new intersection signalization, cycle tracks, wide sidewalks and bus stop enhancements (between Van Buren Street and W&OD Regional Trail) to connect with Herndon Metrorail Station; f. Reconstruct Van Buren Street between New Spring Street and Herndon town limits with 'Complete Streets' improvements to include new intersection signalization, expand and enhance on- and off-street bicycle / pedestrian facilities from the downtown area to access Herndon Metrorail Station.
13	Transit Connections to Silver Line Phase II Stations	Expand bus service and connections to Silver Line Phase II stations. Provide feeder bus service between Metrorail and park-and-ride lots. Purchase buses for new service.
14	Chain Bridge Road (Route 123) Widening: Leesburg Pike (Route 7) to Old Courthouse Road	Widen Chain Bridge Road (Route 123) from four to six lanes between Leesburg Pike (Route 7) to Old Courthouse Road.
15	Leesburg North Park-and-Ride	Construct 300-space Leesburg North park-and-ride Lot at Crosstrail Boulevard.
16	One Loudoun Park-and-Ride	Construct 200-space park-and-ride lot at One Loudoun near the corner of Route 7 and Loudoun County Parkway.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
17	Dulles Toll Road - Town Center Parkway Underpass	Construct four-lane divided roadway under the Dulles Toll Road from Sunrise Valley Drive to Sunset Hills Road.
18	Seven Corners Ring Road Improvements	Construct ring road and improve interchange at Seven Corners to reduce congestion on Route 7, improve access between Seven Corners, Falls Church, and Bailey's Crossroads, and facilitate redevelopment of the area. Improve safety, navigation of vehicles and cyclists/ pedestrians in and throughout the area.
19	Davis Drive Extension and Dulles Toll Road: Rock Hill Overpass	Extend Davis Drive (Route 868) from Glenn Drive (Route 864) to Fairfax County line at the future bridge over Dulles Toll Road (Route 267). Realign Rock Hill Road with Davis Drive. Construct a four-lane roadway over the Dulles Toll Road from Sunrise Valley Drive on the south side to Davis Drive extension in Loudoun County on the north side. The project would include pedestrian and bicycle facilities.
20	Hunter Mill Road and Sunset Hills Road Improvements	Widen Hunter Mill Road to four lanes between Crowell Road and Route 267 (Dulles Toll Road). Widen Sunset Hills Road to four lanes between Wiehle Avenue and Hunter Mill Road, realigned with Crowell Road.
21	Bike Lanes on Route 7: Alexandria to Seven Corners	Construct protected bike lanes on both sides of Route 7 between Alexandria and Seven Corners. Connect with City of Falls Church's bicycle network.
22	Herndon Bikesharing Services	Introduce and expand bikesharing services in Herndon in coordination with County regional system.
23	Outer Potomac River Crossing	Construct a roadway crossing the Potomac River from the VA Route 7 corridor into the state of Maryland, east of Goose Creek in Loudoun County.
24	Reconstruct Interchange at Route 28 and Prince William Parkway	Reconstruct interchange at Route 28 and Prince William Parkway.
25	Route 234 Arterial Operations Improvements	Deployment of intelligent signal monitoring/control technology to improve travel on Route 234.
26	Route 28 Widening: I-66 to Loudoun County line	Widen Route 28 to ten lanes between I-66 and Loudoun County (eight general purpose lanes and two HOV lanes).
27	Construct Interchange at Route 28 and New Braddock Road	Construct an interchange at Route 28 and New Braddock Road.
28	Centreville Road Widening: Herndon Parkway to Walney Road	Widen Route 657 (Centreville Road) to six lanes between Herndon Parkway and Walney Road.
29	Route 28 Widening: Conner Drive to Old Centreville Road	Widen Route 28 to six lanes between Conner Drive and Old Centreville Road.
30	Route 28 Widening: Route 29 to Prince William County Line	Widen Route 28 to six lanes between Prince William County Line and Route 29.
31	Route 7 Transit: Tysons to Mark Center	Construct Bus Rapid Transit line along Route 7 between Tysons and Mark Center with a connection to East Falls Church Metrorail Station.
32	Route 28 High Capacity Transit	Construct High Capacity Transit along Route 28 corridor and implement service between Dulles Town Center and the City of Manassas. Alternative modes for further study include BRT and LRT.
33	High Capacity Transit Extension from Vienna Metrorail station to Centreville	Extend High Capacity Transit from Vienna to Centreville. Potential modes include Metrorail, LRT, BRT, or improved bus service on corridor between stations. Construction of stations and park-and-ride lots at Centreville, Stringfellow, and Government Center / Fair Oaks, and a station serving the City of Fairfax.
34	Metrorail Blue Line Core Realignment	Construct a new alignment for the Metrorail Blue Line between Rosslyn in Northern Virginia and Union Station in the District of Columbia via Georgetown and M Street. Includes construction of a second rail tunnel beneath the Potomac River and a second Rosslyn Metrorail Station with an underground passageway to transfer to the Orange and Silver lines.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
35	Wilson Bridge High Capacity Transit	Construct High Capacity Transit service along I-495 between the Metrorail Yellow Line in the City of Alexandria and the Metrorail Green Line in Prince George's County, Maryland. Alternative High Capacity Transit modes include LRT, BRT and Enhanced Bus service.
36	American Legion Bridge High Capacity Transit	Construct High Capacity Transit service between Tysons in Fairfax County and White Flint Metrorail Station in Montgomery County, Maryland via I-495 and the American Legion Bridge. Alternative High Capacity Transit modes include LRT, BRT, and Enhanced Bus service
37	Merrifield-Tysons High Capacity Transit	Implement High Capacity Transit service on Gallows Road and Annandale Road between Tysons and Annandale via Fairfax Hospital in Merrifield. Includes widening of Gallows Road to six lanes with two lanes dedicated for transit. Alternative High Capacity Transit modes for this corridor include LRT, BRT, or Enhanced Bus service.
38	High Capacity Transit Extension to Potomac Mills	Extend High Capacity Transit from Franconia/Springfield Metrorail Station to Potomac Mills. Construct park-and-ride lots along extension to provide commuter parking. High Capacity Transit modes for this corridor include Metrorail, LRT, BRT, or Enhanced Bus service.
39	Route 1 BRT	Implement BRT service on Route 1 between Woodbridge and Huntington Metrorail Station, with additional branch service to Pentagon City Metrorail Station via Metroway alignment. Includes widening of portions of Route 1 between Route 235 (Mt. Vernon Highway) and I-495.
40	Columbia Pike Express Transit Network (PrTN)	Provide enhanced bus transit service from Annandale to Crystal City via Pentagon City, including limited-stop bus service, improved headways, related bus fleet and facility requirements, and transit stations.
41	Alexandria Duke Street Transitway	Construct a four-mile segment of the high-capacity transitway on Duke Street within City of Alexandria. Reconstruct Duke Street from Wheeler Avenue to Jordan Street with a center left-turn lane. Construct bicycle and pedestrian improvements along corridor. The first phase would create dedicated transit lanes in existing six-lane sections of Duke Street between Landmark Mall and Jordan Street and between Roth Street and Diagonal Road. Between Jordan Street and Roth Street, transit would operate in mixed flow.
42	West End Transitway	Implement BRT service between the Pentagon and Kingstowne via Mark Center and Van Dorn Metrorail Station. Includes construction of a four-mile segment of dedicated bus lanes between Van Dorn Metrorail Station and King Street. The project also provides pedestrian and bicycle facilities within the corridor.
43	Route 236 Enhanced Bus Service in Fairfax County	Implement enhanced bus service on Route 236 between Fair Oaks and the Fairfax County-City of Alexandria boundary.
44	Route 50 BRT	Implement BRT Service on Route 50 in dedicated lanes.
45	Route 29 BRT	Implement BRT service on Route 29 in a dedicated lane where facility is six lanes.
46	Route 29 and Route 50 Enhanced Bus	Implement Route 29 and Route 50 Express Bus and Enhanced Bus improvements.
47	Route 28 Trail	Construct a shared used path on both sides of Route 28 from Prince William County line to Dulles Toll Road.
48	Godwin Drive Widening: Sudley Road to Route 28	Widen Godwin Drive from four to six lanes between Sudley Road and Route 28.
49	Prince William Parkway Widening at I-95	Widen Route 294 (Prince William Parkway) to six lanes across I-95 between the northbound and southbound on/off-ramps.
50	Sudley Road Widening: I-66 to Balls Ford Road	Widen Sudley Road from four to six lanes from I-66 to Balls Ford Road.
51	Fairfax County Parkway Widening: Dulles Toll Road to Route 7	Widen Fairfax County Parkway to six lanes from Dulles Toll Road to Route 7. New lanes could potentially be designated as HOV lanes.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
52	Fairfax County Parkway Widening: Franconia-Springfield Parkway to I-66	Widen Fairfax County Parkway to six lanes from Franconia-Springfield Parkway to I-66. New lanes could potentially be designated as HOV lanes.
53	Construct Interchange at Fairfax County Parkway and Route 1	Construct interchange at Fairfax County Parkway and Route 1.
54	Rolling Road Widening: Hunter Village Drive to Old Keene Mill Road	Widen Rolling Road to four lanes between Hunter Village Drive and Old Keene Mill Road.
55	Fairfax County Parkway Widening: Route 123 to Sydenstricker Road	Widen Fairfax County Parkway to six lanes from Ox Road (Route 123) to Sydenstricker Road.
56	Fairfax County Parkway Priority Express Bus Service	Implement enhanced bus service on Fairfax County Parkway between Herndon Metrorail Station and Fort Belvoir.
57	Fairfax County Parkway Widening: Ox Road (Route 123) to Lee Highway (Route 29)	Widen Fairfax County Parkway from Ox Road (Route 123) to Lee Highway (Route 29) from four lanes to six lanes. Construct a grade-separated interchange at the intersection of Fairfax County Parkway and Popes Head Road, with shared used paths on both sides.
58	Shirley Gate Road Extension: Braddock Road to Fairfax County Parkway	Extend Shirley Gate Road from Braddock Road to Fairfax County Parkway.
59	Vienna Metrorail Station Feeder Bus Service Expansion	Add new routes and improve service levels on existing routes that serve the Vienna Metrorail Station.
60	Route 50 Widening: City of Fairfax to Arlington County	Widen Arlington Boulevard (Route 50) to six lanes between the City of Fairfax and Arlington County. The project would include intersection improvements, including signalization improvements, and pedestrian and bicycle facilities.
61	Clarendon Circle Multimodal Improvements	Construct multimodal improvements at the intersection of Wilson Boulevard, Washington Boulevard, and Clarendon Boulevard. Widen Washington Boulevard from three to four lanes from Wilson Boulevard to Kirkwood Road.
62	East Falls Church Metrorail Station Second Entrance	Planning, design and construction of a full second entrance to East Falls Church Metrorail Station, including new bus bays, a western mezzanine, and bicycle and pedestrian connections.
63	Ballston-MU Additional Entrance	Construct new entrance and pedestrian access on the western side of the Ballston-MU Metrorail Station. Project includes expanded bus bays and passenger facilities.
64	Stone Road Overpass over I-66: Route 29 to Route 28	Construct four-lane divided road between Stone Road at Route 29 and New Braddock Road, including bridges over I-66 and Big Rocky Run and a shared use path.
65	Courthouse Metrorail Station Access	Improve vertical access to Courthouse Metrorail station.
66	Falls Church Multimodal Improvements	Multimodal improvements in Falls Church revitalization areas: West Broad Street, Washington Street Corridor, and East End. Improvements will include improved intersection geometry and signalization, improved pedestrian connectivity and accessibility, improved transit stops, and improved bicycle access.
67	Route 29 Trail	Construct a trail along Route 29 from Dixie Hill Road to East Falls Church Metrorail Station.
68	Route 123 Widening: City of Fairfax to Town of Vienna	Widen Chain Bridge Road (Route 123) to six lanes between City of Fairfax and Town of Vienna.
69	Ballston Multimodal Improvements	Construct improvements to bus shelters, bus bays, sidewalks, landscaping, and bicycle parking.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
70	East Falls Church Metrorail Station Multimodal Improvements	Construct multimodal improvements, including new or restructured bus bays at the current station, bicycle and pedestrian connections, improve access and signalization on North Sycamore Street and Washington Boulevard, and install bikesharing stations. Improvements per the East Falls Church Vision Plan.
71	Lee Highway Bus Improvements	Improved local ART bus service on Lee Highway (Route 29) between Rosslyn and East Falls Church.
72	Arlington Regional Trail Network	Provide dedicated bicycle facilities, bikesharing and key sidewalk improvements on north-south corridors in Arlington to connect major east-west corridors with each other. Example corridors includes Carlin Springs Road, Walter Reed Drive/Fillmore Street, Harrison Street, Washington Boulevard, Route 110, and others. Network also includes: a. Trail parallel to Washington Boulevard between Arlington Boulevard and Columbia Pike; b. Rehab of Custis Trail to current VDOT shared used path design and construction specifications in Rosslyn; c. Extension of Custis Trail north of I-66 between North Kennebec Street and North Quantico Street; d. Long Bridge Park Esplanade extension to Mount Vernon Trail; e. Arlington Boulevard trail; f. Theodore Roosevelt Bridge connection to Mount Vernon Trail and Marine Corps War Memorial; g. Dedicated cycling facility along the Route 50 service road (southside), between North Rhodes Street and North Meade Street; h. Expansion of Arlington bicycle commuter routes: Bluemont Junction Trail, Custis Trail, Four Mile Run Trail, Mount Vernon Trail, W&OD Trail; i. Improve connections between the County trail network and activity centers, as well as inter-jurisdictional connections.
73	East-West ICM Program: Parallel Arterial Operations Improvements	Deployment of intelligent signal monitoring/control technology to improve travel on parallel routes in the I-66 corridor, including the deployment of intelligent signal monitoring/control technology to improve travel on east-west arterial facilities, including: Route 29, Route 50, Route 7, and Route 236.
74	Connected Vehicle/Traffic Signal Integration Deployment	Traffic signal software integration to support future connected vehicle applications on multiple corridors including: I-66, I-495, Route 29, Route 50, and Route 7.
75	Construct Interchange at Van Dorn Street and Franconia Road	Construct interchange at Van Dorn Street (Route 613) and Franconia Road (Route 644).
76	Little River Turnpike Widening: City of Fairfax to I-395	Widen Little River Turnpike (Route 236) from four to six lanes between City of Fairfax and I-395.
77	I-495 HOT Lanes: Route 267 to George Washington Memorial Parkway	Implement HOT lanes on I-495 between Route 267 and the George Washington Memorial Parkway.
78	I-95/I-495 Managed Lanes from I-395 into Maryland via Woodrow Wilson Bridge	Construct and implement Managed Lanes, including HOV or HOT lanes, on I-95/I-495 between I-395 near Springfield and a location east of I-295 near Indian Head Highway in Maryland.
79	Route 1 Widening: Joplin Road to Russell Road	Widen Route 1 from four to six lanes from Joplin Road to Russell Road.
80	I-95 Improvements at Franconia-Springfield Parkway	Build an entrance to the I-95 general purpose lanes at Franconia-Springfield Parkway.
81	I-95 Flyover Ramp at Fairfax County Parkway	Construct a flyover ramp from northbound I-95 to northbound Fairfax County Parkway and make other interchange improvements.
82	Construct Interchange at Route 1 and Telegraph Road	Construct interchange at Route 1 and Telegraph Road (Route 611).

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
83	Crystal City, Pentagon City, and Potomac Yard Street Grid Improvements	Construct an improved grid network of streets in Crystal City, Pentagon City, and Potomac Yard.
84	Frontier Drive Extension and Intersection Improvements	Construct Frontier Drive extension from Franconia-Springfield Parkway to Loisdale Road, included access to Franconia-Springfield Metrorail Station and braided ramps to and from the Parkway.
85	DASH Transit Service Enhancements and Expansion	DASH Transit Service Enhancements including: a. New cross-town services and funding for additional buses to expand service on existing and new routes, circulators and trolleys within and between activity centers; b. Expand bus storage and maintenance facilities; c. Transit stop improvements (bus shelters, real time information signs, bus stop benches, pads for ADA); d. Upgrade to new and/or upgraded regional fare system including new fare collection technology; e. Provide transit service connection between Eisenhower Metrorail Station and Old Town/ King Street Metrorail Station; f. Provide transit service connection between Van Dorn Metrorail Station and the Landmark Mall vicinity; and g. Provide east-west transit service between Braddock Road Metrorail Station and Old Town / King Street Metrorail Station.
86	I-395 Bus Lanes	Construct bus lanes between Pentagon Transit Center and 14th Street in DC using inside shoulders of the Rochambeau Bridge (I-395).
87	King Street Metrorail and Alexandria Union Station Improvements	Implement multimodal improvements at the King Street Metrorail station including improved access to parking lot and bus facilities, construction of new shelters, construction of additional bus bays, and a planned transit store. Construction of a new pedestrian tunnel between Alexandria Union Station and the King Street Metrorail Station to include elevators and elimination of existing at-grade crossing. Pedestrian tunnel project also includes improvements to the east platform including lengthening the platform, ADA improvements, a new canopy, and a stairway and elevator connection to the pedestrian tunnel. Improvements to the east platform will increase freight, commuter, and passenger rail operations within and through the City of Alexandria and allow for VRE to utilize the east platform for revenue service. Project also includes other improvements at Alexandria Union Station and modifications to existing tracks, modification to or additional signals, bridges, structures to support access to and operations at the station.
88	Crystal City Metrorail Station Multimodal Improvements	Enhance bus docking capacity and passenger facilities at the Crystal City Metrorail Station.
89	Crystal City Metrorail Station Second Entrance	Construct a second entrance to the Crystal City Metrorail Station (near Crystal Drive and 18th Street South) and provide connections to Crystal City VRE Station and Ronald Reagan Washington National Airport (DCA).
90	Alexandria Bike and Pedestrian Trails Construction and Reconstruction	a. Reconstruct Holmes Run Trail from North Ripley Street to I-395; b. Construct trails along local streets in the Beaugard Street and Van Dorn Street corridor. This facility will provide a north-south connection to the City's Holmes Run Trail, running east-west, and connecting bicycle users to Mark Center corridor; c. Construct pedestrian and bicycle bridge over Holmes Run at Morgan Street; d. Implement and construct projects in the City's Pedestrian/Bicycle Plan; and e. Construct bicycle improvements along Royal Street between Jones Point and Bashford Street, including signage and traffic calming.
91	East Potomac River Crossing	Construct Eastern Potomac River Crossing from I-95 to Route 301 in Maryland.
92	Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234)	Widen Route 1 (Fraleay Boulevard) to six lanes between Brady's Hill Road and Dumfries Road (Route 234). Phase I includes widening to four lanes along current northbound alignment.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
93	Fredericksburg Line Rail Capacity Improvements	Add a third track between AF (near the junction of the VRE Fredericksburg and Manassas Lines in Alexandria) and the VRE Crossroads Yard south of Fredericksburg. Related improvements include modifications to existing tracks, modification to or additional signals, bridges, structures.
94	I-95/I-395 ICM Program	I-95/I-395 ICM Program: a. Multimodal Traveler Information: Integration of roadway, transit, and parking information; b. Dynamic Ramp Metering: Upgrade of existing ramp metering system; c. Parallel Arterial Operations Improvements: Deployment of intelligent signal monitoring/control technology to improve travel on parallel routes in the I-95 corridor (including Route 1 and Telegraph Road); d. Parking Management: Expansion of pilot program for additional park-and-ride lots; and e. Decision Support System: Software system to support corridor management activities across multiple facilities and modes.
95	Route 15 Widening: Route 234 to Loudoun County line	Widen Route 15 from two to four lanes between Route 234 and the Loudoun County line.
96	Construct Interchange at Route 15 Bypass and Battlefield Parkway	Construct grade-separated interchange at Route 15 Leesburg Bypass and Battlefield Parkway.
97	Construct Interchange at Route 123 and Braddock Road	Construct an interchange at Route 123 and Braddock Road.
98	Route 123 Widening: Braddock Road to City of Fairfax	Widen Route 123 to six lanes between City of Fairfax and Braddock Road.
99	Braddock Road Widening: Ox Road to Fairfax County Parkway	Widen Braddock Road to six lanes from Ox Road to Fairfax County Parkway (Route 286).
100	Route 123 Enhanced Bus Service	Implement enhanced bus service on Route 123 between Tysons and George Mason University in Fairfax.
101	Metrorail Fleet Expansion	Expand Metrorail fleet to enable operations of 100 percent eight-car trains during peak period. Expansion, upgrades, and replacements of the rail car fleet, traction power substations, power cabling, third rail, train control systems, and storage facilities.
102	Columbia Pike Corridor Urban Bicycle/Pedestrian Network	Improve bicycle and pedestrian infrastructure in and around the Columbia Pike corridor, including bikeways, bikesharing, and key sidewalk improvements, to convert SOV trips to, within, and between activity center areas from car to bicycle/pedestrian. Includes parallel bike routes along 9th Street, 11th Street, and 12th Street in the vicinity of Columbia Pike.
103	Arlington TDM Package	Improve and expand the commuter assistance and other programs provided by Arlington County Commuter Services. Includes new commuter stores and next generation IT services, implementation of transportation system management and communication upgrade throughout the County, and improvements to traveler information via creation or expansion of informational, wayfinding, alert, or real-time signs providing information on multimodal transportation options. Develop a system of coordinated mobility hubs along major corridors to fully integrate transit, bikesharing, carsharing, ridesharing, pedestrians, bicycling, ride hailing, and other shared use services. Develop, coordinate, implement, and/or expand ridesharing and ride-hailing services for first-mile/last-mile connections to transit and mobility hubs, as well as to activity centers, parking, and pick-up hotspots. Includes support for autonomous vehicles, casual carpooling, on-demand services.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
104	Arlington ITS Projects	Implement intelligent transportation systems and adaptive traffic control system on regional corridors within Arlington County, including: a. Enhancement of Traffic System and Technology to a Smart Traffic Signal system; b. Installation of Intelligent Transportation System (ITS) and corresponding Adaptive Traffic Control System program on Route 29 (Lee Highway) to better manage traffic flow. Includes additional Bluetooth devices, count stations, CCTV cameras, and FLIR detectors and upgraded signals for better-timed connection with I-66; and c. Reconstruction of traffic signals to meet current standards, including upgrade from span wire to mast arm.
105	Metrorail Station Access and Capacity Improvements	Construction of station access and capacity improvements at: Rosslyn, Pentagon, Vienna, Foggy Bottom, Farragut West, McPherson Square, Metro Center, L'Enfant Plaza, and Union Station. Also includes station area lighting and customer amenities.
106	Metrobus Priority Corridor Network (PCN) Plan	PCN improvements will include improved transit signal priority, exclusive bus lanes, increased frequency and span of service, improved customer information, expanded fare payment options, and enhanced bus stops and facilities. Metrobus service improvements on these routes: CC-PY (9A, E, S, X); Leesburg Pike (28A, 28X, 28F, G, T); Little River Turnpike/Duke Street (29K, N, 29C, E, H).
107	Expansion of Metrobus and Fairfax Connector Bus Services	Increase bus frequency and service during off-peak periods and weekends; add new routes.
108	Metrorail Real-Time Parking Information	Deployment of real-time parking information signage at WMATA Metrorail stations.
109	Loudoun County Phase III Bus Service	Implement Phase III bus service in Loudoun County, including local, express, inter-county, commuter, and demand-response services.
110	South Fairfax County Feeder Bus Service	Improve service levels on bus routes serving Richmond Highway, Kingstowne, and Springfield.
111	Rosslyn-Ballston Corridor Urban Pedestrian/Bicycle Network	Improve bicycle and pedestrian infrastructure in and around the Rosslyn-Ballston Corridor, including bikeways, bikesharing, and key sidewalk improvements, to convert SOV trips to, within, and between Metrorail station areas from car to bicycle/pedestrian, and to enable access to/from Metrorail stations to high-density housing and job centers. Includes a designated bicycle lane along North Lynn Street and along Fort Myer Drive between Lee Highway at Rosslyn Circle and Fairfax Drive south of Arlington Boulevard.
112	Crystal City Corridor Urban Pedestrian/Bicycle Network	Improve bicycle and pedestrian infrastructure in and around Arlington's Blue/Yellow Metrorail corridor, including bikeways, bikesharing, and key sidewalk improvements, to convert SOV trips to, within, and between Metrorail station areas from car to bicycle/pedestrian, and to enable access to/from Metrorail stations to high-density housing and job centers.
113	Alexandria ITS Projects	Funding for transportation technologies to improve system efficiencies in the City of Alexandria, Real-Time Adaptive Control and Data Management System. Build out and improve Traffic Signal System with fiber-optics; transit signal priority.
114	Metrorail Pocket Track Improvements	Construct new Orange and Silver Line junction infrastructure and pocket track at East Falls Church or West Falls Church. Improve or add pocket tracks to provide flexibility for short-lining, maintenance and crossovers.
115	VRE Fredericksburg and Manassas Line Off-peak Service	Run bi-hourly trains during midday period between peaks on both Manassas and Fredericksburg Lines.
116	Implement Integrated Regional Rail Service: VRE-MARC Run-through Service	Implement run-through service by integrating intercity rail service with MARC and AMTRAK. Additional rolling stock or infrastructure improvements including modifications to tracks, signals, bridges, structures, and stations may also be needed to support run-through service.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
117	Metroway: Pentagon City Extension	Construct extension of Metroway to Pentagon City, which includes reconfiguration of 12th Street South between South Eads Street and South Clark Street for exclusive transit lanes. Removal of obsolete section of Clark Street and realignment of Clark Street with Bell Street to improve street network. Intersection improvements around 23rd Street South and Route 1. Implement 'Complete Street' improvements to Army Navy Drive.
118	East Falls Church Bikeshare Connections	Install up to 24 bikesharing stations along Route 29, Route 7, Sycamore Street, Roosevelt Street, and W&OD Trail in the City of Falls Church.
119	Construct Northstar Boulevard: Shreveport Drive to Route 50	Construct four-lane Northstar Boulevard facility from Shreveport Drive to Route 50.
120	Intersection Improvements at Waxpool Road and Loudoun County Parkway	Improve intersection at Waxpool Road and Loudoun County Parkway to include three westbound left-turn lanes on Waxpool Road and a new free-flow right turn lane on Loudoun County Parkway.
121	Westwind Drive Extension	Construct Westwind Drive / Ladbrook Drive (Route 645) to be four lanes across Broad Run between Loudoun County Parkway (Route 607) and Old Ox Road (Route 606). Construct a new grade-separated interchange at Old Ox Road (Route 606).
122	ART Service Expansion	Purchase of buses in support of Arlington Transit (ART) service restructuring and expansion. Includes implementation of Enhanced Bus service on Glebe Road between Marymount University and Potomac Yard Metrorail Station via Ballston.
123	ART Service Improvements and Bus Maintenance Facilities	Increase Arlington Transit (ART) service on corridors in Arlington County, supported by necessary enhanced heavy maintenance and/or bus parking facilities.
124	Interchange Improvements at Fairfax County Parkway and Sunrise Valley Drive	Construct a grade-separated interchange at Fairfax County Parkway and Sunrise Valley Drive.
125	New Bus Garage in Northern Virginia	Construct a new bus garage in Northern Virginia. Location and size to be determined by service improvements in Northern Virginia transit network.
126	Rosslyn Bus Transit Center	Expand capacity at existing Rosslyn Transit Center.
127	I-66 / Orange Line Bus Facility Improvements	Expand and improve bus bays, passenger facilities, and bus circulation and access paths at all Orange Line stations and bus centers in the I-66 corridor.
128	Metrorail Blue and Yellow Line Bus Facility Improvements	Expand and improve bus bays, passenger facilities, and bus circulation and access paths at all Yellow and Blue Line stations and transit centers in the I-395/ Route 1 corridor.
129	Route 15 Widening: Harmony Church Road to Mason Lane	Widen Route 15 to four lanes from Harmony Church Road to Mason Lane.
130	Route 7 Widening: Battlefield Parkway to Leesburg Eastern Town Limit	Widen Route 7 from six to eight lanes between Battlefield Parkway and Leesburg eastern town limits.
131	Interchange Improvements at Route 15 Leesburg Bypass and Edwards Ferry Road	Construct a grade-separated interchange at Route 15 Leesburg Bypass and Edwards Ferry Road in Leesburg. Includes grade-separated interchange at Fort Evans Road intersection..
132	Route 50 Dulles Park-and-Ride Lot	Construct/expand Route 50 Dulles park-and-ride lot east of Loudoun County Parkway. Anticipated capacity is 250 spaces.
133	Falls Church Enhanced Bus Service	Enhance bus service along Route 29 and Route 7 in the City of Falls Church, including all day service, 15 minute frequency, and bus shelters with real-time information.
134	Falls Church Enhanced Regional Bike Routes (W&OD)	Enhance regional bike routes (W&OD), including separate trails for walking and bicycling, updated crossings to increase safety, and lighting to keep trail open all year.
135	Fairfax Boulevard Multimodal Improvements	Implement multimodal improvements and improve local connections along Fairfax Boulevard. Enhance transit, pedestrian/bicycle, and roadway facilities and infrastructure.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
136	Jermantown Road Multimodal Improvements	Implement multimodal improvements and improve local connections along Jermantown Road. Enhance transit, pedestrian/bicycle, and roadway facilities and infrastructure. Includes widening of Jermantown Road to four lanes south of the I-66 bridge as well as extension of Government Center Parkway. May include participation with Fairfax County on widening of bridge over I-66.
137	Route 123 Multimodal Improvements	Implement multimodal improvements, improve intersections and local connections, and improve transit service along Route 123. Enhance transit, pedestrian/bicycle, and roadway facilities and infrastructure.
138	Old Lee Highway Multimodal Improvements	Implement multimodal improvements along Old Lee Highway. Enhance transit, pedestrian/bicycle, and roadway facilities and infrastructure.
139	Fairfax Citywide Pedestrian/Bicycle Access	Improve on- and off-road bicycle and pedestrian facilities, routes, and infrastructure along and adjacent to City of Fairfax corridors to provide better access to Metrorail and regional trails. Expand bikesharing, bike storage, and signage. Includes the extension of the George Snyder Trail.
140	Northfax Network Improvements	Improved connections and circulation for all modes near the Northfax intersection. Improvements to and along Fairfax Boulevard in the vicinity of the Northfax intersection including pedestrian/bicycle safety, local access, upgraded infrastructure and new routes. Improve vehicular circulation, access and movements in proximity to the Northfax intersection (Route 29, Route 50, and Route 123). Includes extension of University Drive.
141	Fairfax Circle Intersection Improvements	Intersection improvements at Fairfax Circle to improve vehicular and pedestrian/bicycle mobility and safety.
142	Northfax Intersection Improvements	Geometric improvements to intersection including extension of a third northbound lane on Route 123 from Route 29/Route 50 to Eaton Place, the addition of a dual left-turn from southbound Route 123 to eastbound Route 29/Route 50, the correction of substandard existing lane shifts within the project limits, the extension of turn lanes, and access management improvements, where feasible. Also includes a new drainage system, including a major culvert.
143	City of Fairfax Transit Enhancements	Upgrade and construct transit stops and shelters on CUE routes with improved facilities, design, technology, and/or pedestrian/bicycle access. Expand transit service and purchase additional buses.
144	Ryan Road Widening: Northstar Boulevard (Route 659) to Evergreen Mills Road (Route 621)	Widen Ryan Road (Route 772) from two to four lanes from Northstar Boulevard (Route 659) to Evergreen Mills Road (Route 621).
145	Lockridge Road Widening and Extension: Old Ox Road (Route 606) to Waxpool Road (Route 640)	Widen Lockridge Road (Route 789) to four lanes from Old Ox Road (Route 606) to Prentice Drive (Route 1071). Provides access for Loudoun Gateway Metrorail Station. Extend Lockridge Road (Route 789) by constructing four lanes from Prentice Drive (Route 1071) to Waxpool Road (Route 640).
146	Sterling Boulevard Widening: Sully Road (Route 28) to Davis Drive (Route 868)	Widen Sterling Boulevard (Route 846) from Sully Road (Route 28) to Davis Drive (Route 868) from four to six lanes.
147	Sterling Boulevard Extension: Randolph Drive (Route 1072) to Pacific Boulevard (Route 1036)	Extend Sterling Boulevard (Route 846) by constructing four lanes from Randolph Drive (Route 1072) to Pacific Boulevard (Route 1036).
148	Pacific Boulevard Extension: Old Ox Road (Route 606) to Innovation Avenue (Route 209)	Extend Pacific Boulevard (Route 28 West Collector Road) from Old Ox Road (Route 606) to Innovation Avenue (Route 209). Widen and construct six-lane roadway. Potential modification to existing interchange Route 28 and Innovation Avenue.
149	Russell Branch Parkway Widening: Pacific Boulevard (Route 1036) to Claiborne Parkway (Route 901)	Widen Russell Branch Parkway (Route 7 South Collector Road) between Pacific Boulevard (Route 1036) and Claiborne Parkway (Route 901). Widen and construct a six-lane roadway.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
150	Prentice Drive Extension: Lockridge Road (Route 789) to Shellhorn Road (Route 643)	Extend Prentice Drive west by constructing four lanes from Lockridge Road (Route 789) to Shellhorn Road (Route 643).
151	Prentice Drive Extension to Greenway Transit	Construct Prentice Drive extension (new connection) to Greenway transit (Phase II Metrorail station).
152	Smith Switch Road Widening: Waxpool Road (Route 625) and Gloucester Parkway (Route 2150)	Widen Smith Switch Road (Route 1950) from two to four lanes between Waxpool Road (Route 625) and Gloucester Parkway (Route 2150).
153	Gloucester Parkway Widening: Sully Road (Route 28) to Loudoun County Parkway (Route 607)	Widen Gloucester Parkway (Route 2150) from four to six lanes between Sully Road (Route 28) and Loudoun County Parkway (Route 607).
154	Riverside Parkway Widening/ Extension: Loudoun County Parkway (Route 607) to Belmont Ridge Road (Route 659)	Widen and complete Riverside Parkway (Route 2401) from four to six lanes between Loudoun County Parkway (Route 607) and Belmont Ridge Road (Route 659).
155	Route 28 Widening: Fairfax County line to Old Ox Road (Route 606)	Widen Route 28 from six to ten lanes between Fairfax County line and Old Ox Road (Route 606). Study of alternative uses, such as HOV or bus lanes, to be considered.
156	Construct Airport Area Connector: Battlefield Parkway to Crosstrail Boulevard (Route 653)	Construct four lanes to serve as Airport Area Connector between Battlefield Parkway and Crosstrail Boulevard (Route 653) just east of Route 267.
157	Construct Arcola Boulevard: Loudoun County Parkway (Route 607) to Route 50	Construct Arcola Boulevard between Loudoun County Parkway (Route 607) (near intersection of Arcola Road and Old Ox Road) and Route 50. Construct six lanes. Construct grade-separated interchanges at Loudoun County Parkway and Route 50.
158	Battlefield Parkway Widening/ Extension: Edwards Ferry Road to Route 15	Widen Battlefield Parkway to six lanes from Edwards Ferry Road to Route 15 (South King Street opposite Meade Drive).
159	Route 28 Widening: Route 7 to Old Ox Road (Route 606)	Widen Route 28 (Sully Road) from six to eight lanes between Old Ox Road (Route 606) and Route 7 (Harry Byrd Highway). Study of alternative uses, such as HOV or bus lanes, to be considered.
160	Dulles West Boulevard Widening: Loudoun County Parkway (Route 606) to Northstar Boulevard (Route 659)	Widen Dulles West Boulevard (formerly Glascock Boulevard) from four to six lanes between Loudoun County Parkway (Route 606) and Arcola Boulevard. Construct a four-lane facility between Arcola Boulevard and Northstar Boulevard (Route 659 relocated).
161	Dulles West Boulevard Extension: Northstar Boulevard (Route 659) to Lenah Loop Road	Construct Dulles West Boulevard (formerly Glascock Boulevard) between Northstar Boulevard (Route 659 relocated) and Lenah Loop Road. Construct a two-lane roadway.
162	Construct Greenway Loop Road (Barrister Street): State Street/ Landmark Court to Prentice Drive (Route 1071/Route 789 Extended)	Construct Greenway Loop Road (Barrister Street) between State Street/Landmark Court and Prentice Drive (Route 1071/Route 789 Extended). Construct a four-lane roadway, including a bridge over Route 267.
163	Route 7 Widening: Route 15 (Leesburg Bypass) to Atlantic Boulevard (Route 1902)	Widen Route 7 (Harry Byrd Highway) to eight lanes between Route 15 (Leesburg Bypass) and Atlantic Boulevard (Route 1902). Study of alternative uses (bus lanes, HOV) to be considered for segment between Route 28 and Leesburg Bypass.
164	Construct Moorefield Boulevard: Mooreview Parkway (Route 772) to Loudoun County Parkway (Route 607)	Construct Moorefield Boulevard between Mooreview Parkway (Route 772) and Loudoun County Parkway (Route 607). Construct three lanes between Beth St and Centergate Drive. Construct four lanes between Mooreview Parkway and Beth Street and between Centergate Drive and Loudoun County Parkway.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
165	Construct Purcellville Route 7 North Collector Road: Eastern Purcellville JLMA Boundary (East of Route 287/Berlin Turnpike) to Hillsboro Road (Route 690)	Construct Purcellville Route 7 North Collector Road between the eastern Purcellville JLMA boundary (east of Route 287/Berlin Turnpike) and Hillsboro Road (Route 690). Construct a four-lane roadway.
166	Route 50 Widening: Northstar Boulevard (Route 659) to Lenah Loop Road	Widen Route 50 (John Mosby Highway) to four lanes between Northstar Boulevard (Route 659 relocated) and Lenah Loop Road. Construct a new interchange at relocated Route 659 (Northstar Boulevard).
167	Innovation Avenue Widening: Route 28 (Sully Road) to Fairfax County Line	Widen Innovation Avenue (Route 209) between Route 28 (Sully Road) and Fairfax County line from four to six lanes. Road to be realigned along northern boundary of Dulles World Center site. Includes connection to Rock Hill Road (Route 605). Potential future modification to existing interchange at Route 28 and Innovation Avenue.
168	Route 7 Widening: West Market Street (Route 7 Business) to Charles Town Pike (Route 9)	Widen Route 7 (Harry Byrd Highway) from four to eight lanes between West Market Street (Route 7 Business) and Charles Town Pike (Route 9). Construct grade-separated interchange at White Gate Place and remove all remaining at-grade access.
169	Loudoun County Parkway Widening: Old Ox Road (Route 606) to Route 50	Widen Loudoun County Parkway to eight lanes between Old Ox Road (Route 606) and Route 50 (John Mosby Highway). Construct grade-separated interchanges at Old Ox Road and Route 50 and explore other grade-separated interchanges. Study alternative uses (bus lanes, HOV) along the corridor.
170	Loudoun County Parkway Widening: Route 50 to Braddock Road (Route 620)	Widen Loudoun County Parkway from four to six lanes between Route 50 (John Mosby Highway) and Braddock Road (Route 620) and construct grade-separated interchange at Route 50.
171	Construct Loudoun County Parkway: Braddock Road (Route 620) to Fairfax County Line	Construct Loudoun County Parkway to six lanes between Braddock Road (Route 620) and Fairfax County line.
172	Old Ox Road Widening: Route 28 to Fairfax County Line	Widen Old Ox Road (Route 606) to six lanes between Route 28 (Sully Road) and Fairfax County line / Herndon town limits.
173	Route 7 Bypass Widening: Route 9 (Charles Town Pike) to Route 7 Business (West Loudoun Street)	Widen Route 7 Bypass (Harry Byrd Highway) from four to six lanes between Route 9 (Charles Town Pike) and Route 7 Business (West Loudoun Street). Construct grade-separated interchanges at Hillsboro Road (Route 690) and west of Round Hill at Route 7 Business (West Loudoun Street).
174	Old Ox Road Widening: Route 28 to Dulles Greenway (Route 267)	Widen Old Ox Road (Route 606) to six lanes between Route 28 (Sully Road) and Dulles Greenway (Route 267).
175	Loudoun County Parkway Widening: George Washington Boulevard (Route 1050) to Waxpool Road (Route 625)	Widen Loudoun County Parkway (Route 607) to six lanes from George Washington Boulevard (Route 1050) to Waxpool Road (Route 625).
176	Loudoun County Parkway Widening: Waxpool Road (Route 625) to Dulles Greenway (Route 267)	Widen Loudoun County Parkway (Route 607) to six lanes from Waxpool Road (Route 625) to Dulles Greenway (Route 267).
177	Loudoun County Parkway Widening: Old Ox Road (Route 606) to Dulles Greenway (Route 267)	Widen Loudoun County Parkway from four to six lanes between Dulles Greenway (Route 267) and Old Ox Road (Route 606), near existing Arcola Boulevard.
178	Braddock Road Widening: Northstar Boulevard to Fairfax County Line	Widen Braddock Road (Route 620) from two to four lanes between Northstar Boulevard and Fairfax County line.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
179	Evergreen Mills Road Widening: Loudoun County Parkway (Route 606) to Northstar Boulevard (Route 659)	Widen Evergreen Mills Road (Route 621) from two to four lanes between Loudoun County Parkway (Route 606) and Northstar Boulevard (Route 659).
180	Evergreen Mills Road Widening: Shreveport Drive to Battlefield Parkway	Widen Evergreen Mills Road (Route 621) from two to four lanes between Shreveport Drive (Relocated Route 621) and Battlefield Parkway.
181	Evergreen Mills Road Widening: Battlefield Parkway to Route 15	Widen Evergreen Mills Road (Route 621) from two to four lanes between Battlefield Parkway and Route 15 (South King Street).
182	Waxpool Road Widening: Church Road to Ashburn Road (Route 641)	Widen Waxpool Road (Route 625) to six lanes between Church Road and Ashburn Road (Route 641).
183	Sycolin Road Widening: Belmont Ridge Road (Route 659) to Battlefield Parkway	Widen Sycolin Road (Route 625) to four lanes between Belmont Ridge Road (Route 659) and Battlefield Parkway. Realign Sycolin Road to accommodate expansion of Leesburg Airport.
184	Extend Shellhorn Road: Loudoun County Parkway (Route 607) to Randolph Drive (Route 1072)	Extend Shellhorn Road (Route 643) between Loudoun County Parkway (Route 607) and Randolph Drive (Route 1072). Construct four lanes.
185	Construct Crosstrail Boulevard (Route 653): Route 7 to Dulles Greenway (Route 267)	Construct missing segments and widen Crosstrail Boulevard (Route 653) to six lanes between East Market Street (Route 7) and the Dulles Greenway (Route 267), and extend Crosstrail Boulevard from the Greenway to Evergreen Mills Road.
186	Belmont Ridge Road Widening: Riverside Parkway (Route 2401) to Route 7	Widen Belmont Ridge Road (Route 659) from four lanes to six lanes between Riverside Parkway (Route 2401) and Route 7 (Harry Byrd Highway).
187	Belmont Ridge Road Widening: Croson Lane (Route 645) to Northstar Boulevard (Route 659)	Widen Belmont Ridge Road (Route 659) from four to six lanes between Croson Lane (Route 645) and Northstar Boulevard / Route 659 split.
188	Northstar Boulevard Widening: Belmont Ridge Road (Route 659) to Braddock Road (Route 620)	Widen/Construct Northstar Boulevard (Route 659) to six lanes from Belmont Ridge Road (Route 659) to Braddock Road (Route 620). Construct grade-separated interchange at Route 50. Potential grade separation at Evergreen Mills Road.
189	Relocation Drive Widening: Old Ox Road (Route 606) to Pacific Boulevard (Route 1036)	Widen Relocation Drive (Route 775) from two to four lanes between Old Ox Road (Route 606) and Pacific Boulevard (Route 1036).
190	Construct Interchange at Loudoun County Parkway and Arcola Boulevard	Construct grade-separated interchange at Loudoun County Parkway and Arcola Boulevard.
191	Route 15 Bypass Widening: Battlefield Parkway to Montresor Road.	Widen Route 15 Bypass to four lanes from Battlefield Parkway interchange to Montresor Road.
192	Improve Interchange at Route 28 and Old Ox Road (Route 606)	Improve grade-separated intersection at Route 28 and Old Ox Road (Route 606).
193	Construct Interchange at Route 7 and Battlefield Parkway	Construct grade-separated interchange at Route 7 and Battlefield Parkway.
194	Alexandria Bus Network ITS	Install Automatic Vehicle Location (AVL) technology on DASH bus to provide real-time arrival info, computer-aided dispatch, automated passenger counters (APC) and automated garage mapping system.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
195	Landmark Transit Station Improvements	Construct a transit center on the Landmark Mall site. Construct transit commuter hub or kiosk at the future West End Transit Center.
196	Arlandria/Del Ray/Lynhaven/Potomac Yard Roadway and Bicycle/Pedestrian Improvements	Traffic improvements for the intersection of Mount Vernon Avenue and Glebe Road, including signalization, accommodation for pedestrians, and turn lane channelization. Construct improvements at Mount Vernon Avenue and Four Mile Road intersection, including pedestrian/bicycle improvements. Construct pedestrian/bicycle bridge over Four Mile Run between Commonwealth Avenue and Eads Street. Construct Mount Vernon Avenue and Russell Road intersection safety improvements to accommodate pedestrian and bicyclists, which may entail intersection and parking configuration redesign. Construct a pedestrian/bicycle link from the Potomac Yard Trail to connect to the Four Mile Run Trail on the south side of Four Mile Run, and to the Mount Vernon Trail. Construct Oakville Triangle improvement projects.
197	West End Alexandria Roadway Improvements	Construct a multimodal bridge from Van Dorn Metrorail Station to Pickett Street. Extend Library Lane north to connect Van Dorn Street. Construct ellipse at Beauregard Street and Seminary Road. Replace shared left/thru-turn lanes along Van Dorn Street with separate left-turn lanes. Add protected, permissive left-turn lane along Van Dorn Street. Widen Van Dorn Street Bridge over Duke Street to accommodate pedestrians. Replace shared left/thru-turn lanes along Van Dorn Street with separate left-turn lanes. Construct new roadway along Fairfax County line to connect Edsall Road, South Pickett Street, Farrington Avenue. Intersection improvements along Van Dorn Street at Eisenhower Avenue, Edsall Road, and Pickett Street. Straighten Eisenhower Avenue. Construct new High Street addition and bridge as part of Alexandria's Landmark Van Dorn Area Plan.
198	Vienna Regional Bikesharing	Implement bike rental stations in Town of Vienna in coordination with wider County and regional system.
199	Vienna Metrorail Access Improvements	Improve access to Metrorail and encourage mass transit use by completing all sidewalks within a half-mile of Vienna and Tysons Metrorail Stations. Also, provide a trolley or circulator bus along Maple Avenue (Route 123) to connect with Vienna Metrorail Station and Metrorail Silver Line in Tysons. A parking garage would be provided along the route. Includes "Walk to Metro" and "Commercial Transit, Metro Access, and Parking" projects.
200	New Central and East Prince William County to Pentagon and DC OmniRide	Implement new transit route between Central and East Prince William County, Pentagon, and downtown DC via the I-95 HOV lanes. Requires four additional buses.
201	New Manassas to Dulles OmniRide	Implement new transit service from Manassas to Dulles Airport via Route 28. Requires additional four buses.
202	New Gainesville and Haymarket to Dulles OmniRide	Implement new transit service from Gainesville and Haymarket to Dulles Airport via I-66 HOV lanes and Route 28. Requires two additional buses.
203	Metrorail Station Improvements within the City of Alexandria	Redesign kiss-and-ride and reconfigure bus loading area to accommodate West End Transitway at the Van Dorn Metrorail Station and existing and future developments within the Eisenhower West Small Area Plan. Improvements to the Eisenhower Avenue Metrorail Station to accommodate East Eisenhower development, including renovation of existing bus loop, new pedestrian plaza, new bus shelter canopies, and real-time bus arrival info displays.
204	I-66 Spot Improvements - Spot 3	Construct an auxiliary lane connecting on-ramp from Lee Highway to off-ramp on North Glebe Road on westbound I-66.
205	Greensboro Drive Extension: Spring Hill Road to Tyco Road	Extend Greensboro Drive from Spring Hill Road to Tyco Road.
206	I-495 Overpass at Tysons Corner Center	Construct new bridge crossing over Capital Beltway between Tysons Corner Center ring road and Old Meadow Road to facilitate travel within Tysons.
207	Interchange Improvements at Route 267 and Route 123	Reconstruct interchange at Route 267 and Route 123 to provide connections to a new street grid.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
208	Underpass at Intersection of Route 123, Lewinsville Road, and Great Falls Street	Construct a grade-separated underpass at the intersection of Route 123, Lewinsville Road, and Great Falls Street.
209	Interchange Improvements at Route 123 and Route 7	Reconstruct interchange between Route 7 and Route 123 in Tysons.
210	Modified Intersections on Route 123: International Drive to Dulles Toll Road	Modify intersections and construct displaced left turns on Route 123 from International Drive to Dulles Toll Road.
211	Widen Auxiliary Lanes on I-495: Heming Avenue to Georgetown Pike	Widen auxiliary lanes along various segments of I-495 from north of Heming Avenue underpass to Georgetown Pike. Reconstruct the I-495 auxiliary lane from Route 7 to I-66.
212	Reconstruct Interchange at I-495 and Route 267	Relocate Interchange Flyover Ramp at I-495 and Route 267, connecting eastbound Dulles Airport Access Highway to northbound general purpose lanes. Provide southbound HOT to eastbound HOV and eastbound Dulles Toll Road to northbound HOT movements. Widen eastbound Dulles Toll Road ramp to two lanes. Construct interchange ramp at I-495 and Route 267 from southbound I-495 to westbound Dulles Airport Access Highway.
213	Dulles Airport Access Road Widening: Dulles Airport to Route 123	Widen Dulles Airport Access Road from Dulles Airport to Route 123.
214	Route 1 Widening: Route 235 North to Route 235 South	Widen Route 1 from four to six lanes from Route 235 North to Route 235 South.
215	Add Northbound Lane on Route 29: I-66 to Conway Robinson Memorial State Forest	Add northbound lane to Route 29 from I-66 to the entrance to Conway Robinson Memorial State Forest.
216	Route 29 Widening: City of Fairfax to I-495	Widen Route 29 from four to six lanes from the City of Fairfax eastern limit to I-495.
217	Route 29 Widening: Waples Mill Road (Route 665) to Pickwick Road	Widen Route 29 from four to six lanes from Waples Mill Road (Route 665) to Pickwick Road.
218	Route 123 Widening: Annapolis Way to Route 1	Widen Route 123 from four to six lanes from Route 1 to Annapolis Way. Construct interchange at Route 1 and Route 123. Construct extension of Belmont Bay Drive from Route 1 to Heron's View Way.
219	Route 123 Widening: Hooes Road to Braddock Road	Widen Route 123 from four to six lanes between Hooes Road and Braddock Road.
220	Chain Bridge Road Widening: Route 7 to I-495	Widen Chain Bridge Road (Route 123) from six to eight lanes from Route 7 to I-495.
221	Construct Interchange at Route 234 Bypass and Balls Ford Road	Project will provide a new grade-separated interchange proposed at Route 234 and relocated Balls Ford Road (Route 621). In addition, a new four-lane facility with raised median will be constructed between Devlin Road and Doane Road.
222	Construct Interchange at Route 234 and Sudley Manor Drive	Construct interchange at Route 234 and Sudley Manor Drive (Route 1566).
223	Widen/Upgrade/Convert Fairfax County Parkway to Include HOV Lanes: Dulles Toll Road to I-66	Widen, upgrade, or convert Fairfax County Parkway (Route 286) to include HOV lanes from Dulles Toll Road (Route 267) to I-66.
224	Construct HOV interchange at Franconia-Springfield Parkway and Neuman Street	Construct HOV interchange at Franconia-Springfield Parkway (Route 289) and Neuman Street.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
225	Upgrade Franconia-Springfield Parkway to Include HOV lanes: Rolling Road to Backlick Road	Upgrade Franconia-Springfield Parkway (Route 289) to include HOV lanes from Rolling Road to Backlick Road.
226	Construct Collector-Distributor Road Parallel to Dulles Toll Road: Wiehle Avenue to Spring Hill Road	Construct Collector-Distributor Road that parallels Dulles Toll Road from Wiehle Avenue to Spring Hill Road.
227	Construct Route 234 Bypass North: I-66 to Route 50	Construct Route 234 Bypass North (Bi-County Parkway) from I-66 to Route 50.
228	Reston Parkway Widening: South Lakes Drive to Dulles Toll Road (Route 267)	Widen Reston Parkway from four to six lanes between South Lakes Drive and Dulles Toll Road (Route 267).
229	Telegraph Road Widening: Beulah Street to Franconia Road	Widen Telegraph Road from two lanes to three and four lanes at various segments between Beulah Street and Franconia Road.
230	Construct/Widen New Braddock Road: Route 28 to Stone Road	Construct/widen New Braddock Road to four lanes from Route 28 to Route 29 at Stone Road (Route 662).
231	Boone Boulevard Extension: Chain Bridge Road (Route 123) to Ashgrove Lane	Construct Boone Boulevard Extension as four lanes from Chain Bridge Road (Route 123) to Ashgrove Lane.
232	Magarity Road Widening: Route 7 to Great Falls Street	Widen Magarity Road from two to four lanes from Route 7 to Great Falls Street.
233	Construct Eastbound Route 606 Ramp	Construct Route 606 ramp from Route 606 Eastbound to Lockridge Road northbound.
234	Construct Western Segment of Russell Branch Parkway: Belmont Ridge Road to Tournament Parkway	Construct four lanes of western segment of Russell Branch Parkway from Belmont Ridge Road to Tournament Parkway.
235	Construct University Boulevard: Progress Court to Sudley Manor Drive	Construct four-lane University Boulevard from Progress Court to Sudley Manor Drive.
236	Reconstruct Interchange at I-95 and Van Dorn Street (Route 613)	Reconstruct interchange at I-95 and Van Dorn Street (Route 613).
237	Eastbound Joplin Road Widening: I-95 to Route 1	Widen eastbound Joplin Road (Route 619) from two to four lanes from the I-95 ramp to Route 1.
238	Balls Ford Road Widening: Wellington Road to Coppermine Drive	Widen Balls Ford Road to four lanes from Wellington Road to Coppermine Drive.
239	Catharpin Road Widening: Heathcote Boulevard to John Marshall Highway	Widen Catharpin Road to four lanes from Heathcote Boulevard to John Marshall Highway.
240	Cushing Road Widening: Balls Ford Road to I-66	Widen Cushing Road to four lanes from Balls Ford Road to I-66.
241	Dale Boulevard Widening: Route 1 to Benita Fitzgerald Drive	Widen Dale Boulevard to six lanes from Route 1 to Benita Fitzgerald Drive.
242	Devlin Road Widening: Wellington Road to Linton Hall Road	Widen Devlin Road to four lanes from Wellington Road to Linton Hall Road.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
243	Dumfries Road Widening: Brentsville Road to Country Club Drive	Widen Dumfries Road to six lanes from Brentsville Road to Country Club Drive.
244	Gordon Boulevard Widening: Fairfax County Line to Express Drive/Belmont Bay Drive	Widen Gordon Boulevard to six lanes from Fairfax County line to Express Drive/Belmont Bay Drive.
245	Gum Spring Road Widening: Loudoun County Line to Sudley Road	Widen Gum Spring Road to four lanes from Loudoun County line to Sudley Road.
246	Extend Potomac Shores Parkway: Route 1 to Cherry Hill Road	Construct six lane road between Route 1 and River Heritage Boulevard. Extend Potomac Shores Parkway as a four lane facility from Dunnington Place to Cherry Hill Road.
247	Construct Haymarket Bypass: Old Carolina Road to Route 15	Construct Prince William County portion of Haymarket Bypass from Old Carolina Road to Route 15.
248	Hornbaker Road Widening: Wellington Road to Nokesville Road	Widen Hornbaker Road to four lanes from Wellington Road to Nokesville Road.
249	I-66 Widening: Fauquier County Line to Antioch Bridge Road	Widen I-66 to eight lanes between Fauquier County line and Antioch Bridge Road.
250	Route 15 Widening: Haymarket Town Limits to Route 29	Widen Route 15 to four lanes from Haymarket town limit at John Marshall Highway to Route 29. Project improvements implemented in conjunction with railroad overpass.
251	Route 1 Widening: Dumfries Road (Route 234) to Cardinal Drive	Widen Route 1 to six lanes between Dumfries Road (Route 234) and Cardinal Drive / Neabsco Road.
252	John Marshall Highway Widening: Thoroughfare Road to Route 29	Widen John Marshall Highway from two to four lanes between Thoroughfare Road (excluding Town of Haymarket) and Catharpin Road and from four to six lanes between Catharpin Road and Route 29.
253	Route 29 Widening: Route 15 to Virginia Oaks Drive	Widen Route 29 to six lanes between Route 15 and Virginia Oaks Drive.
254	Construct Manassas Battlefield Bypass	Construct a bypass around Manassas Battlefield National Park in Prince William County between Rt. 234 and Fairfax County line
255	McGraws Corner Drive Widening: Thoroughfare Road to Route 29	Widen McGraws Corner Drive to four lanes between Thoroughfare Road and Route 29.
256	Neabsco Road Widening: Route 1 to Daniel Ludwig Drive	Widen Neabsco Road to four lanes between Route 1 and Daniel Ludwig Drive.
257	Neabsco Mills Road Widening: Smoke Court to Route 1	Widen Neabsco Mills Road to four lanes between Smoke Court and Route 1.
258	Construct North South Road: University Boulevard to Wellington Road	Construct four-lane North South Road from University Boulevard to Wellington Road.
259	Old Bridge Road Widening: Colby Drive to Minnieville Road	Widen Old Bridge Road to six lanes from Colby Drive to Minnieville Road.
260	Old Carolina Road Widening: Heathcote Boulevard to Route 29	Widen Old Carolina Road to four lanes from Heathcote Boulevard to Route 29.
261	Old Centreville Road Widening: Fairfax County Line to Route 28	Widen Old Centreville Road to four lanes between Fairfax County line and Centreville Road (Route 28).

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
262	Opitz Boulevard Widening: Gideon Drive to Route 1	Widen Opitz Boulevard to six lanes from Gideon Drive to Route 1.
263	Prince William Parkway Widening: I-66 to Brentsville Road	Widen Prince William Parkway to six lanes from I-66 to Brentsville Road.
264	Prince William Parkway Widening: Liberia Avenue to Hoadly Road	Widen Prince William Parkway to six lanes from Liberia Avenue to Hoadly Road.
265	Construct River Heritage Boulevard: Potomac Shores to Patriot Circle	Construct four-lane River Heritage Boulevard from Potomac Shores to Patriot Circle.
266	Complete Rollins Ford Road: Vint Hill Road to Wellington Road	Complete four-lane Rollins Ford Road, Linton Hall Road to Wellington Road.
267	Construct Station Road: University Boulevard to Balls Ford Road	Construct four-lane Station Road from University Boulevard to Balls Ford Road.
268	Sudley Road Widening: Route 15 to Route 29	Widen Sudley Road to four lanes from Route 15 to Route 29.
269	Sudley Manor Drive Widening: Prince William Parkway to Sudley Road	Widen Sudley Manor Drive to six lanes from Prince William Parkway to Sudley Road.
270	Summit School Road Extension and Widening: Minnieville Road to Telegraph Road	Extend Summit School Road from Minnieville Road to Telegraph Road as a six-lane road.
271	Telegraph Road Widening: Minnieville Road to Prince William Parkway	Widen Telegraph Road to four lanes between Minnieville Road and Summit School Road. Widen Telegraph Road to six lanes between Summit School Road and Caton Hill Road. Widen Telegraph Road to four lanes between Caton Hill Road and Prince William Parkway (Route 294).
272	Thoroughfare Road Widening: Route 15 to McGraws Corner Drive	Widen Thoroughfare Road to four lanes from Route 15 to McGraws Corner Drive.
273	Construct Van Buren North Road: Cardinal Drive to Dumfries Road	Construct four-lane Van Buren North Road from Cardinal Drive to Dumfries Road.
274	Construct Van Buren South Road: Dumfries Road to Mine Road	Construct four-lane Van Buren South Road from Dumfries Road to Mine Road.
275	Vint Hill Road Widening: Fauquier County Line to Schaeffer Lane	Widen Vint Hill Road to four lanes from the Fauquier County line to Schaeffer Lane.
276	Wellington Road Widening: Limestone Drive to Godwin Drive	Widen Wellington Road from two to four lanes between Godwin Drive and Prince William Parkway and widen from two to six lanes between Prince William Parkway and Limestone Drive.
277	Liberia Avenue Widening: Prince William Parkway to Route 28	Widen Liberia Avenue to six lanes from Prince William Parkway to Centreville Road (Route 28).
278	Route 28 Widening: Liberia Avenue to Manassas Park Northern City Line	Widen Route 28 to six lanes from Liberia Avenue to Manassas Park northern city limit.
279	Construct Interchange at Prince William Parkway and Minnieville Road	Construct interchange at Prince William Parkway and Minnieville Road.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
280	Construct Interchange at Prince William Parkway and Smoketown Road	Construct interchange at Prince William Parkway and Smoketown Road.
281	Annapolis Way Connector	Construct four-lane facility to connect Annapolis Way East with Annapolis Way West near I-95 on-ramp.
282	Route 1 Widening: Occoquan River Bridge to Telegraph Road (Route 235 North)	Widen Route 1 to six lanes from Occoquan River Bridge/ Fairfax County line to Telegraph Road (Route 235 North).
283	Construct Interchange at Route 234 and Brentsville Road	Construct interchange at Route 234 and Brentsville Road.
284	Construct Interchange at Prince William Parkway and Clover Hill Road	Construct a grade-separated interchange at Prince William Parkway (Route 234) and Clover Hill Road.
285	Route 15 Congestion Mitigation Improvements	Implement congestion mitigation improvements, including roundabouts and reduction of left turning movements, on Route 15 north of Leesburg.
286	Construct Interchange Route 1 and Dale Boulevard	Construct an interchange at Route 1 and Dale Boulevard.
287	Construct Roundabout at Route 1 and Joplin Road/Fuller Road	Construct a grade-separated roundabout at Route 1 and Joplin Road/Fuller Road.
288	Loudoun Metrorail Station Pedestrian Improvements	Construct sidewalks, crosswalks, shared-use trails, and intersection improvements to improve pedestrian access to Silver Line Metrorail stations (Ashburn and Loudoun Gateway) in Loudoun County.
289	Dunn Loring to Ballston Enhanced Bus	Provide frequent service on Lee Highway and Washington Boulevard from Dunn Loring Metrorail Station in Fairfax County through the City of Falls Church, East Falls Church Metrorail Station, and Washington Boulevard to Ballston Metrorail Station. Includes enhancements on Metrobus 2A route.
290	Arlington Mobility Hubs	Develop a system of coordinated mobility hubs along major corridors to fully integrate transit, bikesharing, carsharing, ridesharing, pedestrians, bicycling, ride hailing, and other shared use services.
291	Off-vehicle Fare Collection	Develop a system of off-board fare collection for ART and WMATA buses.
292	Lee Highway (Route 29) Multimodal Improvements	Expand multimodal transportation capacity and safety in the Lee Highway corridor, providing viable options to move more people without increasing the volume of single-occupant vehicles. Includes addition of bicycle facilities along Route 29 corridor and reconstruction of Route 29 from North Quincy Street to North Kenmore Street.
293	Theodore Roosevelt Bridge HOT lanes	DC project to implement HOT lanes on Theodore Roosevelt Bridge.
294	14th Street Bridge HOT lanes	DC project to implement HOT lanes on 14th Street Bridge.
295	Increase Off-peak Transit Service on I-95 Corridor	Add bus trips to the existing service: Lake Ridge-DC, Lake Ridge-Pentagon/Crystal City; Dale City/Potomac Mills-Pentagon/Crystal City; Dale City/Potomac-Mills/Rosslyn/Ballston; Montclair/Dumfries-Pentagon/DC; Montclair/Dumfries-Pentagon; Dale City/Potomac Mills-Mark Center.
296	Implement New OmniLink Service	Implement new OmniLink routes: Innovation-to-Gainesville/Haymarket; Innovation-to-Manassas; Montclair local.
297	Widen Long Bridge	Widen the Long Bridge to four tracks to accommodate additional rail capacity for commuter (VRE), intercity (Amtrak, DC2RVA), and freight (CSXT) services. Related improvements include modifications to existing tracks, modification to or additional signals, bridges, structures.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
298	VRE Alexandria-DC Rail Capacity Improvements	<ul style="list-style-type: none"> <li>a. Construct fourth track LE (L'Enfant) to VA (Virginia interlocking in DC);</li> <li>b. Construct fourth track RO (Rosslyn interlocking) to AF (Alexandria interlocking);</li> <li>c. Alexandria track 1 access/ Slater's Lane crossover;</li> <li>d. Construct Washington Union Station station/access improvements;</li> <li>e. Construct VRE L'Enfant station/access improvements.</li> <li>f. Construct VRE Crystal City station/access improvements; and</li> <li>g. Improvements relating to above including modifications to existing tracks, modification to or additional signals, bridges, structures.</li> </ul>
299	VRE Alexandria Station Improvements	Improve multimodal connectivity and accessibility at the Alexandria Union Station - King Street Metrorail Station through construction of a pedestrian tunnel between the two stations; platform expansion and access improvements at VRE station.
300	VRE Manassas Line Rail Capacity Enhancements	<p>Phase 1: Increase frequencies to 20 min in peak period. In support of this improvement:</p> <ul style="list-style-type: none"> <li>a. Construct track capacity enhancements (including modification or expansion of track, signals, bridges, structures, etc.) from Alexandria/AF to Manassas Line terminus, including existing Broad Run VRE station;</li> <li>b. Purchase additional rolling stock in support of eight-car trains and peak service improvements (TIP reflects purchases for eight-car trains in peak hour, additional needed beyond CLRP commitment);</li> <li>c. Construct/expand VRE equipment storage and maintenance facilities in Manassas and midday storage in Washington, DC;</li> <li>d. Construct station/platform, parking and multimodal access improvements at VRE Manassas Line stations, including expansion of existing Broad Run VRE station/parking/multimodal access;</li> <li>e. Improve information sharing through ITS/TSM enhancements for improved communications; and</li> <li>f. Rail improvements in support of I-81 / Route 29 Intercity Passenger Rail (DRPT/AMTRAK).</li> </ul>
301	Fredericksburg Line Service Expansion	<p>Implement VRE service improvements on the Fredericksburg line to reduce headways to 20 minutes in peak period. In support of this improvement:</p> <ul style="list-style-type: none"> <li>a. Purchase additional rolling stock in support of eight-car trains and peak service improvements;</li> <li>b. Construct/expand VRE equipment storage and maintenance facilities in Fredericksburg and midday storage in Washington, DC;</li> <li>c. Construct station/platform, parking, and access improvements at VRE Fredericksburg Line stations; and</li> <li>d. Improve information sharing through ITS/TSM enhancements for improved communications.</li> </ul>
302	Fredericksburg Line Peak Period Service Expansion	<p>Improve frequencies to 15-minute peak period and new reverse peak period service. In support of this improvement:</p> <ul style="list-style-type: none"> <li>a. Purchase additional rolling stock;</li> <li>b. Construct/expand VRE equipment storage and maintenance facilities;</li> <li>c. Rail line capacity improvements (including modification or expansion of track, signals, bridges, structures, etc.);</li> <li>d. Station/parking access improvements; and</li> <li>e. ITS/TSM improvements.</li> </ul>
303	Manassas Line Peak Period Service Expansion	<p>Improve frequencies to 15-minute peak period and new reverse peak period service. In support of this improvement:</p> <ul style="list-style-type: none"> <li>a. Purchase additional rolling stock;</li> <li>b. Construct/expand VRE equipment storage and maintenance facilities;</li> <li>c. Rail line capacity improvements (including modification or expansion of track, signals, bridges, structures, etc.);</li> <li>d. Station/parking access improvements; and</li> <li>e. ITS/TSM improvements.</li> </ul>

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
304	VRE Express Service - Fredericksburg Line	Implement peak period express service on VRE Fredericksburg Line: a. One express train and three local trains per hour during AM and PM peak periods; and b. Stops at Spotsylvania, Leeland Road, Woodbridge, Alexandria, Crystal City, L'Enfant, and Union Station. c. Additional rolling stock and/or infrastructure improvements including modifications to tracks, signals, bridges, structures, and stations may also be needed to support express service.
305	VRE Express Service - Manassas Line	Implement peak period express service on VRE Manassas Line: a. One express train and three local trains per hour during AM and PM peak periods; and b. Stops at Broad Run, Manassas Park, Burke Centre, Alexandria, Crystal City, L'Enfant, and Union Station. c. Additional rolling stock and/or infrastructure improvements including modifications to tracks, signals, bridges, structures, and stations may also be needed to support express service.
306	Leesburg Bypass Widening: Route 15 to West Market Street	Widen Route 7 to a six-lane limited access facility from Route 15 to West Market Street interchange.
307	Leesburg Bypass Widening: East Market Street to Route 15	Widen Route 7 / Route 15 to a six-lane limited access facility from the East Market Street interchange to the Route 15 interchange.
308	Route 7 Hot Spot and Safety Improvements: Fairfax County Line to Clark County Line	Hot spot and safety improvements on Route 7 from the Fairfax County line to the Clarke County line.
309	Route 7 Business Hot Spot and Safety Improvements: Route 9 to Round Hill	Hot spot and safety improvements on Route 7 Business from Route 9 at Clark's Gap to Route 7 west of Round Hill.
310	Route 9 Hot Spot and Safety Improvements: West Virginia State Line to Route 7	Hot spot and safety improvements on Route 9 from the West Virginia state line to Route 7.
311	Route 15 Hot Spot and Safety Improvements: Prince William County Line to Maryland State Line	Hot spot and safety improvements on Route 15 from the Prince William County line to the Maryland state line.
312	Route 287 Hot Spot and Safety Improvements: Route 7 Business to Maryland State Line	Hot spot and safety improvements on Route 287 from Route 7 Business to the Maryland state line.
313	Extend Russell Branch Parkway (Leesburg): Cochran Mill Road (Route 653) to Trailview Boulevard	Extend Russell Branch Parkway (Leesburg) from Cochran Mill Road (Route 653) to Trailview Boulevard. Construct a four-lane roadway.
314	Route 50 Widening and Interchanges: Poland Road to Northstar Boulevard	Widen Route 50 (John Mosby Highway) to six lanes from Poland Road to Northstar Boulevard. Construct new interchanges at/near Tall Cedars Parkway (Route 2200), Route South Riding Boulevard (Route 2201), Loudoun County Parkway (Route 606), Arcola Boulevard/West Spine Road (Route 606 Extended), and Northstar Boulevard (relocated Route 659). Potential grade separation (interchange or overpass) at Pleasant Valley Road (Route 609).
315	Belmont Ridge Road Widening: Shreveport Drive to Evergreen Mills Road (Route 621)	Widen Belmont Ridge Road (Route 659) to four lanes from Shreveport Drive to Evergreen Mills Road (Route 621).
316	Gum Spring Road Widening: Dawsons Corner Boulevard to Prince William County Line	Widen Gum Spring Road (Route 606 Extended/West Spine Road) to four lanes from Dawsons Corner Boulevard (Route 3326) to the Prince William County line.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
317	Purchase Loudoun County Transit Buses	Purchase of buses in support of Loudoun County's transit services.
318	Route 50 Improvements: Fairfax County Line to Fauquier County Line	Improvements along Route 50 from the Fairfax County Line to the Fauquier County Line.
319	I-66 Corridor Park-and-Ride in Prince William County	Construct new park-and-ride lots along the I-66 corridor in Prince William County at Innovation, James Madison Arrowleaf, Linton Hall School, and Yorkshire in county-owned lots and Dominion in a privately-owned lot. Expand existing park-and-ride capacity at Limestone Drive and Manassas Mall/Sears in privately-owned lots.
320	I-95 Corridor Park-and-Ride in Prince William County	Expand park-and-ride capacity at Brittany Park, Hillendale, Montclair, Old Bridge/Minnieville Road in VDOT-owned lots; Old Bridge Festival, Potomac Mills, Prince William Square, Tacketts Mill Shopping Center in privately-owned lots; Old Bridge/Route 1, PRTC Transit Center, Route 234/ Route 1, in county-owned lots. Construct a new park-and-ride lot at Cherry Hill and a new park-and-ride garage at Potomac Center.
321	Pentagon City Metrorail Second Entrance	Construct second elevator entrance adjacent to Fashion Center Mall.
322	Shirlington Bus Station Expansion	Addition of new bus bays at the Shirlington bus station.
323	Crystal City Bus Improvements	Improving bus circulation, operations, and safety in the Crystal City area.
324	Construct Interchange at Prince William Parkway and University Boulevard.	Construct an interchange at Prince William Parkway (Route 234) and University Boulevard.
325	Construct Interchange at Route 1, Dumfries Road (Route 234), and Potomac Shores Parkway.	Construct a "quadrant at-grade" interchange at Route 1, Dumfries Road (Route 234) and Potomac Shores Parkway.
326	Construct Interchange at Prince William Parkway (Route 294) and Old Bridge Road	Construct an interchange at Prince William Parkway (Route 294) and Old Bridge Road.
327	Route 9 Traffic Calming	Construct safety improvements, traffic calming, and lane widening on Route 9, including in the Town of Hillsboro. Project may include roundabouts and other pedestrian safety improvements.
328	I-95 General Purpose Lanes Widening: Occoquan River Bridge to Dumfries Road (Route 234)	Widen southbound I-95 to four lanes between the Occoquan River Bridge and Dumfries Road (Route 234) at Exit 152.
329	Route 15 Improvements with Railroad Overpass	Project will widen Route 15 from two to four lanes and build an overpass over the existing Norfolk Southern Railway B-Line tracks. The project extends about 1000' north of the tracks and extends approximately 1200' south of the tracks.
330	Fairfax County Express Bus: Reston to Franconia-Springfield	Implement express bus service along Fairfax County Parkway (Route 286) between Reston Metrorail station and Franconia-Springfield Metrorail Station.
331	Tysons Express Bus	Implement express bus service between Tysons and Huntington Metrorail Station, and between Tysons and Franconia-Springfield Metrorail Station.
332	Construct Lanes on Reston Parkway: Sunrise Valley Drive to Baron Cameron Avenue	Construct lanes on Reston Parkway from Sunrise Valley Drive to Baron Cameron Avenue.
333	Transit Boulevard along Sycamore Street and Roosevelt Street: East Falls Church Metrorail to Seven Corners	Transit and pedestrian/bicycle connections along Sycamore Street and Roosevelt Street with a bridge overpass connecting to planned redevelopment in Seven Corners.

# TransAction Plan Project List

## TransAction Plan Project List (Cont.)

TransAction Project ID	Project Name	Project Description
334	Falls Church Metro Station Access	Multimodal access improvements for the East Falls Church and West Falls Church Metrorail Stations, including pedestrian access, bicycle access and bikesharing stations, and bus access.
335	Falls Church Regional Bicycle Connections	On-street bicycle facilities to connect Falls Church's bicycle network to the W&OD, Arlington County's network and Fairfax County's network.
336	Braddock Road Intersection Improvements: Guinea Road to Ravensworth Road	Improvements include access management, intersection improvements, signalization, and pedestrian improvements from Guinea Road to Ravensworth Road.
337	I-495 HOT Lanes: American Legion Bridge to I-270	Extend I-495 Capital Beltway HOT lanes into Maryland via the American Legion Bridge to the I-270 spur.
338	I-95 ITS/ICM Improvements	Implement intelligent transportation systems, adaptive traffic control, and hard shoulder lanes on I-95.
339	Northern Virginia ITS/ICM Improvements	Implement ITS and integrated corridor management strategies on key regional corridors and parallel facilities in Northern Virginia.
340	Northern Virginia TDM Strategies	Implement and expand TDM initiatives and programs in major employment centers within Northern Virginia.
341	Joplin Road Improvements	Implement speed limit adjustments on Joplin Road (Route 619).
342	Route 7 Reversible Lanes: Dulles Toll Road to Route 9	Construct reversible lanes on Route 7 between Dulles Toll Road and Route 9.
343	Dulles Greenway Merge Lanes	Construct additional capacity on Dulles Greenway at merges, particularly at the connections with the Dulles Toll Road, to allow for better operation and weave movements.
344	Route 28 Reversible HOV Lanes: I-66 to Dulles Toll Road	Implement reversible HOV lanes on Route 28 between I-66 and the Dulles Toll Road during AM and PM peak periods.
345	Reston Town Center Express Bus	Implement Express bus service between Reston Town Center and Fairfax Center via Reston Parkway and West Ox Road.
346	Rosslyn-Ballston Corridor Express Bus	Implement enhanced bus service on Fairfax Drive and Wilson Boulevard between Ballston and Rosslyn.
347	Van Dorn Intermodal Facility	Construct intermodal facility in the vicinity of Van Dorn Metrorail Station to facilitate transfers between Metrorail, West End Transitway, and local transit service.
348	I-495 / I-395 Lane Restrictions	Implement lane restrictions for commercial trucks on I-495 and I-395 in Virginia.
349	Braddock Road Widening: Route 28 to Fairfax County Line	Widen Braddock Road to four lanes between Route 28 and the Fairfax County line.
350	Construct Route 28 Corridor Roadway Improvements	Construct Route 28 corridor roadway improvements connecting Prince William County, City of Manassas, City of Manassas Park, and Fairfax County.
351	South Elden St Reconstruction	Reconstruct South Elden Street between Herndon Parkway and Sterling Road. Project includes signalization and capacity improvements at each intersection as well as streetscape, bike, pedestrian and transit access improvements.
352	Sterling Road Reconstruction	Reconstruct Sterling Road between Elden Street and Rock Hill Road. Project includes signalization and capacity improvements at each intersection as well as streetscape, bike, pedestrian and transit access improvements.



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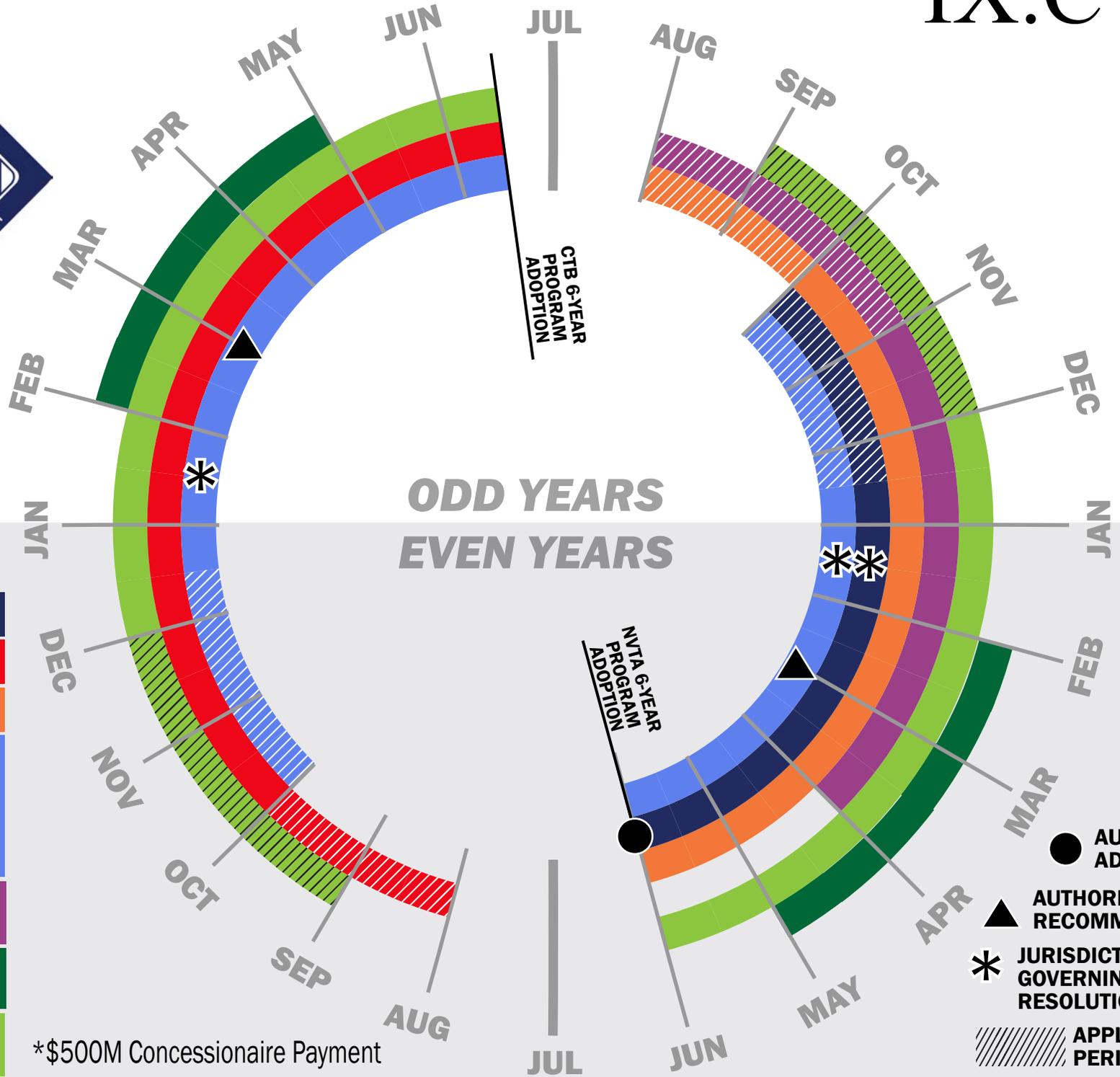
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# TRANSPORTATION PROGRAMMING TIMELINE (FY2017-18)

IX.C



## LEGEND

- NVTA 70% Funds
- Smart Scale
- Revenue Sharing
- Congestion Mitigation and Air Quality (CMAQ)
- Regional Surface Transportation Program (RSTP)
- Transportation Alternatives Program (TAP)
- Transportation/Land-Use Connections (TLC)
- I-66 Inside the Beltway Toll Revenue

\*\$500M Concessionaire Payment

- AUTHORITY ADOPTION
- ▲ AUTHORITY RECOMMENDATION
- \* JURISDICTIONAL GOVERNING BODY RESOLUTION
- ▨ APPLICATION PERIOD

ODD YEARS  
EVEN YEARS

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Mayor Parrish, Chair, NVTA Finance Committee

**DATE:** October 6, 2017

**SUBJECT:** Revenue Projections FY2018 through FY2023

---

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) adoption of proposed revenue projections for FY2018 through FY2023.
2. **Suggested Motion:** *I move Authority adoption of the proposed FY2018 - FY2023 revenue projections.*
3. **Background:**
  - a. Revenue projections are the initial step in determining the amount of Regional Revenue Fund PayGo resources available for the Authority's FY2018 - FY2023 Six Year Program.
  - b. The process for developing the revenue projections followed these steps:
    - i. All jurisdictions were provided all previous fiscal year actuals of all revenues, for all member jurisdictions.
    - ii. We requested each member jurisdiction estimate the NVTA Sales, Grantors and Transient Occupancy taxes for their jurisdiction for FY2018 through FY2024.
    - iii. All jurisdiction estimates were consolidated into one overall schedule.
    - iv. NVTA staff reviewed each projection, examining the long term trends for each tax type by jurisdiction, and determine if there are any one time events which affect the projections.
    - v. The compiled projections were shared with all jurisdictions, allowing each jurisdiction to examine all other jurisdiction projections by tax type.
    - vi. The table below shows the projected revenue by fiscal year, tax type, total revenue, 70%/30% split and rates of change.
    - vii. The attached spreadsheet shows the detailed projections by fiscal year, jurisdiction and tax type.

Northern Virginia Transportation Authority							
NVTA Revenue	FY2018 Projection	FY2019 Projection	FY2020 Projection	FY2021 Projection	FY2022 Projection	FY2023 Projection	Total Revenues FY 2018 - 2023
Sales Tax	\$ 253,421,494	\$ 258,926,224	\$ 265,846,393	\$ 272,982,830	\$ 280,453,992	\$ 288,142,662	\$ 1,619,773,594
Transient Occ. Tax	\$ 30,218,980	\$ 31,034,154	\$ 31,748,477	\$ 32,570,413	\$ 33,330,749	\$ 34,159,837	\$ 193,062,611
Grantors Tax	\$ 44,616,624	\$ 45,167,888	\$ 45,819,213	\$ 46,377,477	\$ 47,043,160	\$ 47,614,206	\$ 276,638,568
<b>Total Revenue</b>	<b>\$ 328,257,098</b>	<b>\$ 335,128,266</b>	<b>\$ 343,414,083</b>	<b>\$ 351,930,721</b>	<b>\$ 360,827,901</b>	<b>\$ 369,916,705</b>	<b>\$ 2,089,474,773</b>
70% Regional Revenue	\$ 229,779,968	\$ 234,589,786	\$ 240,389,858	\$ 246,351,504	\$ 252,579,531	\$ 258,941,694	\$ 1,462,632,341
30% Local Distribution	\$ 98,477,129	\$ 100,538,480	\$ 103,024,225	\$ 105,579,216	\$ 108,248,370	\$ 110,975,012	\$ 626,842,432
Year to Year % Change		2.09%	2.47%	2.48%	2.53%	2.52%	

#### 4. Next Steps

- a. With the revenue projections approved for FY2018 through FY2023, NVTA staff will develop the PayGo availability projections for the same period.
- b. PayGo projections include calculations and estimates for:
  - i. Regional Revenue Fund income projections approved by the Authority.
  - ii. Regional Revenue Fund interest earnings
  - iii. Regional Revenue Fund carryforward comprised of:
    1. Revenue projection variances
    2. Completed project excess balances
    3. Project cancellations
    4. Fund balance carryforward
  - iv. Existing Debt Service Payments
  - v. Impact of the I-66 Outside the Beltway Project (one-time event)
  - vi. Costs of:
    1. Future TransAction Updates
    2. Congestion Reduction Relative to Cost (CRRC) technical support
    3. Long Term Benefit interim assessment technical support
  - vii. Tapering percentages for the last three years of the Six Year Program.
- c. Finalizing the future PayGo recommendations to the Finance Committee will benefit from I-66 Outside the Beltway Project finalization by the Commonwealth<sup>1</sup>. This project has implications for:
  - i. A single year \$100 million cash impact.
  - ii. Timing of a \$200 million bond sale.
  - iii. Debt service on \$200 million over a 20 year period.
  - iv. The Commonwealth had projected a July 2017 financial close on this project. As of this report's preparation no revised date has been released.

<sup>1</sup> The Authority is expected to de-allocate funding for this project with the expectation the Commonwealth will reach financial close.

**Attachment:** Draft FY2018 – FY2023 NVTA Revenue Projections

**Coordination:**

NVTA Finance Committee

Arlington County

Fairfax County

Loudoun County

Prince William County

City of Alexandria

City of Fairfax

City of Falls Church

City of Manassas

City of Manassas Park

# X.ATTACHMENT

NVTA FY 2018 - FY 2023 Revenue Estimates	FY2018 Projection	FY2019 Projection	FY2020 Projection	FY2021 Projection	FY2022 Projection	FY2023 Projection
<b>City of Alexandria</b>						
Sales	\$ 15,741,728	\$ 16,057,290	\$ 16,379,177	\$ 16,707,517	\$ 17,042,440	\$ 17,384,076
TOT	3,496,154	3,583,558	3,673,147	3,764,975	3,859,100	3,955,577
Grantors	3,360,000	3,360,000	3,360,000	3,360,000	3,360,000	3,360,000
Total	\$ 22,597,882	\$ 23,000,847	\$ 23,412,324	\$ 23,832,493	\$ 24,261,539	\$ 24,699,653
<b>Arlington</b>						
Sales	\$ 25,927,100	\$ 25,308,696	\$ 25,943,302	\$ 26,591,884	\$ 27,391,615	\$ 28,214,713
TOT	9,886,298	10,202,892	10,406,950	10,667,124	10,933,802	11,207,147
Grantors	4,650,000	4,650,000	4,650,000	4,650,000	4,650,000	4,650,000
Total	\$ 40,463,398	\$ 40,161,588	\$ 41,000,252	\$ 41,909,008	\$ 42,975,418	\$ 44,071,860
<b>City of Fairfax</b>						
Sales	\$ 7,359,015	\$ 7,432,605	\$ 7,506,931	\$ 7,582,001	\$ 7,657,821	\$ 7,734,399
TOT	400,000	408,000	416,160	424,483	432,973	441,632
Grantors	432,500	436,825	441,193	445,605	450,061	454,562
Total	\$ 8,191,515	\$ 8,277,430	\$ 8,364,284	\$ 8,452,089	\$ 8,540,855	\$ 8,630,593
<b>Fairfax County</b>						
Sales	\$ 109,062,126	\$ 111,788,679	\$ 114,583,396	\$ 117,447,981	\$ 120,384,181	\$ 123,393,786
TOT	11,584,628	11,874,244	12,171,100	12,475,378	12,787,262	13,106,944
Grantors	21,021,600	21,231,816	21,444,134	21,658,575	21,875,161	22,093,913
Total	\$ 141,668,354	\$ 144,894,739	\$ 148,198,630	\$ 151,581,934	\$ 155,046,604	\$ 158,594,643
<b>City of Falls Church</b>						
Sales	\$ 2,546,900	\$ 2,659,800	\$ 2,777,700	\$ 2,900,900	\$ 3,029,500	\$ 3,163,800
TOT	187,900	194,000	200,200	206,600	213,300	220,200
Grantors	257,704	257,704	257,704	257,704	257,704	257,704
Total	\$ 2,992,504	\$ 3,111,504	\$ 3,235,604	\$ 3,365,204	\$ 3,500,504	\$ 3,641,704
<b>Loudoun</b>						
Sales	\$ 49,460,000	\$ 50,940,000	\$ 52,470,000	\$ 54,040,000	\$ 55,660,000	\$ 57,330,000
TOT	3,020,000	3,080,000	3,140,000	3,240,000	3,260,000	3,330,000
Grantors	9,200,000	9,400,000	9,700,000	9,900,000	10,200,000	10,400,000
Total	\$ 61,680,000	\$ 63,420,000	\$ 65,310,000	\$ 67,180,000	\$ 69,120,000	\$ 71,060,000
<b>City of Manassas</b>						
Sales	\$ 5,000,000	\$ 5,100,000	\$ 5,202,000	\$ 5,306,040	\$ 5,412,160	\$ 5,520,400
TOT	61,000	61,460	61,920	62,380	62,850	63,320
Grantors	370,000	371,850	373,710	375,580	377,460	379,350
Total	\$ 5,431,000	\$ 5,533,310	\$ 5,637,631	\$ 5,744,000	\$ 5,852,469	\$ 5,963,070
<b>City of Manassas Park</b>						
Sales	\$ 1,439,384	\$ 1,462,415	\$ 1,469,727	\$ 1,509,007	\$ 1,549,515	\$ 1,591,923
Grantors	152,820	155,693	156,471	158,728	162,837	166,638
Total	\$ 1,592,204	\$ 1,618,108	\$ 1,626,198	\$ 1,667,735	\$ 1,712,352	\$ 1,758,562
<b>Prince William</b>						
Sales	\$ 36,885,240	\$ 38,176,740	\$ 39,514,160	\$ 40,897,500	\$ 42,326,760	\$ 43,809,565
TOT	1,583,000	1,630,000	1,679,000	1,729,473	1,781,463	1,835,016
Grantors	5,172,000	5,304,000	5,436,000	5,571,285	5,709,937	5,852,039
Total	\$ 43,640,240	\$ 45,110,740	\$ 46,629,160	\$ 48,198,258	\$ 49,818,160	\$ 51,496,620
<b>Total NVTA Revenue</b>						
Sales	\$ 253,421,494	\$ 258,926,224	\$ 265,846,393	\$ 272,982,830	\$ 280,453,992	\$ 288,142,662
TOT	30,218,980	31,034,154	31,748,477	32,570,413	33,330,749	34,159,837
Grantors	44,616,624	45,167,888	45,819,213	46,377,477	47,043,160	47,614,206
Total	\$ 328,257,098	\$ 335,128,266	\$ 343,414,083	\$ 351,930,721	\$ 360,827,901	\$ 369,916,705
70%	\$ 229,779,968	\$ 234,589,786	\$ 240,389,858	\$ 246,351,504	\$ 252,579,531	\$ 258,941,694
30%	\$ 98,477,129	\$ 100,538,480	\$ 103,024,225	\$ 105,579,216	\$ 108,248,370	\$ 110,975,012
<b>Percent Annual Increase:</b>						
Sales		2.17%	2.67%	2.68%	2.74%	2.74%
TOT		2.70%	2.30%	2.59%	2.33%	2.49%
Grantors		1.24%	1.44%	1.22%	1.44%	1.21%
Total		2.09%	2.47%	2.48%	2.53%	2.52%

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** October 6, 2017

**SUBJECT:** De-allocation of \$300 Million from the I-66/Rt. 28 Interchange Project

---

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTVA) approval of the de-allocation of \$300 million approved for the I-66/Rt. 28 Interchange Project in the FY2017 Program.
2. **Suggested Motion:** *I move Authority approval for the de-allocation of \$300 million approved in the FY2017 Program for the I-66/Rt. 28 Interchange Project and cancellation of the project.*
3. **Background:**
  - a. On July 14, 2016 the Authority adopted the FY2017 Program.
  - b. Program adoption reserves the resources of the Regional Revenue Fund for the approved projects.
  - c. The I-66/Rt. 28 Interchange Project received \$300 million in Regional Revenue Fund resources as follows:
    - i. \$100 million in cash.
    - ii. \$200 million from a future debt issuance (bonds). These bonds were never issued.
  - d. The Commonwealth of Virginia through the Transform 66 Outside the Beltway Project, is entering into a public private partnership with I-66 Express Mobility Partners.
  - e. The I-66/Rt. 28 interchange improvements will be constructed as part of the Transform 66 Outside the Beltway Project.
  - f. Authority action is required for project de-allocation and project cancellation.
  - g. All funds from de-allocated/cancelled projects are returned to the Regional Revenue Fund for future project assignment as determined by the Authority.
4. **Fiscal Impact:** De-allocation/cancellation of the I66/Rt. 28 Project has the following fiscal impacts:
  - a. Since a Standard Project Agreement (SPA) was never submitted for the project the Authority has no project liabilities.
  - b. No preparations were made or expenses incurred related to the \$200 million in proposed financing. Therefore, these resources remain in full as unused Regional Revenue Fund debt capacity.
  - c. The \$100 million in cash reserved for the project becomes available to the Authority to fund the FY2018 to FY2023 Six Year Program.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

**FOR:** Members, Northern Virginia Transportation Authority

**FROM:** Chairman Martin E. Nohe, Planning and Programming Committee

**DATE:** October 4, 2017

**SUBJECT:** Approval of the Call for Regional Transportation Projects for the FY2018-23 Six Year Program

---

1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTA) approval of the Call for Regional Transportation Projects (CfRTP) for the FY2018-23 Six Year Program (SYP).
2. **Suggested Motion:** *I move Authority approval of the Call for Regional Transportation Projects for the FY2018-23 Six Year Program.*
3. **Background.** At its October 4, 2017 meeting, the NVTA's Planning and Programming Committee (PPC) received a briefing on the development of the FY2018-23 Six Year Program. Specifically, the PPC discussed the CfRTP.
4. **Discussion.** Development of the Authority's inaugural FY2018-23 Six Year Program is based on the Six Year Program Framework approved by the Authority in May 2017 after extensive consultation with appropriate Committees. The Framework highlighted that the next step in the development of the FY2018-23 Six Year Program would be a CfRTP, issued by the Authority in October 2017.

NVTA staff has developed a CfRTP, largely based on that used for the Authority's FY2017 Program. The CfRTP encourages applicants to consider how well candidate projects support the regionalism integral to TransAction, i.e. the TransAction vision, goals, objectives, and weighted performance measures, together with feedback from public engagement and a technical analysis based on eleven regional multimodal corridors divided into 28 corridor segments.

The CfRTP application forms are attached to this memorandum.

5. **Six Year Program Evaluation Process.** All projects considered for regional revenues are subject to a comprehensive regional evaluation process:
  - a. **Eligibility.** Projects must be included in TransAction (which incorporates HB 599), but may be a subset of a TransAction project;

- b. TransAction Analyses.** Includes technical analyses from TransAction such as corridor segment and project level ratings;
  - c. Congestion Reduction Relative to Cost (CRRC).** As required by law, the Authority must give priority to projects with the highest CRRC ratios;
  - d. 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;
  - e. Public Comment.** A Public Hearing will be held on the Six Year Program, including a period for public comment, Open House, Town Hall meetings, etc.
- 6. Next steps.** Subject to Authority approval of the CfRTP, NVTA staff will immediately post the CfRTP and appropriate application form and commence the development of the Authority's FY2018-23 Six Year Program. A Public Hearing will likely be held in May 2018, and the Six Year Program is scheduled for adoption by the Authority in June 2018.

Thereafter, the Six Year Program will updated every two years, with the first update scheduled to be adopted by the end of CY2019. This is synchronized with, but lagging six months behind, the corresponding Smart Scale adoption cycle.

**Attachment:** Call for Regional Transportation Projects for the FY2018-23 Six Year Program application form.



## XII. ATTACHMENT

**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

### **FY 2018-2023 SIX YEAR PROGRAM Project Application Form**

The FY2018-2023 Six Year Program is a competitive program for Northern Virginia Transportation Authority **Regional Revenues**. The Authority's **project selection process** is comprised of five complementary components: preliminary screening, TransAction analyses, congestion reduction relative to cost analysis, qualitative considerations (such as leveraging of other funds excluding NVTA regional revenues, geographic and modal balance, project readiness, past performance, etc.), and public input.

#### **General Instructions:**

- **Deadline for application is noon, December 15, 2017.**
- **Deadline for resolution(s) of support is noon, January 19, 2018.**
- Applications must be submitted electronically to Sree Nampoothiri at [Sree.Nampoothiri@TheNoVaAuthority.org](mailto:Sree.Nampoothiri@TheNoVaAuthority.org). (Please provide applications in word and pdf formats not to exceed a total 6MB attachment size in each email. Also provide any GIS files or other supporting documentation. For large file sizes, contact Sree Nampoothiri, in advance).
- Incomplete applications, and applications received after the deadline, will be rejected; however draft applications may be submitted for review by NVTA staff by noon, November 9, 2017.

For assistance please contact Sree Nampoothiri at [Sree.Nampoothiri@TheNoVaAuthority.org](mailto:Sree.Nampoothiri@TheNoVaAuthority.org)



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

FY 2018-2023 Six Year Program Project Application Form  
 TransAction ID:

**Submitting Jurisdiction/Agency:** \_\_\_\_\_

**1) General Project Information**

**1.1 TransAction Project Title(s), ID(s), and page number(s) of Project in TransAction Plan<sup>1</sup>** (Include corridor and corridor segment numbers. Please provide TransAction ID in the header too.):

**1.2 Project Sub-Title** (If applying for a subset of a TransAction project or a combination of multiple TransAction projects):

**1.3 Project Location, including terminal points** (If applicable):  
 (Add location map marking project extent. Provide GIS shapefile if available)

**1.4 Project Description** (Maximum 2 paragraphs / 500 words. Include description of terminal points, intersections, turning lanes, transit routes, services, facility, etc. sufficient enough to code into a traffic model for detailed analyses):

**1.5 What is the local priority for this project among all the projects submitted by your jurisdiction/agency for NVRTA regional revenues?** (e.g. Top three; X of Y):

**2) Project Milestones**

**2.1 Project Milestones by Project Phase** (Provide actual or expected start and end dates – month/year – for all applicable phases, including phases that have already occurred):

	FY17 or earlier	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY24 or later (specify)
Design, Engineering, Environmental								
Right of Way								
Construction								
Capital Asset Acquisitions								
Other (please explain clearly what this includes)								

**2.2 Are there any potential risk factors that may delay the milestones?** If yes, please describe (e.g. project implementation depends on the completion of another project.)

<sup>1</sup> See TransAction Plan Project List: [hyperlink will be added when TransAction is adopted](#)



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

FY 2018-2023 Six Year Program Project Application Form  
 TransAction ID:

**3) Project Cost**

**3.1 Total Cost to Complete Project** (Needed to achieve the intended transportation functionality of the project, e.g. completion of construction, implementation of an expanded transit service):

**3.2 Total Cost by Project Phase and Fiscal Year when expenditure is expected to occur** (Complete for all applicable phases and Fiscal Years – must total to the amount shown in item #3.1):

	FY2017 or earlier	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY2024 or later	TOTAL
Design, Engineering, Environmental									
Right of Way									
Construction									
Capital Asset Acquisitions									
Other (please explain clearly what this includes)									
<b>TOTAL</b>									

**3.3 If this is expected to be a Design-Build project, what is the estimated date for funding verification?** (i.e. the date by which sufficient committed funding sources must formally be documented in order for Design-Build bids to be invited. Provide month/year)

**3.4 Provide the basis year of costs:**

**4) Funding Request**

**4.1 Requested NVTAFunds** (Excludes any previous approvals for 70% Regional Revenues):

**4.2 Requested NVTAFunds by Project Phase and Fiscal Year of Expenditure** (Complete for all applicable phases and Fiscal Years – must total to the amount shown in item #4.1):

	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY2024 or later	TOTAL
Design, Engineering, Environmental								
Right of Way								
Construction								
Capital Asset Acquisitions								
Other (please explain clearly what this includes.)								
<b>TOTAL</b>								

Note: Include contract administration expenses to corresponding phase(s)



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

FY 2018-2023 Six Year Program Project Application Form  
 TransAction ID:

**5) Other Funding Sources**

**5.1 Other Sources of Funding by Project Phase** (Specify the amounts by source and complete for all applicable phases – must match with phase totals provided under items #3.2 and #4.2):

**Note:** 'Other Funding Sources' may include previously approved NVTA 70% Regional Revenues, NVTA 30% Local Distribution Revenues, CMAQ, RSTP, State, Proffers (or local equivalent), private, recipient entity funds, and others. You may describe if you have concurrently applied for other funding sources or plan to apply within the next six months.

	Committed Funds			NVTA Request per this application (\$) (should match with item #4.2)	Funding Gap (\$)	TOTAL (\$) (should match with item #3.2)
	Source (identify each source and amount separately)	Amount (\$)	Total by phase (\$)			
		[a]	[b]	[c]	[d]	[e=b+c+d]
Design, Engineering, Environmental						
Right of Way						
Construction						
Capital Asset Acquisitions						
Other (please explain clearly what this includes)						
<b>TOTAL</b>						

**5.2 Please confirm all necessary operations/maintenance funds with the project have been secured and provide the source(s).**

**6) Project Impacts**

For items #6.1 thru #6.5, Address how this project supports the regional coherence philosophy embedded in TransAction, and how it will improve Northern Virginians' quality of life with respect to travel conditions. Please provide reports, data, and other supporting information such as GIS files, simulation videos, etc.

**6.1 What regional benefits does this project offer?** (Describe how the project addresses travel conditions in TransAction corridor(s) and corridor segment(s) with a focus on the TransAction vision and goals):

**6.2 How will the project reduce congestion and increase capacity?** (Which facilities will experience capacity increases and how will this result in improved traffic flow/transit services? Provide current and forecasted capacity of facilities, services, etc. including bike-ped facilities. What congestion problem does the project address and how will it reduce congestion? Provide current and forecasted AADT/transit ridership with and without the project and details of models used (type, source, version, etc.):

**6.3 How will the project improve regional connectivity?** (Specifically list how Northern Virginians will experience improved connectivity between/within designated regional activity centers and jurisdictions.



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

### FY 2018-2023 Six Year Program Project Application Form TransAction ID:

Provide information such as congestion levels, origin-destination patterns from any studies/analysis conducted):

**6.4 How will the project improve integration between modes and systems?** (Describe specifics such as motorized/non-motorized modes, first/last mile connection, new and enhanced technology systems such as Integrated Corridor Management, etc.):

**6.5 How will the project improve safety?** (Describe any safety issue this project is addressing and how the project will improve safety. Please include relevant safety data.):

#### 7) Other Information

7.1 Project Title and ID in 2016 CLRP (or indicate if not included):

7.2 Project Title and ID in the current TIP (or indicate if not included):

7.3 Project VDOT UPC Number or DRPT Number (if available):

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

7.5 Do you intend to provide photos or other graphics to support your application? Yes / No  
(If yes, coordinate with Sree Nampoothiri, [sree.nampoothiri@thenovaauthority.org](mailto:sree.nampoothiri@thenovaauthority.org))

#### 8) Resolution of Support

**8.1 Please include a signed copy of Board/Council resolutions in support of this application. Agencies must submit resolutions from affected jurisdiction Boards/Councils in addition to a resolution from their own governing body.** (The resolution(s) must include, at a minimum, TransAction ID, Project Title, and the requested funding amount)

**8.2 Projects that are located in multiple jurisdictions must demonstrate multi-jurisdictional support in order to advance.** (e.g. resolutions of support from the governing body of each affected jurisdiction).

- Deadline for application is noon, December 15, 2017.
- Deadline for resolution(s) of support is noon, January 19, 2018.



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

FY 2018-2023 Six Year Program Project Application Form  
 TransAction ID:

9) Certifications

- Applicant acknowledges that past performance regarding achievement of drawdown commitments for previously approved projects (SPA Appendix B's and revisions) will be used as a qualitative consideration in SYP project selection.
- If project is approved for funding, applicant will:
  - Commit all necessary operations/maintenance funds;
  - 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.

	<b>Signature of the Submitter (Director level or above)</b>
Name:	
Title:	
Email:	
Phone:	
Signature:	

<b>Staff Point of Contact</b>	<b>Public Information Officer (PIO) Contact</b>

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** October 6, 2017

**SUBJECT:** Approval of Comments on VTrans Draft Recommendations on the Tier 1 Needs

---

- 1. Purpose.** To seek Northern Virginia Transportation Authority (NVTA) approval of the comments on the draft recommendations on the Tier 1 needs for the VTrans Multimodal Transportation Plan (VMTP 2025) update.
- 2. Suggested Motion:** *I move approval of the draft recommendations on the Tier 1 needs for the VTrans plan update to the Virginia Office of Intermodal Planning and Investment and authorization for the Executive Director to submit comments to the Office of Intermodal Planning and Investment.*
- 3. Background.** The Virginia Office of Intermodal Planning and Investment (OIPI) is leading the effort to develop and implement the Statewide Transportation Needs Assessment process as part of the VTrans Multimodal Transportation Plan 2025 (VMTP). The VMTP2025, along with the VTrans Vision Plan, make up the overall statewide Transportation Plan, VTrans2040. One of the key purposes of the Needs Assessment is to serve as a screen for projects applying for consideration under the Smart Scale prioritization process. All projects submitted for the Smart Scale process must pass through an initial screening process. This initial screening process is a critical component because it links the planning and programming processes to ensure the overarching transportation goals of the Commonwealth are advanced. If a project does not meet the capacity and operations needs or the safety needs under the Transportation Needs Assessment of VTrans2040, it cannot move forward in the Smart Scale process. The Transportation Needs Assessment will assess the State's transportation needs at three scales, and will include a statewide assessment of safety needs:
  - Corridor of Statewide Significance (COSS) - Interregional travel market
  - Regional Networks - Intraregional travel market
  - Urban Development Areas (UDA) Local activity center market

For projects to advance under the district grant program, they must meet a need on:

- A Corridor of Statewide Significance
- A Regional Network
- An Urban Development Area
- A Statewide Safety Need

For projects to advance under the high priority projects program, they must meet a need on:

- A Corridor of Statewide Significance
- A Regional Network

On Thursday, January 26, 2017, the VTrans consultant team presented VMTP2025 draft recommendations and the draft tier one combined summary, to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). The presentation was followed by an Open House held at the NVTA offices.

The Executive Director submitted comments that were developed in coordination with the RJACC, on behalf of NVTA in February 2017.

Since these comments were submitted, the Office of Intermodal Planning and Investment have been working on the transition from needs to development of the 2025 Recommendations, and to effectively communicate needs and recommendations to stakeholders and the public, the OIPI team developed consolidated needs to synthesize and **tier the needs**.

### **Tiering Results**

The process resulted in 170 total consolidated needs statewide. The combined result of the needs criticality, VTrans goals, and local perspective input, along with additional coordination with the CTB, VDOT, and DRPT staff, resulted in a refined list of consolidated needs and a consensus on the tiering of needs.

The next step of the VMTP will focus on recommendations for future transportation investments. The recommendations will include a broad range of project types and needs, including those eligible for SMART Scale and other funding sources, and will include recommendations for safety, maintenance, and capacity enhancement projects.

***In effect, the 2025 Recommendations component of the VMTP will represent one source for a potential pipeline of future six-year improvement program (SYIP) projects and planning. This is a new concept for VTrans.*** The primary purpose is to create a more distinct connection between VTrans and the programming decisions made annually to develop and implement the

SYIP. This is achieved in this step through highlighting the most critical projects, programs, and studies necessary in the next 10 years to address needs consistent with the VTrans vision, guiding principles, and goals. ***Note that the outcomes of this new approach will not change the existing SMART Scale or other funding program eligibility or screening requirements.***

For Tier I needs, existing projects will be documented through coordination with District Planners, DRPT, MPOs, and local staff. The existing projects will be identified from SYIP and MPO TIP/LRTP documents, looking for “best-fit” projects for all needs. For all unfunded pipeline projects and new project ideas, profile sheets will be developed that document the need, the project (or general recommendation), how the project addresses VTrans goals and the actual need, a summary of potential funding sources, and a planning level cost estimate.

The 2025 Recommendations are developed by focusing on consistency with two of VTrans2040 Guiding Principles – (1) Optimize Return on Investment, and (2) Consider Operational Improvements and Demand Management First. To accomplish this, the process for developing 2025 Recommendations acknowledged real funding limitations and anticipated resources within the next decade, and took a careful view of environmental, political, regulatory, fiscal, or engineering constraints associated with every potential recommendation. ***Tier I recommendations will help determine potential future SMART Scale and other funding applications, or to identify funding needs for further planning or preliminary engineering.***

### **Recommended Staff Comments**

- As the initial comments were submitted in February, staff would like an opportunity to review a redlined copy of the proposed changes that have been made to the draft VTrans Plan since the initial comment letter was submitted.
- Staff would like clarity on the nexus of the VTrans 2040 Plan and SmartScale funding opportunities. Previously staff was informed that being in VTrans was not a requirement for SmartScale and other State funding. However, per the VTrans project website, “Tier I recommendations will help determine potential future SMART Scale and other funding applications, or to identify funding needs for further planning or preliminary engineering.”
  - Does this statement imply that being in Tier 1 of VTrans increases the likelihood of SmartScale funding?
  - How were the proposed projects identified for Tier 1 inclusion, selected?
  - Will there be additional opportunities to revisit the projects that are selected for Tier1?
  - Is there concurrence of the Tier 1 needs with the localities and regions in which the proposed Tier 1 project is located?

- What level of follow-up was conducted aside from the two meetings OIPI held with stakeholders earlier this year? Did OIPI or their consultants follow up with each locality or regional agency for concurrence?
- Answers to the questions should be provided in a format that is easily shared and made available on the web.

Comments are due by October 17, 2017.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** October 6, 2017

**SUBJECT:** Approval of the Issuance of the Call for Projects for the FY2024 Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) Funds

---

- 1. Purpose.** To seek Northern Virginia Transportation Authority (NVTA) approval of the issuance of the Call for Projects for the FY2024 CMAQ and RSTP Funds.
- 2. Suggested Motion:** *I move Authority approval of the issuance of the Call for Projects for the FY2024 CMAQ and RSTP Funds.*
- 3. Background.** The NVTA coordinates Northern Virginia's annual programming of the federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Regional Surface Transportation Program (RSTP). CMAQ and RSTP are part of the overall mix of transportation funding available to Northern Virginia.

The CMAQ Program funds transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, and particulate matter.

The RSTP funds provides flexible funding that may be used for projects to improve and preserve conditions and performance on federal-aid highways, public bridges and tunnels, bicycle and pedestrian infrastructure and transit capital projects.

Working through the recommendations of the Regional Jurisdiction and Agency Coordinating Committee (RJACC), the Authority recommends the programming of over \$80 million annually to projects, which are subject to approval by the Commonwealth Transportation Board (CTB). While the NVTA programs these funds regionally for Northern Virginia, the actual funds are received and held by the Commonwealth of Virginia.

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

The application process includes submitting an application form, TEEM worksheet for air quality benefit calculation, and resolution of support from the respective governing bodies.

The deadlines for the FY2024 programming cycle are noted below:

Application submittal:	December 15, 2017
TEEM worksheet submittal:	December 29, 2017
Resolution of support submittal:	January 19, 2018

The estimated amount of CMAQ/RSTP revenues available for FY 2024 is noted below:

- CMAQ estimate -\$30M
- RSTP estimate -\$50M

**Next Steps:** Authority approval of the proposed FY2024 funding recommendations is anticipated for the February or March NVTA meeting. Upon Authority approval, the recommended projects will be submitted to the CTB for funding consideration.

**Attachments:** Project Application Form

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

# XIV.ATTACHMENT

## FY2024 NVRTA CMAQ/RSTP REQUEST FORM

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

### 1. BACKGROUND

<b>1.1</b>	Project Title:	
<b>1.2</b>	Agency / Jurisdiction Submitting Project:	
<b>1.3</b>	Submitter’s Name and Phone Number:	
<b>1.4</b>	Implementing Agency / Jurisdiction:	
<b>1.5</b>	Implementer’s Point of Contact:	
<b>1.6</b>	Project Website (if one exists):	
<b>1.7</b>	Submitter’s Priority:	
	of	Total projects submitted
	of	Total CMAQ projects submitted
	of	Total RSTP projects submitted
<b>1.8</b>	Project Description:	

### 2. PROJECT INFORMATION

<b>2.1</b>	UPC#: (For existing project, if unsure, please ask VDOT staff for assistance)	
<b>2.2</b>	TPB’s Project ID:	
<b>2.3</b>	Other Identifying Numbers: (Please list type)	
<b>2.4</b>	Jurisdiction where project is located:	
<b>2.5</b>	Project Limits:	
	From:	
	To:	

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

- 2.6.a**  Roadway Project: (i.e. New roadway, widening, shoulder improvements, intersection improvements, bridge construction/repair/rehabilitation, roadway realignment, turn lanes at intersections)
  
- 2.6.b**  ITS Project: (i.e. Signals, TV Monitors)
  
- 2.6.c**  Transit Project: (i.e. Buses, Station Improvements, Park & Ride Lots)

- 2.6.d  Bicycle & Pedestrian Project: (i.e. Sidewalks, Bike Trail, Bike lockers)
- 2.6.e  Study: (i.e. Transit Study, Park & Ride Study, Traffic Signal System Study)
- 2.6.f  Multimodal (Projects that include several modal choices for travelers. Modes include travel by car, train, bus, bicycle, or on foot.): (List all modes that apply.)  
\_\_\_\_\_
- 2.6.g  Marketing, Public Education and/or Outreach, including alternative commute programs

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

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

### 3. FEDERAL/STATE DOCUMENTATION

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

If required, are quantification of benefits included with this application?  
 Yes  No

If No, quantification of benefits **must be submitted by the December 29, 2017** to be eligible for funding consideration.

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

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

**3.3 Environmental Review: Not Applicable**

**Type: (select one)**

**Status: (select one)**

- |   |   |
|---|---|
| <input type="checkbox"/> Blanket categorical exclusion                        | <input type="checkbox"/> Proposed for preparation |
| <input type="checkbox"/> Programmatic categorical exclusion                   | <input type="checkbox"/> Under preparation        |
| <input type="checkbox"/> Categorical exclusion                                | <input type="checkbox"/> Under review             |
| <input type="checkbox"/> Draft Environmental Assessment                       | <input type="checkbox"/> Approved                 |
| <input type="checkbox"/> Environmental Assessment                             |   |
| <input type="checkbox"/> Finding of No Significant Impact                     |   |
| <input type="checkbox"/> Draft Environmental Impact Statement                 |   |
| <input type="checkbox"/> Final Environmental Impact Statement                 |   |
| <input type="checkbox"/> 4F Determination of Environmental Impact on Parkland |   |

**4. SCHEDULING INFORMATION**

**4.1 Project Delivery Schedule for Federal Obligation**

<b>PE Start Date</b>	
<b>RW Start Date</b>	
<b>CN Start Date</b>	
<b>CN End Date</b>	

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

**Table 1: Cost Estimates by Year for a Construction Project**

	<b>Total Project Cost Estimate</b>	<b>Previous Funds Prior to FY2019</b>	<b>FY2019 Allocated</b>	<b>FY2020 Allocated</b>	<b>FY2021 Allocated</b>	<b>FY2022 Allocated</b>	<b>FY2023 Allocated</b>	<b>FY2024 Requested</b>
Design/PE/ Environmental								
ROW Acquisition/ Utility Relocation								
Construction								
<b>TOTAL</b>								

**Table 2: Cost Estimates for a Non-Construction Project**

	<b>Total Project Cost Estimate</b>	<b>Previous Funds Prior to FY2019</b>	<b>FY2019 Allocated</b>	<b>FY2020 Allocated</b>	<b>FY2021 Allocated</b>	<b>FY2022 Allocated</b>	<b>FY2023 Allocated</b>	<b>FY2024 Requested</b>
Study Cost								
Acquisition								
Operating Costs								
<b>TOTAL</b>								

**5. PLANNING CONSIDERATIONS**

- 5.1** Included in:             Primary SYIP             Secondary SYIP  
     Urban SYIP             MPO TIP  
     State STIP             Locality’s Comprehensive Plan

- 5.2** Is the project included in TransAction?  
 Yes, specifically included in TransAction. Specify TransAction ID: \_\_\_\_\_  
 Yes, included as part of a larger project, group of projects or Category.  
    Specify TransAction ID: \_\_\_\_\_  
 No, project not included but it is still a jurisdiction/agency priority.

- 5.3** For Transit Projects, will this project be “Flexed” or transferred to FTA?  
 Yes  
 No  
 TBD.

- 5.4** For Projects receiving HB 2313 Funds, please fill in the following.  
    Project Name receiving HB 2313 Funds: \_\_\_\_\_  
    Fiscal Year of HB 2313 Funding: \_\_\_\_\_  
    Funded through “30% Local” or “70% Regional” Transportation Funding? \_\_\_\_\_

<b>Form Completed by:</b>	
<b>Date:</b>	

**Attachments:**

	<b>Evidence of approval of the governing body (Required)</b>

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** October 6, 2017

**SUBJECT:** NVTA Endorsement of TIGER and INFRA Grant Applications

---

- 1. Recommendation:** To seek Northern Virginia Transportation Authority (NVTA) endorsement of Fairfax and Loudoun Counties' project applications for the U.S. Department of Transportation's Transportation Investment Generating Economic Recovery (TIGER) program discretionary grant applications and Fairfax and Prince William Counties' INFRA discretionary grant program applications authorized under the Fixing America's Surface Transportation (FAST) Act.
- 2. Suggested Motion:** *I move Authority endorsement of Fairfax and Loudoun Counties' project applications for the U.S. Department of Transportation's Transportation Investment Generating Economic Recovery (TIGER) program discretionary grant applications and Fairfax and Prince William Counties' INFRA discretionary grant program applications authorized under the Fixing America's Surface Transportation (FAST) Act.*
- 3. Background:**
  - a. The Consolidated Appropriations Act, 2017 appropriated \$500 million, available through September 30, 2020, for National Infrastructure Investments otherwise known as TIGER grants.
  - b. As with previous rounds of TIGER, funds for the fiscal year (FY) 2017 TIGER grants program are to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region.
  - c. The FY2017 Appropriations Act specifies that TIGER Discretionary Grants may not be less than \$5 million and not greater than \$25 million, except that for projects located in rural areas the minimum TIGER Discretionary Grant size is \$1 million.
  - d. The selection criteria remain fundamentally the same as previous rounds of the TIGER grants program, but the description of each criterion was updated.
  - e. The FY2017 TIGER program will give special consideration to projects which emphasize improved access to reliable, safe, and affordable transportation for communities in rural areas, such as projects that improve infrastructure condition, address public health and safety, promote regional connectivity, or facilitate economic growth or competitiveness.

- f. NVTA staff worked with member jurisdictions and agencies in receiving requests for letters of support endorsing submissions for the TIGER grants.
- g. The Department of Transportation (DOT) is announced the Infrastructure for Rebuilding America (INFRA) discretionary grant program through a Notice of Funding Opportunity (NOFO) in the Federal Register on June 29, 2017.
- h. The INFRA program will make approximately \$1.5 billion available to projects that are in line with the Administration's principles to help rebuild America's crumbling infrastructure.
- i. INFRA advances a pre-existing grant program established in the FAST Act of 2015 and utilizes updated criteria to evaluate projects to align them with national and regional economic vitality goals and to leverage additional non-federal funding.
- j. The Department will make awards under the INFRA program to both large and small projects. For a large project, the INFRA grant must be at least \$25 million. For a small project, the grant must be at least \$5 million. For each fiscal year of INFRA funds, 10% of available funds are reserved for small projects.
- k. The deadline to submit an application for the FY2017 TIGER grant program is Monday, October 16, 2017.
- l. The deadline to submit an application for the INFRA grant program is Thursday, November 2, 2017.

**4. Next Steps:**

- a. Upon Authority endorsement, letters of support will be provided to Fairfax, Loudoun and Prince William and Counties and sent to Secretary Chao, U.S. Department of Transportation.

**Attachments:**

- A.** Letter of Support for Fairfax County's Frontier Drive Extension and Richmond Highway CSX Underpass Projects
- B.** Letter of Support for Fairfax County's Richmond Highway Widening (Mount Vernon Memorial Highway to Napper Road) and Richmond Highway CSX Underpass Projects
- C.** Letter of Support for Loudoun County's Prentice Drive/Lockridge Road West and Northstar Boulevard Road Construction Projects
- D.** Letter of Support for Prince William County's US Route 15 Improvements with Railroad Overpass Project



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

October 12, 2017

The Honorable Elaine Chao  
 Secretary of Transportation  
 U.S. Department of Transportation  
 1200 New Jersey Ave, SE  
 Washington, DC 20590

Reference: Fairfax County, Virginia's TIGER Grant Applications for Frontier Drive Extension and Richmond Highway CSX Underpass Projects

Dear Secretary Chao:

I am writing to express the support of the Northern Virginia Transportation Authority (NVTA) for Fairfax County's application under the U.S. Department of Transportation's FY2017 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program for the Frontier Drive Extension and Richmond Highway CSX Underpass Projects. A TIGER grant would greatly facilitate construction of the projects.

*Frontier Drive Extension*

*Request - \$25.0 million. Total Project Estimate - \$89.5 million*

The Frontier Drive Extension from Franconia-Springfield Parkway to Loisdale Road provides greater mobility between Loisdale Road, the Medical Campus at Northern Virginia Community College, and the Franconia-Springfield Transit Center. The project makes improvements to the circulatory system around the Franconia-Springfield Transit Center, which provides improved access to both the Washington Metropolitan Area Transit Authority (WMATA) Metrorail System and Virginia Railway Express commuter rail service. It also modifies the ramps of Franconia-Springfield Interchange in Springfield, thereby reducing congestion on Loisdale Drive. It provides on-street parking along Frontier Drive, as well as pedestrian and bicycle facilities. The project is critical for the upcoming relocation of the Transportation Security Administration headquarters. This project previously received funding in the Authority's FY2015-16 Two Year Program.

*Richmond Highway CSX Underpass*

*Request - \$12.0 million. Total Project Estimate - \$56 million*

The Richmond Highway CSX Underpass project makes intermodal and safety improvements to existing facilities at the intersection of Richmond Highway and the CSX Railroad in southern Fairfax County. The improvements include a railroad bridge replacement to support the addition of a third railroad track. The third track is an important element of the high speed rail component of the Atlantic Gateway project. In

conjunction with the new bridge, this project also will lower the roadway and widen it to accommodate six lanes of traffic. The roadway improvements will provide improved clearance, enhance safety, enable more efficient movement of goods, facilitate the proposed Bus Rapid Transit (BRT) system, and allow for the addition of pedestrian facilities. This project is a within Draft TransAction Plan Project 282 (Route 1 Widening: Occoquan River Bridge to Telegraph Road) and is also necessary component for Project 39 (Route 1 BRT between Woodbridge and Huntington Metrorail Station).

The NVRTA includes the counties of Arlington, Fairfax, Loudoun and Prince William and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The NVRTA is responsible for setting regional transportation policies and priorities, and allocating regional funding based on those priorities.

Thank you for your consideration.

Sincerely,

Martin E. Nohe  
Chairman



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

October 12, 2017

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Reference: Fairfax County, Virginia's INFRA Grant Applications for Richmond Highway Widening (Mount Vernon Memorial Highway to Napper Road) and Richmond Highway CSX Underpass Projects

Dear Secretary Chao:

I am writing to express the support of the Northern Virginia Transportation Authority (NVTA) for Fairfax County's application under the U.S. Department of Transportation's Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program for the Richmond Highway CSX Underpass and Richmond Highway Widening (Mount Vernon Memorial Highway to Napper Road) Projects. An INFRA grant would greatly facilitate construction of the projects.

*Richmond Highway Widening (Mount Vernon Memorial Highway to Napper Road)*  
*Request - \$25 million. Total Project Estimate - \$215 million*

The Richmond Highway widening project is 2.9 miles in length and is located between Mount Vernon Memorial Highway (south) and Napper Road. This project will provide a six lane facility complementing the recently completed Richmond Highway project from Telegraph Road to Mount Vernon Memorial Highway, providing a consistent six-lane facility between Ft. Belvoir and I-95/I-495 in Alexandria. This project will facilitate the movement of employees, and goods into and out of Ft. Belvoir and recently constructed hospital at Ft. Belvoir. It will also consolidate driveway entrances, thereby limiting the number of potential points of conflict and improving safety. This project includes pedestrian and bicycle facilities and provisions for future Bus Rapid Transit (BRT). The US 1 corridor is the most heavily used transit corridor in Fairfax County, and these improvements will enable even more transit ridership. This project previously received funding in the Authority's FY 2015-16 Two Year Program.

*Richmond Highway CSX Underpass*  
*Request - \$12.0 million. Total Project Estimate - \$56 million*

The Richmond Highway CSX Underpass project makes intermodal and safety improvements to existing facilities at the intersection of Richmond Highway and the CSX Railroad in southern Fairfax County. The improvements include a railroad bridge

replacement to support the addition of a third railroad track. The third track is an important element of the high speed rail component of the Atlantic Gateway project. In conjunction with the new bridge, this project also will lower the roadway and widen it to accommodate six lanes of traffic. The roadway improvements will provide improved clearance, enhance safety, enable more efficient movement of goods, facilitate the proposed Bus Rapid Transit system, and allow for the addition of pedestrian facilities. This project is a within Draft TransAction Plan Project 282 (Route 1 Widening: Occoquan River Bridge to Telegraph Road) and is also necessary component for Project 39 (Route 1 BRT between Woodbridge and Huntington Metrorail Station).

The NVTa includes the counties of Arlington, Fairfax, Loudoun and Prince William and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The NVTa is responsible for setting regional transportation policies and priorities, and allocating regional funding based on those priorities.

Thank you for your consideration.

Sincerely,

Martin E. Nohe  
Chairman



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

October 12, 2017

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Reference: Loudoun County, Virginia's TIGER Grant Applications for Prentice Drive/Lockridge Road West and Northstar Boulevard Road Construction Projects

Dear Secretary Chao:

I am writing to express the Northern Virginia Transportation Authority's (NVTA) support for two Loudoun County road construction projects, which seek funding under the U.S. Department of Transportation's FY2017 Transportation Investment Generating Economic Recovery (TIGER) competitive grant program.

Prentice Drive/Lockridge Road West will provide the county with an additional east-west connection, adding approximately 3.2 miles of four new through lanes. This will allow multimodal access between the future Loudoun Gateway and Ashburn Metrorail stations. It also will accommodate walking and biking services and facilities through a shared use path on either side of the new road.

Northstar Boulevard – a 3.2 mile, four-lane, controlled-access divided road – will serve as a primary highway in the north-south corridor connecting I-95 to the county. Loudoun County Transit's long-haul bus service will traverse the roadway, taking commuters from its park-and-ride lots to points in Washington, D.C., including Metrorail stations.

We recognize the importance of TIGER grants in ensuring that Loudoun County's efforts to enhance multimodal connectivity and improve the commutes of its residents will meet with success. Grants through the 2017 TIGER program are key to facilitating construction of these two deserving projects.

The NVTA includes the counties of Arlington, Fairfax, Loudoun and Prince William and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The NVTA is responsible for setting regional transportation policies and priorities, and allocating regional funding based on those priorities.

Thank you for your consideration.

Sincerely,

Martin E. Nohe  
Chairman



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

October 12, 2017

The Honorable Elaine Chao  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Reference: Prince William County, Virginia's INFRA Grant Application for the U.S. Route 15 Improvements with a Railroad Overpass

Dear Secretary Chao:

I am writing to express the support of the Northern Virginia Transportation Authority (NVTA) for Prince William County's application under the U.S. Department of Transportation's Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program for the U.S. Route 15 Improvements with a Railroad Overpass. This project will consist of widening 0.6 mile long stretch of Route 15 from 2 lanes to 4 lanes and build an overpass over the existing Norfolk Southern Railway (NSRR) tracks. An INFRA grant would greatly facilitate construction of the project.

The U.S. Route 15 Improvements project will provide a 4-lane section with median and asphalt shared use path, consistent with and connecting the sections north and south of the railroad tracks. This small segment, while capital-intensive, is a key element in making Route 15 a safer and more reliable road. This project improves the network for: commuters, commercial traffic, freight, pedestrians, bicyclists and potentially the VRE. Therefore the project is a truly a multimodal, congestion-relieving safety improvement.

The NVTA includes the counties of Arlington, Fairfax, Loudoun and Prince William and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park. The NVTA is responsible for setting regional transportation policies and priorities, and allocating regional funding based on those priorities.

Thank you for your consideration.

Sincerely,

Martin E. Nohe  
Chairman

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

**FOR:** Members, Northern Virginia Transportation Authority  
**FROM:** Chairman Martin E. Nohe, Planning and Programming Committee  
**DATE:** October 4, 2017  
**SUBJECT:** Report from the Planning and Programming Committee

---

**1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning and Programming Committee (PPC).

**2. Background.** The PPC met on October 4, 2017.

The Committee received a briefing on the TransAction Update and NVTA staff recommendations, and discussed the final draft versions of the TransAction Plan and associated Project List. The PPC also received a briefing on the Authority's FY2018-23 Six Year Program, specifically the Call for Regional Transportation Projects.

**3. TransAction.** The Committee reviewed the final draft version of TransAction and the associated project list.

The Committee recommended the Authority adopt TransAction at its meeting October 12, 2017.

**4. Six Year Program.** The Committee considered the Call for Regional Transportation Projects (CfRTP) for the Authority's FY2018-23 Six Year Program.

The Committee recommended the Authority approve the CfRTP at its meeting October 12, 2017.

**5. Next steps.** The PPC will continue to be engaged in the development of NVTA's FY2018-23 Six Year Program. The date for the next meeting of the PPC has not been scheduled, but is expected to be in late January 2018.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Mayor Parrish, Chair, NVTA Finance Committee

**DATE:** October 6, 2017

**SUBJECT:** Finance Committee Report

---

1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with a report of NVTA Finance Committee activities.
2. **Background:** The Finance Committee last met on September 21, 2017. The next meeting is scheduled for October 19, 2017 at 1:00PM. The following summarizes the September 21st meeting:
3. **Action Items:**
  - a. **Revenue Projections FY2018 through FY2023**
    - i. The Committee received a briefing on the preparations, jurisdictional coordination and participation in the FY2018 through FY2023 revenue projections.
    - ii. The Committee discussed that the revenue projections are the first step toward determining PayGo availability for the Authority's first Six Year Program.
    - iii. The Committee was informed that all jurisdictions participated in the revenue projection process. The resulting projections are largely the result of combining the individual jurisdiction projections.
    - iv. The projections for FY2018 through FY2023 result in:
      1. Total Revenue of approximately \$2.089 billion.
      2. Regional Revenue Fund (70%) revenue of approximately \$1.463 billion.
      3. Local Distribution Fund (30%) revenue of approximately \$627 million.
    - v. The Committee unanimously agreed to recommend Authority approval of the FY2018 through FY2023 Revenue Projections.
  - b. **Financial Advisor Service Agreement**
    - i. The Committee received a briefing on the open and competitive procurement process leading to the proposed service agreement with Public Financial Management (PFM).
    - ii. The procurement method employed was a Joint Procurement coordinated by Prince William County with participation by the NVTA, Potomac and Rappahannock Transportation Commission (PRTC) and the Virginia Railway Express (VRE).

- iii. The Committee was informed that in addition to the requirements of the Code of Virginia and the NVTA Procurement Policy requirements, the process also followed the requirements of the NVTA Debt Policy through consultation with financial staff from:
  - 1. Prince William County
  - 2. Loudoun County
  - 3. Arlington County
  - 4. Fairfax County
  - 5. City of Fairfax
- iv. The Committee unanimously agreed to recommend Authority approval of the proposed Financial Advisor Service Contract with PFM Financial Advisors LLC (PFM).

**c. Graphic Design and Printing Service Agreement**

- i. The Committee received a briefing on the procurement process leading to the proposed service agreement with HBP, Inc.
- ii. The procurement process used was a contract rider on an existing Fairfax County contract with HBP, Inc.
- iii. The contract rider allows the NVTA to take advantage of the considerable purchasing volume of Fairfax County; while also directly reducing the procurement and administrative costs of the NVTA.
- iv. The Committee unanimously agreed to recommend Authority approval of the proposed Graphic Design and Printing Service Agreement with HBP, Inc.

**d. Contract Amendment - TransAction Update Contract for CRRC**

- i. The Committee received a briefing on the proposed amendment to the TransAction Update contract with AECOM to permit the NVTA to access technical resources for the timely completion of project modelling necessary for the Congestion Reduction Relative to Cost (CRRC) analysis for the FY2018-23 Six Year Program.
- ii. In order to be eligible for HB 2313 (2013) Regional Revenues, projects must be in TransAction and are required to be evaluated for CRRC.
- iii. The attached contract amendment incorporates the CRRC process into the TransAction Update contract, to utilize the modelling processes already developed by AECOM for the NVTA.
- iv. Future TransAction Update contracts will include this function as part of the base contract.
- v. The cost of the CRRC analysis will be driven by the number, type and location of project applications received. However, the cost is not expected to exceed \$160,000.
- vi. The project budget has sufficient contingency to support the amendment without additional funding being required.
- vii. The Committee unanimously agreed to recommend Authority approval of the proposed TransAction Update Contract – Amendment 2.

**e. Bond Counsel Service Agreement Extension**

- i. The Committee received a briefing on the current agreement for bond counsel services with McGuireWoods LLP which was established in July 2013. The term of the July 2013 agreement extended into April 2017.
- ii. The NVTAs Council of Counsel, Executive Director and Chief Financial Officer conferred and recommend the existing agreement with McGuireWoods LLP be extended through 2019 with optional renewals for two additional years until 2021.
- iii. The proposed 'Terms of Engagement of Bond Counsel' serves to update and extend the existing agreement. The proposed fee structure is consistent with the Authority's adopted FY2018 Operating Budget.
- iv. The Committee unanimously agreed to recommend Authority approval of the proposed Bond Counsel Service Agreement Extension with McGuireWoods LLP.

**4. Discussion Items:**

**a. Funding the Six Year Program.** The Committee received a briefing and discussed guidance on funding the Six Year Program (SYP).

- i. The briefing included:
  - 1. The funding environment for the SYP.
  - 2. Benefits and options created through conservative revenue estimates and fiscal planning.
  - 3. Recognition that member jurisdictions and agencies often adjust their own Capital Improvement Plans through changing the scheduled timing of their own projects. The conservative planning for the Authority's SYP recognizes such adjustments would be more challenging when projects are awarded by a regional body to multiple jurisdictions and agencies over a continuing six year cycle.
  - 4. Benefits of establishing a reputation for 'reasonable expectation' that adopted future fiscal year project approvals will receive planned appropriations.
  - 5. A discussion of PayGo utilization, noting:
    - a. Timing of approval of the SYP in relation to actual revenue receipts.
    - b. Use of a declining amount of estimated revenue in the final three years of the SYP, referred to as a 'taper'.
    - c. Options created in addressing revenue changes, funding projects and/or utilizing debt that are afforded by not fully programming 100% of the estimated revenue in the last three years of the SYP.
  - 6. A discussion of Debt Capacity Utilization, noting:
    - a. Debt financing structures.
    - b. When to use debt financing.
    - c. Impact of debt financing on future PayGo availability.

- d. Debt financing relative to the Authority's current level of appropriated yet unexpended project funding approvals.
  
- b. **Investment Portfolio Report.** The Committee received FY2017 year-end report of investment performance noting: a significant increase in investment revenues as a direct result of implementing the investment program during the second half of FY2017.
  
- c. **Monthly Revenue Report.** The Committee received a report on Authority revenues for FY2017 year-end and 30% transfers to member jurisdictions.
  
- d. **Monthly Operating Budget Report.** The Committee received a year-end report on the Authority's FY2017 Operating Budget.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Mary Hynes, Chair, Governance and Personnel Committee

**DATE:** October 6, 2017

**SUBJECT:** Governance and Personnel Committee Report

---

1. **Purpose:** To provide a report of the monthly activities of the Northern Virginia Transportation Authority's (NVTA) Governance and Personnel Committee (GPC).
2. **Background:** The GPC last met on September 14, 2017. The next meeting is planned for October 12<sup>th</sup> at 5:30PM. The following summarizes the September 14th meeting:
3. **Discussion Items:**
  - a. **2018 Legislative Program Development**
    - i. Ms. Tracy Baynard (NVTA Legislative Liaison) provided a recap of the 2017 Legislative Program and suggested areas of discussion for the 2018 Legislative Program.
    - ii. Ms. Baynard reviewed areas to watch for the 2018 General Assembly Session such as:
      1. General Assembly Changes
      2. 2018-2020 Commonwealth Budget
      3. Transportation Issues
      4. Potential legislation with regional impact
    - iii. The Committee will continue working of the 2018 Legislative Program with a target of presentment to the Authority at the December 2017 meeting.
  - b. **Revisit Draft Project Advancement Policy**
    - i. The Committee received a briefing on a draft policy designed to encourage project advancement. The review of this policy is reflective of efforts designed to encourage project advancement consistent with schedules approved by the Authority upon project authorization.
    - ii. The Committee requested NVTA staff research what other transportation funding organizations undertake to address timely project advancement and report back to the committee.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Supervisor Buona, Chairman, Planning Coordination Advisory Committee

**DATE:** October 3, 2017

**SUBJECT:** Report from the Planning Coordination Advisory Committee

---

- 1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) on recent activities of the NVTA Planning Coordination Advisory Committee (PCAC).
- 2. Background.** The PCAC met on September 27, 2017. The meeting was well attended, with more than half the PCAC members present.

The Committee received briefings on the public comments on the Draft TransAction Plan and associated Project List, next steps for adoption of TransAction and development of the FY2018-23 Six Year Program, and the draft NVTA Strategic Plan.

- 3. TransAction Public Comments.** Comments were received from 663 individual or groups. NVTA staff grouped these comments into 11 topics, and provided an overview of each topic and corresponding NVTA staff response.
- 4. TransAction and Six Year Program.** The Committee received a briefing from NVTA staff on adoption of TransAction and development of the FY2018-23 Six Year Program.

TransAction is scheduled for adoption by the Authority at its meeting on October 12, 2017. The Authority will be asked to approve the Call for Regional Transportation Projects for the FY2018-23 Six Year Program at the same meeting.

- 5. Strategic Plan.** The Committee received a briefing from NVTA staff on the development of the Authority's inaugural Strategic Plan, which is scheduled for adoption by the Authority at its meeting on November 9, 2017.
- 6. Next steps.** The PCAC will continue to be engaged in the development of NVTA's FY2018-23 Six Year Program.

The date for the next meeting of the PCAC has not been scheduled, but is expected to be in February 2018.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Randy Boice, PE, Chairman, Technical Advisory Committee

**DATE:** September 29, 2017

**SUBJECT:** Report from the Technical Advisory Committee

---

**1. Purpose.** To inform the Northern Virginia Transportation Authority (NVTA) on the recent activities of the Northern Virginia Transportation Authority's Technical Advisory Committee (TAC).

**2. Background.** The TAC met on September 20, 2017. The Committee received a review of findings and staff recommendations on the comments received on the draft TransAction Plan and Project List. The Committee noted the high response levels for a few projects and agreed with the staff recommendations on the response to the comments.

The Committee also received an update on the upcoming Authority activities including, the proposed FY2018-2023 Six Year Program schedule, the Ribbon Cutting Ceremony for the Route 28 Corridor in Fairfax and Loudoun Counties, and the Authority's 15<sup>th</sup> Anniversary Celebration.

**3. Next steps.** We will continue to be engaged with the development of the FY2018-2023 Six Year Program and provide technical input and advice as needed. The next meeting of the Technical Advisory Committee is scheduled for October 18, 2017, 7:00PM at the NVTA offices.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Mayor Parrish, Chair, NVTA Finance Committee

**DATE:** October 6, 2017

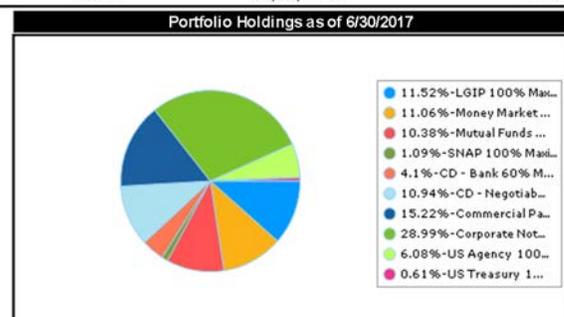
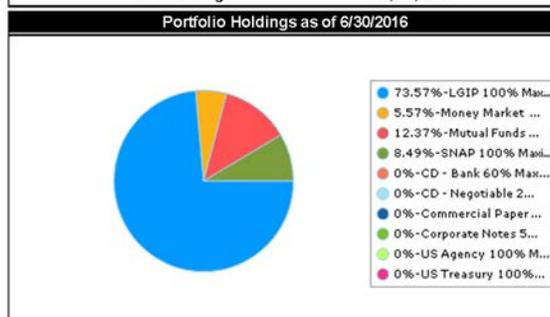
**SUBJECT:** Investment Portfolio Report

- 1) **Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with required reports on investment activities and portfolio performance during the last quarter of FY2017.
- 2) **Background:**
  - a. This report on FY2017 investment activity 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. Additional monthly reports are attached to comply 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:

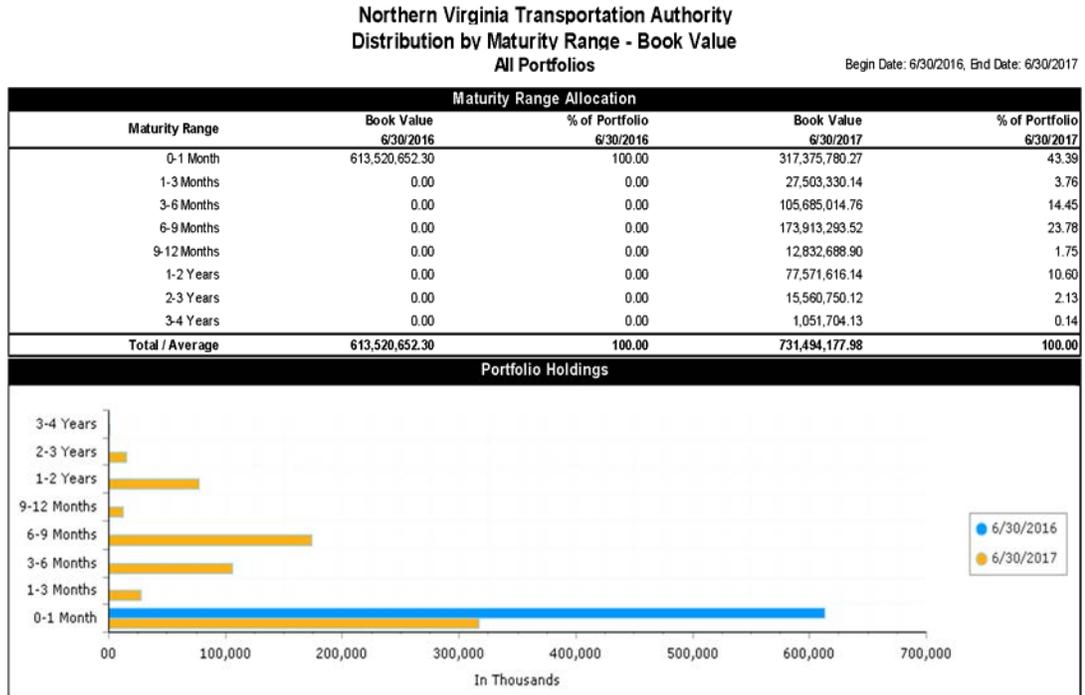
Northern Virginia Transportation Authority  
Distribution by Asset Category - Book Value  
All Portfolios

Begin Date: 6/30/2016, End Date: 6/30/2017

Asset Category	Asset Category Allocation			
	Book Value 6/30/2016	% of Portfolio 6/30/2016	Book Value 6/30/2017	% of Portfolio 6/30/2017
LGIP 100% Maximum	451,351,886.28	73.57	84,288,369.11	11.52
Money Market 60% Maximum	34,148,562.75	5.57	80,916,527.41	11.06
Mutual Funds 20% Maximum	75,903,636.26	12.37	75,940,388.98	10.38
SNAP 100% Maximum	52,116,567.01	8.49	7,937,756.66	1.09
CD - Bank 60% Maximum	0.00	0.00	30,000,000.00	4.10
CD - Negotiable 25% Maximum	0.00	0.00	80,025,646.50	10.94
Commercial Paper 30% / 5% Maximum	0.00	0.00	111,366,515.94	15.22
Corporate Notes 50% Maximum	0.00	0.00	212,033,951.94	28.99
US Agency 100% Maximum	0.00	0.00	44,488,574.35	6.08
US Treasury 100% Maximum	0.00	0.00	4,496,447.09	0.61
<b>Total / Average</b>	<b>613,520,652.30</b>	<b>100.00</b>	<b>731,494,177.98</b>	<b>100.00</b>



- b. The liquidity of the portfolio is reflected in the portfolio's duration/maturity schedule shown below:



- c. The yield on the portfolio at the end of FY2017 was 1.20%, and it achieved a fiscal year average rate of return of 0.74%. The NVTA's investment Policy specifies the benchmarks shown below for yield performance comparison:

NVTA Investment Benchmarks	FY 2017 Year End	FY 2017 Average
Fed Funds Rate	1.16%	0.62%
Treasury 90 Day T Bill	1.09%	0.55%
Local Government Investment Pool	1.00%	0.75%
Virginia Non-Arbitrage Program	1.16%	1.00%
<b>NVTA Performance</b>	<b>1.20%</b>	<b>0.74%</b>

**4) Fiscal Implications:**

- FY2017 investment performance will result in \$5.4 million in revenue prior to the mark to market adjustments required by financial reporting standards
- The reported FY2017 revenues are \$4.05 million after the mark to market adjustments.
- Since the NVTA has a buy and hold investment philosophy, the returns of \$5.4 million will materialize during FY2018.
- Investment revenue was originally budgeted at \$1.9 million for FY2017. Actual revenues are in line with interim reports to the Finance Committee.
- The significant increase in these revenues is a direct result of implementing the investment program during the second half of FY2017.

- f. The investment program shifted funds out of very short term, low interest rate investments primarily with the Commonwealth's Local Government Investment Program (LGIP) to longer term fixed income securities such as: Treasuries, Agencies, Corporate Notes, Commercial Paper and Certificates of Deposit.
- g. FY2018 begins with a larger portion of the Authority's portfolio already positioned in fixed income securities rather than the LGIP.
- h. FY2018 is the first time the investment program will be in place for a full year and is expected to generate an improved return over the \$5,530,000 current budget estimate.

**5) Looking Forward:** The following are expected to positively impact the NVTA's FY2018 portfolio earnings:

- a. Having the portfolio invested in fixed income securities for a full year
- b. Investing an even higher proportion of the portfolio in fixed income securities versus the LGIP.
- c. Federal action to stimulate the market and the economy appear to slowly be increasing nearly all types of interest rates, gradually improving investment returns.
- d. The timing of the expected adoption of the Six Year Program will result in all of the Regional Revenue Fund FY2018 revenues remaining in the portfolio for the year.

**6) Policy Required Reports:** The following reports are attached to address specific Investment Policy requirements regarding the purchase and holding of securities. The attached required reports, in order of presentation are:

- a. **Compliance Report – Investment Policy, Summary.** This report shows the percentage of the portfolio by each type of investment.
- b. **Investment Portfolio – By Maturity Range.** This 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.
- d. **Compliance - GASB 40 Report.** This report shows reporting requirements not otherwise presented. This report is also fundamental for the Authority's Annual Financial Statements and Annual Audit.

**Attachments:**

**Portfolio Reports for FY2017 year end:**

- Attachment 1: Compliance Report – Investment Policy, Summary
- Attachment 2: Investment Portfolio – By Maturity Range
- Attachment 3: Portfolio Holdings by Custodian
- Attachment 4: Compliance - GASB 40 Report

**Coordination:**

NVTA Finance Committee

Northern Virginia Transportation Authority  
 Compliance Report - Investment Policy, Summary  
 Report Format: By Totals  
 Group By: Asset Category  
 Average By: Face Amount / Shares  
 Portfolio / Report Group: All Portfolios  
 As of 6/30/2017

Description	CUSIP/Ticker	YTM @ Cost	Face Amount/Shares	Cost Value	Book Value	Market Value	Days To Maturity	Accrued Interest	% of Portfolio
CD - Bank 60% Maximum		1.129	30,000,000.00	30,000,000.00	30,000,000.00	30,000,000.00	41	44,986.65	4.11
CD - Negotiable 25% Maximum		1.299	80,000,000.00	80,052,420.83	80,025,646.50	80,025,250.00	119	347,990.04	10.95
Commercial Paper 30% / 5% Maximum		1.224	111,760,000.00	111,016,703.04	111,366,515.94	111,018,635.17	102	0.00	15.30
Corporate Notes 50% Maximum		1.295	210,762,000.00	212,263,474.90	212,033,951.94	211,789,406.32	303	1,072,747.35	28.85
LGIP 100% Maximum		1.051	84,288,369.11	84,288,369.11	84,288,369.11	84,288,369.11	1	0.00	11.54
Money Market 60% Maximum		1.031	80,916,527.41	80,916,527.41	80,916,527.41	80,916,527.41	1	0.00	11.08
Mutual Funds 20% Maximum		1.000	75,940,388.98	75,940,388.98	75,940,388.98	75,940,388.98	1	0.00	10.39
SNAP 100% Maximum		1.110	7,937,756.66	7,937,756.66	7,937,756.66	7,937,756.66	1	0.00	1.09
US Agency 100% Maximum		1.411	44,500,000.00	44,494,400.00	44,488,574.35	44,402,345.00	661	170,767.36	6.09
US Treasury 100% Maximum		1.182	4,480,000.00	4,502,886.35	4,496,447.09	4,477,455.22	772	5,148.39	0.61
<b>Total / Average</b>		<b>1.194</b>	<b>730,585,042.16</b>	<b>731,412,927.28</b>	<b>731,494,177.98</b>	<b>730,796,133.87</b>	<b>163</b>	<b>1,641,639.79</b>	<b>100</b>

## Northern Virginia Transportation Authority Portfolio Holdings by Maturity Range All Portfolios

Date: 6/30/2017

Description CUSIP	Face Amount / Shares	Settlement Date		Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating	Days To Call/Maturity Duration To Maturity
		YTM @ Cost	YTM @ Market						
<b>0-1 Month</b>									
Access National Bank MM									
MM7182	62,854,222.07	6/30/2016	0.99	62,854,222.07	100.00	62,854,222.07	8.59%	NR	1
BB&T MM									
MM1006	544,414.32	2/2/2017	0.60	544,414.32	100.00	544,414.32	0.07%	NR	1
Caterpillar 0 7/15/2017									
24023GU54	12,000,000.00	4/5/2017	1.22	11,963,600.00	99.70	11,963,600.00	1.64%	S&P-A1	5
CitiBank NA 1.25 7/25/2017									
17305TKP6	20,000,000.00	3/8/2017	1.12	20,010,000.00	100.01	20,001,000.00	2.73%	Fitch-F1	0.01
Commonwealth of Virginia LGIP									
LGIP0825	1,591,954.56	6/30/2016	1.05	1,591,954.56	100.00	1,591,954.56	0.22%	Moody's-P1	25
Commonwealth of Virginia LGIP									
LGIP0549	23,332,217.59	6/30/2016	1.05	23,332,217.59	100.00	23,332,217.59	-798.56	S&P-A1	0.07
Inova Hospital 0 7/13/2017									
45778NUD4	18,800,000.00	4/18/2017	1.06	18,753,292.44	99.75	18,753,292.44	2.57%	S&P-A1+	13
John Marshall Bank 1.19 7/20/2017									
CDARS8135	17,500,000.00	6/22/2017	1.19	17,500,000.00	6.94	0.00	-39,647.11	Moody's-P1	0.04
John Marshall Bank ICS MM									
MM60000	17,514,097.76	6/22/2017	1.19	17,514,097.76	100.00	17,500,000.00	2.39%	NR	20
John Marshall Bank MM									
MM0060	3,793.26	6/30/2016	0.65	3,793.26	1.19	4,564.38	0.00	NR	0.05
SNAP - Income LGIP									
SNAP1005	440,599.61	6/30/2016	1.11	440,599.61	100.00	17,514,097.76	2.39%	NR	1
SNAP - Principal LGIP									
SNAP1006	167,649.68	6/30/2016	1.11	167,649.68	1.19	167,649.68	0.00	NR	0

# Northern Virginia Transportation Authority

## Portfolio Holdings by Maturity Range

### All Portfolios

Date: 6/30/2017

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
SNAP - Principal LGIP								
SNAP1004	7,329,507.37	6/30/2016	7,329,507.37	100.00	7,329,507.37	1%	NR	1
VIP 1-3 Year LGIP								
LGIP0001	75,940,388.98	6/30/2016	75,940,388.98	100.00	75,940,388.98	10.38%	S&P-AA+	1
VIP Stable NAV LGIP								
LGIP5001	59,364,196.96	10/15/2016	59,364,196.96	100.00	59,364,196.96	8.12%	S&P-AAA	1
						0.00	NR	0
<b>Sub Total 0-1 Month</b>	<b>317,383,042.16</b>	<b>1.05</b>	<b>317,309,934.60</b>	<b>2.19</b>	<b>317,300,934.60</b>	<b>43.37%</b>		<b>4</b>
<b>1-3 Months</b>						<b>-74,845.67</b>		<b>0.01</b>
Mizuho Bank Ltd/NY 1.3 9/18/2017	15,000,000.00	2/21/2017	15,008,700.00	100.01	15,001,650.00	2.05%	Moody's-P1	80
60689D4K6			15,003,330.14	1.24	68,917.81	-1,680.14	S&P-A1	0.22
United Bank of VA 1.045 9/9/2017	12,500,000.00	3/9/2017	12,500,000.00	100.00	12,500,000.00	1.71%	NR	71
CDARS3427			12,500,000.00	1.05	40,422.27	0.00	NR	0.19
<b>Sub Total 1-3 Months</b>	<b>27,500,000.00</b>	<b>1.13</b>	<b>27,508,700.00</b>	<b>1.15</b>	<b>27,501,650.00</b>	<b>3.76%</b>		<b>76</b>
<b>3-6 Months</b>						<b>-1,680.14</b>		<b>0.21</b>
Bank of Tokyo - Mitsubishi UFJ 0 10/10/2017	275,000.00	4/7/2017	273,010.83	99.64	274,002.58	0.04%	Moody's-P1	102
06538BXA6			273,909.16	1.31	0.00	93.42	S&P-A1	0.28
BNP Paribas NY Branch 0 11/30/2017	250,000.00	5/12/2017	248,148.33	99.42	248,548.75	0.03%	Moody's-P1	153
096598YW4			248,597.50	1.40	0.00	-48.75	S&P-A1	0.42
Credit Agricole CIB NY 0 11/10/2017	265,000.00	5/12/2017	263,244.96	99.51	263,700.71	0.04%	Moody's-P1	133
22533TYA8			263,717.47	1.36	0.00	-16.76	S&P-A1	0.36
Credit Suisse New York 0 11/30/2017	10,000,000.00	4/27/2017	9,917,206.48	99.17	9,917,206.48	1.36%	Moody's-P1	153
2254EAYW7			9,941,624.84	2.00	0.00	-24,418.36	S&P-A1	0.42
GE Capital 0 11/9/2017	25,000,000.00	3/24/2017	24,821,111.11	99.28	24,821,111.11	3.4%	Moody's-P1	132
36164JY99			24,897,333.33	2.01	0.00	-76,222.22	S&P-A1+	0.36

# Northern Virginia Transportation Authority

## Portfolio Holdings by Maturity Range

### All Portfolios

Date: 6/30/2017

Description CUSIP	Face Amount / Shares	Settlement Date		Cost Value Book Value	Market Price		Market Value Accrued Interest	% Portfolio		Credit Rating	Days To Call/Maturity Duration To Maturity
		YTM @ Cost	YTM @ Market		YTM @ Market	Unre. Gain/Loss					
JP Morgan Securities 0 11/1/2017 46640PY15	10,000,000.00	3/8/2017	1.33	9,914,055.56	99.14	9,914,055.56	0.00	1.36%	-41,166.66	Moody's-A1 S&P-SP-1	124 0.34
JP Morgan Securities 0 12/1/2017 46640PZ14	20,000,000.00	3/8/2017	1.38	19,799,000.00	99.00	19,799,000.00	0.00	2.72%	-85,500.00	Moody's-P1 S&P-A1	154 0.42
Prudential Funding LLC 0 10/31/2017 74433GXX9	15,000,000.00	3/24/2017	1.16	14,895,025.00	99.30	14,895,025.00	0.00	2.04%	-46,550.00	Moody's-P1 S&P-A1+	123 0.33
Standard Charter Bank of NY 1.37 10/23/2017	10,000,000.00	4/26/2017	1.37	10,000,000.00	100.02	10,002,200.00	0.00	1.37%	2,200.00	Moody's-P1	115
85325TSQ9	10,000,000.00	1.37		10,000,000.00	1.30	24,355.56		2,200.00		S&P-A1	0.31
T-Note 0.875 11/30/2017	100,000.00	6/15/2017	1.11	99,890.63	99.90	99,895.60		0.01%		Moody's-Aaa	153
912828M72	100,000.00	1.11		99,900.40	1.13	71.72		-4.80		S&P-AA+	0.42
Toyota Motor Credit corp 0 11/30/2017	170,000.00	6/15/2017	1.28	169,008.33	99.47	169,092.54	0.00	0.02%		Moody's-P1	153
89233GYW0	170,000.00	1.28		169,096.87	1.28	0.00		-4.33		S&P-A1+	0.42
UBS Bank Stamford CT Branch 1.46 12/13/2017	15,000,000.00	2/21/2017	1.32	15,016,950.00	100.03	15,004,200.00		2.05%		Moody's-P1	166
90275DFE5	15,000,000.00	1.32		15,009,537.97	1.39	77,400.00		-5,337.97		S&P-A1	0.45
<b>Sub Total 3-6 Months</b>	<b>106,060,000.00</b>	<b>1.28</b>		<b>105,416,651.23</b>	<b>1.99</b>	<b>105,408,038.33</b>		<b>14.44%</b>	<b>-276,976.43</b>		<b>139</b>
<b>6-9 Months</b>											
Berkshire Hathaway 1.45 3/7/2018 084664CE9	29,175,000.00	4/4/2017	1.25	29,228,390.25	100.04	29,186,378.25		3.99%		Moody's-Aa2	250
084664CE9	29,175,000.00	1.25		29,214,607.01	1.39	132,786.77		-28,228.76		S&P-AA	0.68
Berkshire Hathaway 1.45 3/7/2018 084664CE9	2,240,000.00	4/11/2017	1.30	2,243,007.04	100.04	2,240,873.60		0.31%		Moody's-Aa2	250
084664CE9	2,240,000.00	1.30		2,242,278.06	1.39	10,195.11		-1,404.46		S&P-AA	0.68
Berkshire Hathaway 1.55 2/9/2018 084670BH0	5,828,000.00	4/17/2017	1.15	5,846,707.88	100.09	5,833,478.32		0.8%		Moody's-Aa2	224
084670BH0	5,828,000.00	1.15		5,842,062.30	1.39	35,380.82		-8,583.98		S&P-AA	0.6
Coca Cola 1.65 3/14/2018 191216AY6	1,405,000.00	3/31/2017	1.22	1,410,690.25	100.18	1,407,543.05		0.19%		Moody's-Aa3	257
191216AY6	1,405,000.00	1.22		1,409,202.28	1.39	6,825.96		-1,659.23		S&P-AA-	0.7

# Northern Virginia Transportation Authority

## Portfolio Holdings by Maturity Range

### All Portfolios

Date: 6/30/2017

Description CUSIP	Face Amount / Shares	Settlement Date		Cost Value Book Value	Market Price		Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating	Days To Call/Maturity Duration To Maturity
		YTM @ Cost	YTM @ Market		YTM @ Market	YTM @ Market				
Coca Cola 1.65 3/14/2018 191216AY6	9,421,000.00	3/30/2017	1.22	9,459,343.47 9,449,235.74	100.18 1.39	9,438,052.01 45,770.36	1.29% -11,183.73	Moody's-Aa3 S&P-AA-	257 0.7	
Coca Cola 1.65 3/14/2018 191216AY6	10,099,000.00	4/7/2017	1.22	10,139,194.02 10,129,292.85	100.18 1.39	10,117,278.19 49,064.31	1.38% -12,013.66	Moody's-Aa3 S&P-AA-	257 0.7	
Coca Cola 1.65 3/14/2018 191216AY6	1,895,000.00	3/31/2017	1.22	1,902,674.75 1,900,667.85	100.18 1.39	1,898,429.95 9,206.54	0.26% -2,237.90	Moody's-Aa3 S&P-AA-	257 0.7	
Exxon Mobile 1.305 3/6/2018 30231GAL6	20,000,000.00	2/3/2017	1.17	20,030,000.00 20,018,863.64	99.94 1.39	19,987,800.00 82,650.00	2.74% -31,063.64	Moody's-Aaa S&P-AA+	249 0.68	
IBM 1.125 2/6/2018 459200HZ7	4,775,000.00	2/3/2017	1.09	4,776,910.00 4,776,147.04	99.85 1.38	4,767,837.50 21,487.50	0.65% -8,309.54	Moody's-Aa3 S&P-AA-	221 0.6	
IBM 1.125 2/6/2018 459200HZ7	7,000,000.00	2/3/2017	1.09	7,002,800.00 7,001,681.52	99.85 1.38	6,989,500.00 31,500.00	0.96% -12,181.52	Moody's-Aa3 S&P-AA-	221 0.6	
IBM 1.125 2/6/2018 459200HZ7	8,429,000.00	2/3/2017	1.09	8,432,371.60 8,431,024.79	99.85 1.38	8,416,356.50 37,930.50	1.15% -14,668.29	Moody's-Aa3 S&P-AA-	221 0.6	
IBM 1.125 2/6/2018 459200HZ7	3,300,000.00	2/3/2017	1.09	3,301,320.00 3,300,792.72	99.85 1.38	3,295,050.00 14,850.00	0.45% -5,742.72	Moody's-Aa3 S&P-AA-	221 0.6	
Standard Charter Bank NY 1.54 1/9/2018 85325TSB2	10,000,000.00	4/5/2017	1.45	10,006,897.50 10,004,771.39	100.05 1.43	10,005,300.00 36,361.11	1.37% 528.61	Moody's-P1 S&P-A1	193 0.53	
Standard Charter Bank of NY 1.66 2/12/2018 85325TQZ1	10,000,000.00	2/16/2017	1.56	10,009,873.33 10,006,208.44	100.11 1.47	10,010,900.00 61,788.89	1.37% 4,691.56	Moody's-P1 S&P-A1	227 0.63	
Toyota Motor Corp 1.375 1/10/2018 89233P7E0	20,000,000.00	2/3/2017	1.20	20,032,000.00 20,018,205.28	100.05 1.27	20,010,600.00 129,861.11	2.74% -7,605.28	Moody's-Aa3 S&P-AA-	194 0.52	
Wells Fargo Bank 1.65 1/22/2018 94988J5A1	10,000,000.00	2/3/2017	1.30	10,033,593.90 10,019,604.37	100.07 1.53	10,006,800.00 72,416.67	1.37% -12,804.37	Moody's-Aa2 S&P-AA-	206 0.56	
Wells Fargo Bank 1.65 1/22/2018 94988J5A1	2,000,000.00	5/11/2017	1.35	2,004,300.58 2,003,330.52	100.07 1.53	2,001,360.00 14,483.33	0.27% -1,970.52	Moody's-Aa2 S&P-AA-	206 0.56	

# Northern Virginia Transportation Authority

## Portfolio Holdings by Maturity Range

### All Portfolios

Date: 6/30/2017

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
Wells Fargo Bank 1.65 1/22/2018 94988J5A1	10,000,000.00	2/6/2017 1.39	10,024,900.00 10,014,655.43	100.07 1.53	10,006,900.00 72,416.67	1.37% -7,655.43	Moody's-Aa2 S&P-AA-	206 0.56
Wells Fargo Bank 1.65 1/22/2018 94988J5A1	555,000.00	4/20/2017 1.36	556,221.00 555,908.04	100.07 1.53	555,377.40 4,019.13	0.08% -530.64	Moody's-Aa2 S&P-AA-	206 0.56
Wells Fargo Bank 1.65 1/22/2018 94988J5A1	1,400,000.00	4/18/2017 1.36	1,403,080.00 1,402,274.12	100.07 1.53	1,400,952.00 10,138.33	0.19% -1,322.12	Moody's-Aa2 S&P-AA-	206 0.56
Wells Fargo Bank 1.65 1/22/2018 94988J5A1	1,160,000.00	4/25/2017 1.35	1,162,540.40 1,161,923.98	100.07 1.53	1,160,788.80 8,400.33	0.16% -1,135.18	Moody's-Aa2 S&P-AA-	206 0.56
Wells Fargo Bank 1.65 1/22/2018 94988J5A1	5,000,000.00	5/8/2017 1.27	5,013,272.05 5,010,556.15	100.07 1.53	5,003,400.00 36,208.33	0.68% -7,156.15	Moody's-Aa2 S&P-AA-	206 0.56
<b>Sub Total 6-9 Months</b>	<b>173,682,000.00</b>	<b>1.25</b>	<b>174,020,088.02</b> <b>173,913,293.52</b>	<b>1.41</b>	<b>173,740,856.57</b> <b>923,741.77</b>	<b>23.77%</b> <b>-172,436.95</b>		<b>227</b> <b>0.62</b>
<b>9-12 Months</b>								
Toyota Motor Corp 1.2 4/6/2018 89236TCX1	12,845,000.00	2/21/2017 1.33	12,827,017.00 12,832,688.90	99.81 1.46	12,819,952.25 35,966.00	1.75% -12,736.65	Moody's-Aa3 S&P-AA-	280 0.76
<b>Sub Total 9-12 Months</b>	<b>12,845,000.00</b>	<b>1.33</b>	<b>12,827,017.00</b> <b>12,832,688.90</b>	<b>1.46</b>	<b>12,819,952.25</b> <b>35,966.00</b>	<b>1.75%</b> <b>-12,736.65</b>		<b>280</b> <b>0.76</b>
<b>1-2 Years</b>								
FFCB 1.4 3/27/2019 3133EHDR1	10,000,000.00	3/27/2017 1.35	10,009,800.00 10,008,524.66	99.82 1.51	9,981,600.00 36,166.67	1.37% -26,924.66	Moody's-Aaa S&P-AA+	635 1.72
FHLB 1.75 12/14/2018 313376BR5	5,000,000.00	2/21/2017 1.27	5,042,650.00 5,034,487.44	100.54 1.38	5,026,950.00 3,888.89	0.69% -7,537.44	Moody's-Aaa S&P-AA+	532 1.44
FHLMC 1.35 1/25/2019-17 3134GAK78	10,000,000.00	3/23/2017 1.35	10,000,000.00 10,000,000.00	99.86 1.44	9,986,200.00 58,125.00	1.37% -13,800.00	Moody's-Aaa S&P-AA+	25 1.55
FHLMC 1.375 3/15/2019 3134GA5A8	5,000,000.00	3/15/2017 1.38	5,000,000.00 5,000,000.00	99.80 1.50	4,989,900.00 20,052.08	0.68% -10,100.00	S&P-AA+ Fitch-AAA	623 1.69

# Northern Virginia Transportation Authority

## Portfolio Holdings by Maturity Range

### All Portfolios

Date: 6/30/2017

Description	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
Nestle Holdings Inc 1.375 7/24/2018		2/16/2017	3,084,710.01	99.86	3,080,661.00	0.42%	Moody's-Aa2	389
U64106BW3	3,085,000.00	1.38	3,084,784.31	1.51	39,590.83	-4,103.31	S&P-AA	1.05
Stanford University 4.75 5/1/2019		6/29/2017	6,980,100.00	105.65	6,956,723.25	0.95%	Moody's-Aaa	670
854403AC6	6,585,000.00	1.43	6,979,511.18	1.62	51,262.40	-22,787.93	S&P-AAA	1.77
Stanford University 4.75 5/1/2019		2/21/2017	5,349,400.00	105.65	5,282,250.00	0.72%	Moody's-Aaa	670
854403AC6	5,000,000.00	1.50	5,292,988.74	1.62	38,923.61	-10,738.74	S&P-AAA	1.77
Stanford University 4.75 5/1/2019		2/21/2017	5,900,388.20	105.65	5,826,321.75	0.8%	Moody's-Aaa	670
854403AC6	5,515,000.00	1.50	5,838,166.58	1.62	42,932.74	-11,844.83	S&P-AAA	1.77
T-Note 1.25 11/30/2018		10/14/2016	2,234,482.03	99.87	2,217,051.84	0.3%	Moody's-Aaa	518
912828A34	2,220,000.00	0.94	2,229,654.69	1.35	2,274.59	-12,602.85	S&P-AAA	1.41
Wells Fargo Bank 1.8 11/28/2018		2/6/2017	15,243,320.00	100.20	15,230,856.00	2.08%	Moody's-Aa2	516
94988J5F0	15,200,000.00	1.64	15,233,868.36	1.65	24,320.00	-3,012.36	Fitch-AA	1.4
Wells Fargo Bank 1.8 11/28/2018		2/3/2017	8,875,222.50	100.20	8,867,965.50	1.21%	Moody's-Aa2	516
94988J5F0	8,850,000.00	1.64	8,869,630.18	1.65	14,160.00	-1,664.68	Fitch-AA	1.4
<b>Sub Total 1-2 Years</b>	<b>76,455,000.00</b>	<b>1.45</b>	<b>77,720,272.74</b>	<b>1.56</b>	<b>77,446,499.34</b>	<b>10.59%</b>		<b>507</b>
<b>2-3 Years</b>					<b>331,696.81</b>	<b>-125,116.80</b>		<b>1.55</b>
FHLMC Step 9/30/2019-17		4/25/2017	4,488,750.00	99.59	4,481,595.00	0.61%	Moody's-Aaa	92
3134GAKN3	4,500,000.00	1.77	4,489,586.15	1.93	8,437.50	-7,991.15	S&P-AA+	2.22
FNMA 1.25 8/23/2019-17		5/8/2017	9,953,000.00	99.36	9,936,100.00	1.36%	Moody's-Aaa	54
3135G0P23	10,000,000.00	1.46	9,955,976.10	1.55	44,097.22	-19,876.10	S&P-AA+	2.12
T-Note 1.5 11/30/2019		11/18/2016	1,116,503.93	100.09	1,111,041.18	0.15%	Moody's-Aaa	883
912828G61	1,110,000.00	1.30	1,115,187.87	1.46	1,364.75	-4,146.69	S&P-AAA	2.38
<b>Sub Total 2-3 Years</b>	<b>15,610,000.00</b>	<b>1.54</b>	<b>15,558,253.93</b>	<b>1.65</b>	<b>15,528,736.18</b>	<b>2.12%</b>		<b>124</b>
<b>3-4 Years</b>					<b>53,899.47</b>	<b>-32,013.94</b>		<b>2.17</b>

# Northern Virginia Transportation Authority

## Portfolio Holdings by Maturity Range

### All Portfolios

Date: 6/30/2017

Description CUSIP	Face Amount / Shares	Settlement Date		Cost Value Book Value	Market Price		Market Value Accrued Interest	Unre. Gain/Loss	% Portfolio	Credit Rating	Days To Call/Maturity Duration To Maturity
		YTM @ Cost	11/18/2016		YTM @ Market	99.95					
T-Note 1.625 11/30/2020 912828M98	1,050,000.00	1.58	1,051,704.13	1.64	1,437.33	1,049,466.60	0.14%	-2,237.53	0.14%	Moody's-Aaa S&P-AAA	1249 3.33
<b>Sub Total 3-4 Years</b>	<b>1,050,000.00</b>	<b>1.58</b>	<b>1,051,704.13</b>	<b>1.64</b>	<b>1,437.33</b>	<b>1,049,466.60</b>	<b>0.14%</b>	<b>-2,237.53</b>	<b>0.14%</b>		<b>1249</b> <b>3.33</b>
<b>TOTAL PORTFOLIO</b>	<b>730,585,042.16</b>	<b>1.19</b>	<b>731,412,927.28</b>	<b>1.84</b>	<b>730,796,133.87</b>	<b>1,641,639.79</b>	<b>100.00%</b>	<b>-698,044.11</b>			<b>142</b> <b>0.44</b>

Northern Virginia Transportation Authority  
 Portfolio Holdings by Custodian  
 All Portfolios

Date: 6/30/2017

Description	Face Amount / Shares	Settlement Date	Cost Value	Market Price	Market Value	% Portfolio	Credit Rating	Days To Call/Maturity
CUSIP		YTM @ Cost	Book Value	YTM @ Market	Accrued Interest	Unre. Gain/Loss	Credit Rating	Duration To Maturity
<b>Access National Bank</b>								
Access National Bank MM		6/30/2016	62,854,222.07	100.00	62,854,222.07	8.59%	NR	1
MM7182	62,854,222.07	0.99	62,854,222.07	0.99		0.00	NR	0
<b>Sub Total Access National Bank</b>	<b>62,854,222.07</b>	<b>0.99</b>	<b>62,854,222.07</b>	<b>0.99</b>	<b>62,854,222.07</b>	<b>8.59%</b>		<b>1</b>
<b>BB&amp;T - 1874001006</b>								
BB&T MM		2/2/2017	544,414.32	100.00	544,414.32	0.07%	NR	1
MM1006	544,414.32	0.60	544,414.32	0.60		0.00	NR	0
Berkshire Hathaway 1.45 3/7/2018		4/4/2017	29,228,390.25	100.04	29,186,378.25	3.99%	Moody's-Aa2	250
084664CE9	29,175,000.00	1.25	29,214,607.01	1.39	132,786.77	-28,228.76	S&P-AA	0.68
Berkshire Hathaway 1.45 3/7/2018		4/11/2017	2,243,007.04	100.04	2,240,873.60	0.31%	Moody's-Aa2	250
084664CE9	2,240,000.00	1.30	2,242,278.06	1.39	10,195.11	-1,404.46	S&P-AA	0.68
Berkshire Hathaway 1.55 2/9/2018		4/17/2017	5,846,707.88	100.09	5,833,478.32	0.8%	Moody's-Aa2	224
084670BH0	5,828,000.00	1.15	5,842,062.30	1.39	35,380.82	-8,583.98	S&P-AA	0.6
Caterpillar 0 7/5/2017		4/5/2017	11,963,600.00	99.70	11,963,600.00	1.64%	S&P-A1	5
24023GU54	12,000,000.00	1.22	11,998,000.00	22.03	0.00	-34,400.00	Fitch-F1	0.01
CitiBank NA 1.25 7/25/2017		3/8/2017	20,010,000.00	100.01	20,001,000.00	2.73%	Moody's-P1	25
17305TKP6	20,000,000.00	1.12	20,001,798.56	1.17	79,166.67	-798.56	S&P-A1	0.07
Coca Cola 1.65 3/14/2018		3/31/2017	1,902,674.75	100.18	1,898,429.95	0.26%	Moody's-Aa3	257
191216AY6	1,895,000.00	1.22	1,900,667.85	1.39	9,206.54	-2,237.90	S&P-AA-	0.7
Coca Cola 1.65 3/14/2018		4/7/2017	10,139,194.02	100.18	10,117,279.19	1.38%	Moody's-Aa3	257
191216AY6	10,099,000.00	1.22	10,129,292.85	1.39	49,064.31	-12,013.66	S&P-AA-	0.7
Coca Cola 1.65 3/14/2018		3/30/2017	9,459,343.47	100.18	9,438,052.01	1.29%	Moody's-Aa3	257
191216AY6	9,421,000.00	1.22	9,449,235.74	1.39	45,770.36	-11,183.73	S&P-AA-	0.7
Coca Cola 1.65 3/14/2018		3/31/2017	1,410,690.25	100.18	1,407,543.05	0.19%	Moody's-Aa3	257
191216AY6	1,405,000.00	1.22	1,409,202.28	1.39	6,825.96	-1,659.23	S&P-AA-	0.7

# Northern Virginia Transportation Authority Portfolio Holdings by Custodian

## All Portfolios

Date: 6/30/2017

Description CUSIP	Settlement Date YTM @ Cost	Face Amount / Shares	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
Credit Suisse New York 0 11/30/2017 2254EAYW7	4/27/2017	10,000,000.00	9,917,206.48	99.17	9,917,206.48	1.36%	Moody's-P1 S&P-A1	153 0.42
Exxon Mobile 1.305 3/6/2018 30231GAL6	2/3/2017	20,000,000.00	20,030,000.00	99.94	19,987,800.00	2.74%	Moody's-Aaa S&P-AA+	249 0.68
FFCB 1.4 3/27/2019 3133EHDR1	3/27/2017	10,000,000.00	10,009,800.00	99.82	9,981,600.00	1.37%	Moody's-Aaa S&P-AA+	635 1.72
FHLB 1.75 12/14/2018 313376BR5	2/21/2017	5,000,000.00	5,042,850.00	100.54	5,026,950.00	0.69%	Moody's-Aaa S&P-AA+	532 1.44
FHLMC 1.35 1/25/2019-17 3134GAK78	3/23/2017	10,000,000.00	10,000,000.00	99.86	9,986,200.00	1.37%	Moody's-Aaa S&P-AA+	25 1.55
FHLMC 1.375 3/15/2019 3134GA5A8	3/15/2017	5,000,000.00	5,000,000.00	99.80	4,989,900.00	0.68%	S&P-AA+ Fitch-AAA	623 1.69
FHLMC Step 9/30/2019-17 3134GAKN3	4/25/2017	4,500,000.00	4,488,750.00	99.59	4,481,595.00	0.61%	Moody's-Aaa S&P-AA+	92 2.22
FNMA 1.25 8/23/2019-17 3135G0P23	5/8/2017	10,000,000.00	9,953,000.00	99.36	9,936,100.00	1.36%	Moody's-Aaa S&P-AA+	54 2.12
GE Capital 0 11/9/2017 36164JY99	3/24/2017	25,000,000.00	24,821,111.11	99.28	24,821,111.11	3.4%	Moody's-P1 S&P-A1+	132 0.36
IBM 1.125 2/6/2018 459200HZ7	2/3/2017	4,775,000.00	4,776,910.00	99.85	4,767,837.50	0.65%	Moody's-Aa3 S&P-AA-	221 0.6
IBM 1.125 2/6/2018 459200HZ7	2/3/2017	3,300,000.00	3,301,320.00	99.85	3,295,050.00	0.45%	Moody's-Aa3 S&P-AA-	221 0.6
IBM 1.125 2/6/2018 459200HZ7	2/3/2017	8,429,000.00	8,432,371.60	99.85	8,416,356.50	1.15%	Moody's-Aa3 S&P-AA-	221 0.6
IBM 1.125 2/6/2018 459200HZ7	2/3/2017	7,000,000.00	7,002,800.00	99.85	6,989,500.00	0.96%	Moody's-Aa3 S&P-AA-	221 0.6

# Northern Virginia Transportation Authority Portfolio Holdings by Custodian

## All Portfolios

Date: 6/30/2017

Description CUSIP	Settlement Date YTM @ Cost	Face Amount / Shares	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
Inova Hospital 0 7/13/2017 45778NUD4	4/18/2017	18,800,000.00	18,753,292.44	99.75	18,753,292.44	2.57%	Moody's-P1 S&P-A1+	13 0.04
JP Morgan Securities 0 11/1/2017 46640PY15	3/8/2017	10,000,000.00	9,914,055.56	99.14	9,914,055.56	1.36%	Moody's-A1 S&P-SP-1	124 0.34
JP Morgan Securities 0 12/1/2017 46640PZ14	3/8/2017	20,000,000.00	19,799,000.00	99.00	19,799,000.00	2.72%	Moody's-P1 S&P-A1	154 0.42
Mizuho Bank Ltd/NY 1.3 9/18/2017 60689D4K6	2/21/2017	15,000,000.00	15,008,700.00	100.01	15,001,650.00	2.05%	Moody's-P1 S&P-A1	80 0.22
Nestle Holdings Inc 1.375 7/24/2018 U64106BW3	2/16/2017	3,085,000.00	3,084,710.01	99.86	3,080,681.00	0.42%	Moody's-Aa2 S&P-AA	389 1.05
Prudential Funding LLC 0 10/31/2017 74433GXX9	3/24/2017	15,000,000.00	14,895,025.00	99.30	14,895,025.00	2.04%	Moody's-P1 S&P-A1+	123 0.33
Standard Charter Bank NY 1.54 1/9/2018 85325TSB2	4/5/2017	10,000,000.00	10,006,897.50	100.05	10,005,300.00	1.37%	Moody's-P1 S&P-A1	193 0.53
Standard Charter Bank of NY 1.37 10/23/2017 85325TSQ9	4/26/2017	10,000,000.00	10,004,771.39	1.43	36,361.11	528.61	Moody's-P1 S&P-A1	115 0.31
Standard Charter Bank of NY 1.66 2/12/2018 85325TQZ1	1.37	10,000,000.00	10,000,000.00	1.30	24,355.56	2,200.00	Moody's-P1 S&P-A1	227 0.63
Stanford University 4.75 5/1/2019 854403AC6	2/16/2017	10,000,000.00	10,009,873.33	100.11	10,010,900.00	1.37%	Moody's-P1 S&P-A1	670 1.77
Stanford University 4.75 5/1/2019 854403AC6	1.56	10,006,208.44	10,006,208.44	1.47	61,788.89	4,691.56	Moody's-Aaa S&P-AAA	670 1.77
Stanford University 4.75 5/1/2019 854403AC6	2/21/2017	5,000,000.00	5,349,400.00	105.65	5,282,250.00	0.72%	Moody's-Aaa S&P-AAA	670 1.77
Stanford University 4.75 5/1/2019 854403AC6	1.50	5,000,000.00	5,292,988.74	1.62	38,923.61	-10,738.74	Moody's-Aaa S&P-AAA	670 1.77
Stanford University 4.75 5/1/2019 854403AC6	2/21/2017	5,515,000.00	5,900,388.20	105.65	5,826,321.75	0.8%	Moody's-Aaa S&P-AAA	670 1.77
Stanford University 4.75 5/1/2019 854403AC6	1.50	5,838,166.58	5,838,166.58	1.62	42,932.74	-11,844.83	Moody's-Aaa S&P-AAA	670 1.77
Stanford University 4.75 5/1/2019 854403AC6	6/29/2017	6,585,000.00	6,980,100.00	105.65	6,956,723.25	0.95%	Moody's-Aaa S&P-AAA	670 1.77
Stanford University 4.75 5/1/2019 854403AC6	1.43	6,979,511.18	6,979,511.18	1.62	51,262.40	-22,787.93	Moody's-Aaa S&P-AAA	670 1.77

# Northern Virginia Transportation Authority Portfolio Holdings by Custodian

## All Portfolios

Date: 6/30/2017

Description CUSIP	Face Amount / Shares	Settlement Date YTM @ Cost	Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
Toyota Motor Corp 1.2 4/6/2018 89236TCX1	12,845,000.00	2/21/2017 1.33	12,827,017.00 12,832,688.90	99.81 1.46	12,819,952.25 35,966.00	1.75% -12,736.65	Moody's-Aa3 S&P-AA-	280 0.76
Toyota Motor Corp 1.375 1/10/2018 89233P7E0	20,000,000.00	2/3/2017 1.20	20,032,000.00 20,018,205.28	100.05 1.27	20,010,600.00 129,861.11	2.74% -7,605.28	Moody's-Aa3 S&P-AA-	194 0.52
UBS Bank Stamford CT Branch 1.46 12/13/2017 90275DFE5	15,000,000.00	2/21/2017 1.32	15,016,950.00 15,009,537.97	100.03 1.39	15,004,200.00 77,400.00	2.05% -5,337.97	Moody's-P1 S&P-A1	166 0.45
Wells Fargo Bank 1.65 1/22/2018 94988J5A1	10,000,000.00	2/6/2017 1.39	10,024,900.00 10,014,655.43	100.07 1.53	10,006,800.00 72,416.67	1.37% -7,855.43	Moody's-Aa2 S&P-AA-	206 0.56
Wells Fargo Bank 1.65 1/22/2018 94988J5A1	555,000.00	4/20/2017 1.36	556,221.00 555,908.04	100.07 1.53	555,377.40 4,019.13	0.08% -530.64	Moody's-Aa2 S&P-AA-	206 0.56
Wells Fargo Bank 1.65 1/22/2018 94988J5A1	2,000,000.00	5/1/2017 1.35	2,004,300.58 2,003,330.52	100.07 1.53	2,001,360.00 14,483.33	0.27% -1,970.52	Moody's-Aa2 S&P-AA-	206 0.56
Wells Fargo Bank 1.65 1/22/2018 94988J5A1	10,000,000.00	2/3/2017 1.30	10,033,593.90 10,019,604.37	100.07 1.53	10,006,800.00 72,416.67	1.37% -12,804.37	Moody's-Aa2 S&P-AA-	206 0.56
Wells Fargo Bank 1.65 1/22/2018 94988J5A1	1,160,000.00	4/25/2017 1.35	1,162,540.40 1,161,923.98	100.07 1.53	1,160,788.80 8,400.33	0.16% -1,135.18	Moody's-Aa2 S&P-AA-	206 0.56
Wells Fargo Bank 1.65 1/22/2018 94988J5A1	1,400,000.00	4/18/2017 1.36	1,403,080.00 1,402,274.12	100.07 1.53	1,400,952.00 10,138.33	0.19% -1,322.12	Moody's-Aa2 S&P-AA-	206 0.56
Wells Fargo Bank 1.65 1/22/2018 94988J5A1	5,000,000.00	5/6/2017 1.27	5,013,272.05 5,010,556.15	100.07 1.53	5,003,400.00 36,208.33	0.66% -7,156.15	Moody's-Aa2 S&P-AA-	206 0.56
Wells Fargo Bank 1.8 11/28/2018 94988J5F0	8,850,000.00	2/3/2017 1.64	8,875,222.50 8,869,630.18	100.20 1.65	8,867,965.50 14,160.00	1.21% -1,664.68	Moody's-Aa2 Fitch-AA	516 1.4
Wells Fargo Bank 1.8 11/28/2018 94988J5F0	15,200,000.00	2/6/2017 1.64	15,243,320.00 15,233,868.36	100.20 1.65	15,230,856.00 24,320.00	2.08% -3,012.36	Moody's-Aa2 Fitch-AA	516 1.4
<b>Sub Total BB&amp;T - 1874001006</b>	<b>446,606,414.32</b>	<b>1.29</b>	<b>447,418,000.64</b> <b>447,503,782.05</b>	<b>2.35</b>	<b>446,824,706.23</b> <b>1,591,504.75</b>	<b>61.14%</b> <b>-679,075.82</b>		<b>221</b> <b>0.7</b>

# Northern Virginia Transportation Authority Portfolio Holdings by Custodian

## All Portfolios

Date: 6/30/2017

Description CUSIP	Face Amount / Shares	Settlement Date		Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
		YTM @ Cost							
<b>CDARS Program - John Marshall Bank</b>									
John Marshall Bank 1.19 7/20/2017		6/22/2017		17,500,000.00	100.00	17,500,000.00	2.39%	NR	20
CDARS8135	17,500,000.00	1.19		17,500,000.00	1.19	4,564.38	0.00	NR	0.05
<b>Sub Total CDARS Program - John Marshall Bank</b>	<b>17,500,000.00</b>	<b>1.19</b>		<b>17,500,000.00</b>	<b>1.19</b>	<b>4,564.38</b>	<b>2.39%</b>	<b>0.00</b>	<b>20</b>
<b>CDARS Program - United Bank</b>									
United Bank of VA 1.045 9/9/2017		3/9/2017		12,500,000.00	100.00	12,500,000.00	1.71%	NR	71
CDARS9427	12,500,000.00	1.05		12,500,000.00	1.05	40,422.27	0.00	NR	0.19
<b>Sub Total CDARS Program - United Bank</b>	<b>12,500,000.00</b>	<b>1.05</b>		<b>12,500,000.00</b>	<b>1.05</b>	<b>40,422.27</b>	<b>1.71%</b>	<b>0.00</b>	<b>71</b>
<b>Commonwealth of Virginia</b>									
Commonwealth of Virginia LGIP		6/30/2016		1,591,954.56	100.00	1,591,954.56	0.22%	S&P-AAA	1
LGIP0825	1,591,954.56	1.05		1,591,954.56	1.05		0.00	NR	0
Commonwealth of Virginia LGIP		6/30/2016		23,332,217.59	100.00	23,332,217.59	3.19%	S&P-AAA	1
LGIP0549	23,332,217.59	1.05		23,332,217.59	1.05		0.00	NR	0
<b>Sub Total Commonwealth of Virginia</b>	<b>24,924,172.15</b>	<b>1.05</b>		<b>24,924,172.15</b>	<b>1.05</b>	<b>24,924,172.15</b>	<b>3.41%</b>	<b>0.00</b>	<b>1</b>
<b>John Marshall Bank</b>									
John Marshall Bank MM		6/30/2016		3,793.26	100.00	3,793.26	0%	NR	1
MM0060	3,793.26	0.65		3,793.26	0.65		0.00	NR	0
<b>Sub Total John Marshall Bank</b>	<b>3,793.26</b>	<b>0.65</b>		<b>3,793.26</b>	<b>0.65</b>	<b>3,793.26</b>	<b>0%</b>	<b>0.00</b>	<b>1</b>
<b>None</b>									
John Marshall Bank ICS MM		6/22/2017		17,514,097.76	100.00	17,514,097.76	2.39%	NR	1
MM60000	17,514,097.76	1.19		17,514,097.76	1.19		0.00	NR	0
<b>Sub Total None</b>	<b>17,514,097.76</b>	<b>1.19</b>		<b>17,514,097.76</b>	<b>1.19</b>	<b>17,514,097.76</b>	<b>2.39%</b>	<b>0.00</b>	<b>1</b>
<b>SNAP 1004</b>									

# Northern Virginia Transportation Authority Portfolio Holdings by Custodian

## All Portfolios

Date: 6/30/2017

Description CUSIP	Face Amount / Shares	Settlement Date		Cost Value Book Value	Market Price YTM @ Market	Market Value Accrued Interest	% Portfolio Unre. Gain/Loss	Credit Rating Credit Rating	Days To Call/Maturity Duration To Maturity
		YTM @ Cost	YTM @ Market						
SNAP - Principal LGIP SNAP1004	7,329,507.37	6/30/2016	1.11	7,329,507.37	100.00	7,329,507.37	1%	NR	1
		1.11		7,329,507.37	1.11		0.00	NR	0
<b>Sub Total SNAP 1004</b>	<b>7,329,507.37</b>	<b>1.11</b>	<b>1.11</b>	<b>7,329,507.37</b>	<b>1.11</b>	<b>7,329,507.37</b>	<b>1%</b>	<b>NR</b>	<b>1</b>
<b>SNAP 1005</b>							<b>0.00</b>	<b>NR</b>	<b>0</b>
SNAP - Income LGIP SNAP1005	440,599.61	6/30/2016	1.11	440,599.61	100.00	440,599.61	0.06%	NR	1
		1.11		440,599.61	1.11		0.00	NR	0
<b>Sub Total SNAP 1005</b>	<b>440,599.61</b>	<b>1.11</b>	<b>1.11</b>	<b>440,599.61</b>	<b>1.11</b>	<b>440,599.61</b>	<b>0.06%</b>	<b>NR</b>	<b>1</b>
<b>SNAP 1006</b>							<b>0.00</b>	<b>NR</b>	<b>0</b>
Bank of Tokyo - Mitsubishi UFJ 0 10/10/2017 06538BXA6	275,000.00	4/7/2017	1.43	273,909.16	99.64	274,002.58	0.04%	Moody's-P1	102
				273,909.16	1.31	0.00	93.42	S&P-A1	0.28
BNP Paribas NY Branch 0 11/30/2017 09659BYW4	250,000.00	5/12/2017	1.35	248,148.33	99.42	248,548.75	0.03%	Moody's-P1	153
		1.35		248,597.50	1.40	0.00	-48.75	S&P-A1	0.42
Credit Agricole CIB NY 0 11/10/2017 22533TYA8	265,000.00	5/12/2017	1.35	263,244.96	99.51	263,700.71	0.04%	Moody's-P1	133
		1.35		263,717.47	1.36	0.00	-16.76	S&P-A1	0.36
SNAP - Principal LGIP SNAP1006	167,649.68	6/30/2016	1.11	167,649.68	100.00	167,649.68	0.02%	NR	1
		1.11		167,649.68	1.11		0.00	NR	0
T-Note 0.875 11/30/2017 912828M72	100,000.00	6/15/2017	1.11	99,890.63	99.90	99,895.60	0.01%	Moody's-Aaa	153
		1.11		99,900.40	1.13	71.72	-4.80	S&P-AA+	0.42
T-Note 1.25 11/30/2018 912828A34	2,220,000.00	10/14/2016	0.94	2,234,482.03	99.87	2,217,051.84	0.3%	Moody's-Aaa	518
		0.94		2,229,654.69	1.35	2,274.59	-12,602.85	S&P-AAA	1.41
T-Note 1.5 11/30/2019 912828G61	1,110,000.00	11/18/2016	1.30	1,116,503.93	100.09	1,111,041.18	0.15%	Moody's-Aaa	883
		1.30		1,115,187.87	1.46	1,364.75	-4,146.69	S&P-AAA	2.38
T-Note 1.625 11/30/2020 912828M98	1,050,000.00	11/18/2016	1.58	1,052,009.76	99.95	1,049,466.60	0.14%	Moody's-Aaa	1249
		1.58		1,051,704.13	1.64	1,437.33	-2,237.53	S&P-AAA	3.33

# Northern Virginia Transportation Authority

## Portfolio Holdings by Custodian

### All Portfolios

Date: 6/30/2017

Description CUSIP	Face Amount / Shares	Settlement Date		Cost Value Book Value	Market Price YTM @ Market	Market Value		Credit Rating	Days To Call/Maturity
		YTM @ Cost	6/15/2017			Accrued Interest	Unre. Gain/Loss		
Toyota Motor Credit corp 0 11/30/2017 89233GYW0	170,000.00	1.28	6/15/2017	169,008.33	99.47	169,092.54	0.02%	Moody's-P1	153
		1.28		169,096.87	1.28	0.00	-4.33	S&P-A1+	0.42
<b>Sub Total SNAP 1006</b>	<b>5,607,649.68</b>	<b>1.21</b>		<b>5,623,948.48</b>	<b>1.41</b>	<b>5,600,449.48</b>	<b>0.75%</b>		<b>640</b>
<b>Virginia Investment Pool</b>									
VIP 1-3 Year LGIP			6/30/2016	75,940,388.98	100.00	75,940,388.98	10.38%	S&P-AA+	1
LGIP0001	75,940,388.98	1.00	1.00	75,940,388.98	1.00		0.00	NR	0
VIP Stable NAV LGIP			10/15/2016	59,364,196.96	100.00	59,364,196.96	8.12%	S&P-AAA	1
LGIP5001	59,364,196.96	1.05	1.05	59,364,196.96	1.05		0.00	NR	0
<b>Sub Total Virginia Investment Pool</b>	<b>135,304,585.94</b>	<b>1.02</b>		<b>135,304,585.94</b>	<b>1.02</b>	<b>135,304,585.94</b>	<b>18.5%</b>		<b>1</b>
<b>TOTAL PORTFOLIO</b>	<b>730,585,042.16</b>	<b>1.19</b>		<b>731,412,927.28</b>	<b>1.84</b>	<b>730,796,133.87</b>	<b>100.00%</b>		<b>142</b>
				<b>731,494,177.98</b>		<b>1,641,639.79</b>	<b>-698,044.11</b>		<b>0.44</b>

**Northern Virginia Transportation Authority  
Compliance - GASB 40 Report  
Report Format: By Transaction  
Group By: Security Type  
Average By: Face Amount / Shares  
Portfolio / Report Group: All Portfolios  
As of 6/30/2017**

Description	CUSIP/Ticker	Issuer	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	Duration To Maturity
<b>Certificate Of Deposit</b>													
John Marshall Bank 1.19 7/20/2017	CDARS8135	John Marshall Bank	17,500,000.00	17,500,000.00	17,500,000.00	NR	NR	2.40	20	20	7/20/2017		0.05
United Bank of VA 1.045 9/9/2017	CDARS3427	United Bank of VA	12,500,000.00	12,500,000.00	12,500,000.00	NR	NR	1.71	71	71	9/9/2017		0.19
<b>Sub Total / Average</b>			<b>30,000,000.00</b>	<b>30,000,000.00</b>	<b>30,000,000.00</b>			<b>4.11</b>	<b>41</b>	<b>41</b>			<b>0.11</b>
<b>Commercial Paper</b>													
Bank of Tokyo - Mitsubishi UFJ 0 10/10/2017	06538BXA6	Bank of Tokyo - Mitsubishi UFJ	275,000.00	273,909.16	274,002.58	Moody's-P1	S&P-A1	0.04	102	102	10/10/2017		0.28
BNP Paribas NY Branch 0 11/30/2017	09659BYW4	BNP Paribas NY Branch	250,000.00	248,597.50	248,548.75	Moody's-P1	S&P-A1	0.03	153	153	11/30/2017		0.42
Caterpillar 0 7/5/2017	24023GU54	Caterpillar	12,000,000.00	11,998,000.00	11,963,600.00	S&P-A1	Fitch-F1	1.64	5	5	7/5/2017		0.01
Credit Agricole CIB NY 0 11/10/2017	22533TYA8	Credit Agricole CIB NY	265,000.00	263,717.47	263,700.71	Moody's-P1	S&P-A1	0.04	133	133	11/10/2017		0.36
Credit Suisse New York 0 11/30/2017	2254EAYW7	Credit Suisse New York	10,000,000.00	9,941,824.84	9,917,206.48	Moody's-P1	S&P-A1	1.37	153	153	11/30/2017		0.42
GE Capital 0 11/9/2017	36164JY99	GE Capital	25,000,000.00	24,897,333.33	24,821,111.11	Moody's-P1	S&P-A1+	3.42	132	132	11/9/2017		0.36
Inova Hospital 0 7/13/2017	45778NUD4	Inova Hospital	18,800,000.00	18,792,939.55	18,753,292.44	Moody's-P1	S&P-A1+	2.57	13	13	7/13/2017		0.04
JP Morgan Securities 0 11/1/2017	46640PY15	JP Morgan Securities	10,000,000.00	9,955,222.22	9,914,055.56	Moody's-A1	S&P-SP-1	1.37	124	124	11/1/2017		0.34
JP Morgan Securities 0 12/1/2017	46640PZ14	JP Morgan Securities	20,000,000.00	19,884,500.00	19,799,000.00	Moody's-P1	S&P-A1	2.74	154	154	12/1/2017		0.42
Prudential Funding LLC 0 10/31/2017	74433GXX9	Prudential Funding LLC	15,000,000.00	14,941,575.00	14,895,025.00	Moody's-P1	S&P-A1+	2.05	123	123	10/31/2017		0.33
Toyota Motor Credit corp 0 11/30/2017	89233GYW0	Toyota Motor Credit corp	170,000.00	169,096.87	169,092.54	Moody's-P1	S&P-A1+	0.02	153	153	11/30/2017		0.42
<b>Sub Total / Average</b>			<b>111,760,000.00</b>	<b>111,366,515.94</b>	<b>111,018,635.17</b>			<b>15.30</b>	<b>102</b>	<b>102</b>			<b>0.28</b>
<b>Corporate Bond</b>													
Berkshire Hathaway 1.45 3/7/2018	084664CE9	Berkshire Hathaway	29,175,000.00	29,214,607.01	29,186,378.25	Moody's-Aa2	S&P-AA	3.99	250	250	3/7/2018		0.68
Berkshire Hathaway 1.45 3/7/2018	084664CE9	Berkshire Hathaway	2,240,000.00	2,242,278.06	2,240,873.60	Moody's-Aa2	S&P-AA	0.31	250	250	3/7/2018		0.68
Berkshire Hathaway 1.55 2/9/2018	084670BH0	Berkshire Hathaway	5,828,000.00	5,842,062.30	5,833,478.32	Moody's-Aa2	S&P-AA	0.80	224	224	2/9/2018		0.60
Coca Cola 1.65 3/14/2018	191216AY6	Coca Cola	10,099,000.00	10,129,292.85	10,117,279.19	Moody's-Aa3	S&P-AA-	1.38	257	257	3/14/2018		0.70
Coca Cola 1.65 3/14/2018	191216AY6	Coca Cola	1,405,000.00	1,409,202.28	1,407,543.05	Moody's-Aa3	S&P-AA-	0.19	257	257	3/14/2018		0.70
Coca Cola 1.65 3/14/2018	191216AY6	Coca Cola	9,421,000.00	9,449,235.74	9,438,052.01	Moody's-Aa3	S&P-AA-	1.29	257	257	3/14/2018		0.70
Coca Cola 1.65 3/14/2018	191216AY6	Coca Cola	1,895,000.00	1,900,667.85	1,898,429.95	Moody's-Aa3	S&P-AA-	0.26	257	257	3/14/2018		0.70
Exxon Mobile 1.305 3/6/2018	30231GAL6	Exxon Mobile	20,000,000.00	20,018,863.64	19,987,800.00	Moody's-Aaa	S&P-AA+	2.74	249	249	3/6/2018		0.68
IBM 1.125 2/6/2018	459200HZ7	IBM	4,775,000.00	4,776,147.04	4,767,837.50	Moody's-Aa3	S&P-AA-	0.65	221	221	2/6/2018		0.60
IBM 1.125 2/6/2018	459200HZ7	IBM	3,300,000.00	3,300,792.72	3,295,050.00	Moody's-Aa3	S&P-AA-	0.45	221	221	2/6/2018		0.60
IBM 1.125 2/6/2018	459200HZ7	IBM	8,429,000.00	8,431,024.79	8,416,356.50	Moody's-Aa3	S&P-AA-	1.15	221	221	2/6/2018		0.60
IBM 1.125 2/6/2018	459200HZ7	IBM	7,000,000.00	7,001,681.52	6,989,500.00	Moody's-Aa3	S&P-AA-	0.96	221	221	2/6/2018		0.60
	U64106BW3		3,085,000.00	3,084,784.31	3,080,681.00		S&P-AA	0.42	389	389	7/24/2018		1.05

Description	CUSIP/Ticker	Issuer	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	Duration To Maturity
Nestle Holdings Inc 1.375 7/24/2018		Nestle Holdings Inc				Moody's-Aa2							
Stanford University 4.75 5/1/2019	854403AC6	Stanford University	5,515,000.00	5,838,166.58	5,826,321.75	Moody's-Aaa	S&P-AAA	0.75	670	670	5/1/2019		1.77
Stanford University 4.75 5/1/2019	854403AC6	Stanford University	6,585,000.00	6,979,511.18	6,956,723.25	Moody's-Aaa	S&P-AAA	0.90	670	670	5/1/2019		1.77
Stanford University 4.75 5/1/2019	854403AC6	Stanford University	5,000,000.00	5,292,988.74	5,282,250.00	Moody's-Aaa	S&P-AAA	0.68	670	670	5/1/2019		1.77
Toyota Motor Corp 1.2 4/6/2018	89236TCX1	Toyota Motor Corp	12,845,000.00	12,832,688.90	12,819,952.25	Moody's-Aa3	S&P-AA-	1.76	280	280	4/6/2018		0.76
Toyota Motor Corp 1.375 1/10/2018	89233P7E0	Toyota Motor Corp	20,000,000.00	20,018,205.28	20,010,800.00	Moody's-Aa3	S&P-AA-	2.74	194	194	1/10/2018		0.52
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Wells Fargo Bank	555,000.00	555,908.04	555,377.40	Moody's-Aa2	S&P-AA-	0.08	206	206	1/22/2018		0.56
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Wells Fargo Bank	5,000,000.00	5,010,556.15	5,003,400.00	Moody's-Aa2	S&P-AA-	0.68	206	206	1/22/2018		0.56
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Wells Fargo Bank	10,000,000.00	10,019,604.37	10,006,800.00	Moody's-Aa2	S&P-AA-	1.37	206	206	1/22/2018		0.56
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Wells Fargo Bank	2,000,000.00	2,003,330.52	2,001,360.00	Moody's-Aa2	S&P-AA-	0.27	206	206	1/22/2018		0.56
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Wells Fargo Bank	1,160,000.00	1,161,923.98	1,160,788.80	Moody's-Aa2	S&P-AA-	0.16	206	206	1/22/2018		0.56
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Wells Fargo Bank	1,400,000.00	1,402,274.12	1,400,952.00	Moody's-Aa2	S&P-AA-	0.19	206	206	1/22/2018		0.56
Wells Fargo Bank 1.65 1/22/2018	94988J5A1	Wells Fargo Bank	10,000,000.00	10,014,655.43	10,006,800.00	Moody's-Aa2	S&P-AA-	1.37	206	206	1/22/2018		0.56
Wells Fargo Bank 1.8 11/28/2018	94988J5F0	Wells Fargo Bank	8,850,000.00	8,869,630.18	8,867,965.50	Moody's-Aa2	Fitch-AA	1.21	516	516	11/28/2018		1.40
Wells Fargo Bank 1.8 11/28/2018	94988J5F0	Wells Fargo Bank	15,200,000.00	15,233,868.36	15,230,856.00	Moody's-Aa2	Fitch-AA	2.08	516	516	11/28/2018		1.40
<b>Sub Total / Average</b>			<b>210,762,000.00</b>	<b>212,033,951.94</b>	<b>211,789,406.32</b>			<b>28.85</b>	<b>303</b>	<b>303</b>			<b>0.82</b>
<b>FFCB Bond</b>													
FFCB 1.4 3/27/2019	3133EHDR1	FFCB	10,000,000.00	10,008,524.66	9,981,600.00	Moody's-Aaa	S&P-AA+	1.37	635	635	3/27/2019		1.72
<b>Sub Total / Average</b>			<b>10,000,000.00</b>	<b>10,008,524.66</b>	<b>9,981,600.00</b>			<b>1.37</b>	<b>635</b>	<b>635</b>			<b>1.72</b>
<b>FHLB Bond</b>													
FHLB 1.75 12/14/2018	313376BR5	FHLB	5,000,000.00	5,034,487.44	5,026,950.00	Moody's-Aaa	S&P-AA+	0.68	532	532	12/14/2018		1.44
<b>Sub Total / Average</b>			<b>5,000,000.00</b>	<b>5,034,487.44</b>	<b>5,026,950.00</b>			<b>0.68</b>	<b>532</b>	<b>532</b>			<b>1.44</b>
<b>FHLMC Bond</b>													
FHLMC 1.35 1/25/2019-17	3134GAK78	FHLMC	10,000,000.00	10,000,000.00	9,986,200.00	Moody's-Aaa	S&P-AA+	1.37	574	25	1/25/2019	7/25/2017	1.55
FHLMC 1.375 3/15/2019	3134GA5A8	FHLMC	5,000,000.00	5,000,000.00	4,989,900.00	S&P-AA+	Fitch-AAA	0.68	623	623	3/15/2019		1.69
FHLMC Step 9/30/2019-17	3134GAKN3	FHLMC	4,500,000.00	4,489,586.15	4,481,595.00	Moody's-Aaa	S&P-AA+	0.82	822	92	9/30/2019	9/30/2017	2.22
<b>Sub Total / Average</b>			<b>19,500,000.00</b>	<b>19,489,586.15</b>	<b>19,457,695.00</b>			<b>2.67</b>	<b>644</b>	<b>194</b>			<b>1.74</b>
<b>FNMA Bond</b>													
FNMA 1.25 8/23/2019-17	3135G0P23	FNMA	10,000,000.00	9,955,976.10	9,936,100.00	Moody's-Aaa	S&P-AA+	1.37	784	54	8/23/2019	8/23/2017	2.12
<b>Sub Total / Average</b>			<b>10,000,000.00</b>	<b>9,955,976.10</b>	<b>9,936,100.00</b>			<b>1.37</b>	<b>784</b>	<b>54</b>			<b>2.12</b>
<b>Local Government Investment Pool</b>													
Commonwealth of Virginia LGIP	LGIP0825	Commonwealth of Virginia	1,591,954.56	1,591,954.56	1,591,954.56	S&P-AAA	NR	0.22	1	1	N/A	N/A	0.00
	LGIP0549	Commonwealth of Virginia	23,332,217.59	23,332,217.59	23,332,217.59	S&P-AAA	NR	3.19	1	1	N/A	N/A	0.00

Description	CUSIP/Ticker	Issuer	Face Amount/Shares	Book Value	Market Value	Credit Rating 1	Credit Rating 2	% of Portfolio	Days To Maturity	Days To Call/Maturity	Maturity Date	Next Call Date	Duration To Maturity
Commonwealth of Virginia LGIP													
SNAP - Income LGIP	SNAP1005	SNAP - Income	440,599.61	440,599.61	440,599.61	NR	NR	0.06	1	1	N/A	N/A	0.00
SNAP - Principal LGIP	SNAP1004	SNAP - Principal	7,329,507.37	7,329,507.37	7,329,507.37	NR	NR	1.00	1	1	N/A	N/A	0.00
SNAP - Principal LGIP	SNAP1006	SNAP - Principal	167,649.68	167,649.68	167,649.68	NR	NR	0.02	1	1	N/A	N/A	0.00
VIP 1-3 Year LGIP	LGIP0001	VIP 1-3 Year	75,940,388.98	75,940,388.98	75,940,388.98	S&P-AA+	NR	10.39	1	1	N/A	N/A	0.00
VIP Stable NAV LGIP	LGIP5001	VIP Stable NAV	59,364,196.96	59,364,196.96	59,364,196.96	S&P-AAA	NR	6.13	1	1	N/A	N/A	0.00
<b>Sub Total / Average</b>			<b>168,166,514.75</b>	<b>168,166,514.75</b>	<b>168,166,514.75</b>			<b>23.02</b>	<b>1</b>	<b>1</b>			<b>0.00</b>
<b>Money Market</b>													
Access National Bank MM	MM7182	Access National Bank	62,854,222.07	62,854,222.07	62,854,222.07	NR	NR	8.60	1	1	N/A	N/A	0.00
BB&T MM	MM1006	BB&T	544,414.32	544,414.32	544,414.32	NR	NR	0.07	1	1	N/A	N/A	0.00
John Marshall Bank ICS MM	MM60000	John Marshall Bank ICS	17,514,097.76	17,514,097.76	17,514,097.76	NR	NR	2.40	1	1	N/A	N/A	0.00
John Marshall Bank MM	MM0060	John Marshall Bank	3,793.26	3,793.26	3,793.26	NR	NR	0.00	1	1	N/A	N/A	0.00
<b>Sub Total / Average</b>			<b>80,916,527.41</b>	<b>80,916,527.41</b>	<b>80,916,527.41</b>			<b>11.08</b>	<b>1</b>	<b>1</b>			<b>0.00</b>
<b>Negotiable Certificate Of Deposit</b>													
CitiBank NA 1.25 7/25/2017	17305TKP6	CitiBank NA	20,000,000.00	20,001,798.56	20,001,000.00	Moody's-P1	S&P-A1	2.74	25	25	7/25/2017		0.07
Mizuho Bank Ltd/NY 1.3 9/18/2017	60689D4K6	Mizuho Bank Ltd/NY	15,000,000.00	15,003,330.14	15,001,650.00	Moody's-P1	S&P-A1	2.05	80	80	9/18/2017		0.22
Standard Charter Bank NY 1.54 1/9/2018	85325TSB2	Standard Charter Bank NY	10,000,000.00	10,004,771.39	10,005,300.00	Moody's-P1	S&P-A1	1.37	193	193	1/9/2018		0.53
Standard Charter Bank of NY 1.37 10/23/2017	85325TSQ9	Standard Charter Bank of NY	10,000,000.00	10,000,000.00	10,002,200.00	Moody's-P1	S&P-A1	1.37	115	115	10/23/2017		0.31
Standard Charter Bank of NY 1.66 2/12/2018	85325TQZ1	Standard Charter Bank of NY	10,000,000.00	10,006,208.44	10,010,900.00	Moody's-P1	S&P-A1	1.37	227	227	2/12/2018		0.63
UBS Bank Stamford CT Branch 1.46 12/13/2017	90275DFE5	UBS Bank Stamford CT Branch	15,000,000.00	15,009,537.97	15,004,200.00	Moody's-P1	S&P-A1	2.05	166	166	12/13/2017		0.45
<b>Sub Total / Average</b>			<b>80,000,000.00</b>	<b>80,025,646.50</b>	<b>80,025,250.00</b>			<b>10.95</b>	<b>119</b>	<b>119</b>			<b>0.33</b>
<b>Treasury Note</b>													
T-Note 0.875 11/30/2017	912828M72	Treasury	100,000.00	99,900.40	99,895.60	Moody's-Aaa	S&P-AA+	0.01	153	153	11/30/2017		0.42
T-Note 1.25 11/30/2018	912828A34	Treasury	2,220,000.00	2,229,654.89	2,217,051.84	Moody's-Aaa	S&P-AAA	0.30	518	518	11/30/2018		1.41
T-Note 1.5 11/30/2019	912828G61	Treasury	1,110,000.00	1,115,187.87	1,111,041.18	Moody's-Aaa	S&P-AAA	0.15	883	883	11/30/2019		2.38
T-Note 1.625 11/30/2020	912828M98	Treasury	1,050,000.00	1,051,704.13	1,049,466.60	Moody's-Aaa	S&P-AAA	0.14	1,249	1,249	11/30/2020		3.33
<b>Sub Total / Average</b>			<b>4,480,000.00</b>	<b>4,496,447.09</b>	<b>4,477,455.22</b>			<b>0.61</b>	<b>772</b>	<b>772</b>			<b>2.08</b>
<b>Total / Average</b>			<b>730,585,042.16</b>	<b>731,494,177.98</b>	<b>730,796,133.87</b>			<b>100</b>	<b>163</b>	<b>141</b>			<b>0.44</b>

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Mayor Parrish, Chair, NVTa Finance Committee

**DATE:** October 6, 2017

**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 or in process through August 2017. August receipts represent FYE June 30, 2017 final accrued revenues.
3. **Comments:**
  - a. **FY2017 Revenues (Attachment A)**
    - i. The Authority has received or accrued approximately \$330.8 million through the August 2017 transfers from the Commonwealth. These are effectively the unaudited ending revenue numbers for FY2017.
    - ii. Actual to estimate comparison for revenues through June show a 15.5% positive variance in Grantors Tax, a 0.99% positive variance in Sales Tax and a 7.3% positive variance in Transient Occupancy Tax compared to the adopted revenue estimates.
    - iii. This report reflects 12 months of collections (accrual basis) for Sales Tax and Grantors Tax. Transient Occupancy Tax was in the accrual stages in August, due to routine differences in the collection cycles.
    - iv. Overall revenue receipts are 3.54% above estimates for FYE June 30, 2017.
  - b. **FY2017 Distribution to localities (Attachment B)**
    - i. Through the month of August, the Authority was still receiving FY2017 Sales Tax and Transient Occupancy Tax revenues.
    - ii. Of the \$330.8 million received or accrued by the Authority through August for FY2017, approximately \$97.7 million represents 30% local funds.
    - iii. Of the \$97.7 million eligible 30% local funds, \$96.85 has been distributed to the member jurisdictions as of the end of August. As the accrued revenue amounts for FY2017 arrived, those funds were transferred to the appropriate jurisdictions.
  - c. **FY2014 to FY2017 Year over Year Revenue Comparison (Attachment C).**
    - i. This chart reflects a month-to-month comparison of revenue by tax type and a year-to-year comparison of total revenues received or accrued through August 2017.

**Attachments:**

- A. Revenues Received By Tax Type, Compared to NVTA Estimates, Through August 2017
- B. FY2017 30% Distribution by Jurisdiction, through August 2017
- C. Month to Month Comparison By Tax Type and YTD Receipts for August 2014 to 2017

**Coordination:**

NVTA Finance Committee

# XXII.A

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**  
**REVENUES RECEIVED, BY TAX TYPE AND JURISDICTION, COMPARED TO NVTA BUDGET**  
 Based on: Revenue Data Through August 2017  
 FYE June 30, 2017

Grantors Tax			Received			NVTA		Projected Variance
			FY 2017		Annualized - Actual			
Transaction Months	12	To Date	Annualized	Budget	To Budget			
City of Alexandria		\$ 3,610,533	\$ 3,610,533	\$ 3,322,266	\$ 288,267			
Arlington County		\$ 6,471,596	\$ 6,471,596	\$ 4,662,589	\$ 1,809,007			
City of Fairfax		\$ 335,698	\$ 335,698	\$ 295,220	\$ 40,478			
Fairfax County		\$ 21,442,019	\$ 21,442,019	\$ 20,876,353	\$ 565,666			
City of Falls Church		\$ 275,529	\$ 275,529	\$ 298,423	\$ (22,894)			
Loudoun County		\$ 10,758,957	\$ 10,758,957	\$ 8,545,066	\$ 2,213,891			
City of Manassas		\$ 452,497	\$ 452,497	\$ 339,631	\$ 112,866			
City of Manassas Park		\$ 150,140	\$ 150,140	\$ 158,354	\$ (8,214)			
Prince William County		\$ 6,849,627	\$ 6,849,627	\$ 5,073,000	\$ 1,776,627			
Total Grantors Tax Revenue		\$ 50,346,596	\$ 50,346,596	\$ 43,570,902	\$ 6,775,694		15.55%	
<b>Regional Sales Tax*</b>			Received		FY 2017		Annualized - Actual	
Transaction Months	12	To Date	Annualized	Budget	To Budget			
City of Alexandria		\$15,665,744	\$ 15,665,744	\$ 14,576,063	\$ 1,089,681			
Arlington County		\$24,997,304	\$ 24,997,304	\$ 24,810,622	\$ 186,682			
City of Fairfax		\$7,025,863	\$ 7,025,863	\$ 6,833,280	\$ 192,583			
Fairfax County		\$107,235,224	\$ 107,235,224	\$ 112,442,662	\$ (5,207,438)			
City of Falls Church		\$2,453,299	\$ 2,453,299	\$ 2,304,737	\$ 148,562			
Loudoun County		\$48,632,116	\$ 48,632,116	\$ 44,265,375	\$ 4,366,741			
City of Manassas		\$5,263,104	\$ 5,263,104	\$ 4,904,149	\$ 358,955			
City of Manassas Park		\$1,419,286	\$ 1,419,286	\$ 1,292,525	\$ 126,761			
Prince William County		\$36,814,553	\$ 36,814,553	\$ 35,639,660	\$ 1,174,893			
Total Sales Tax Revenue*		\$ 249,506,492	\$ 249,506,492	\$ 247,069,073	\$ 2,437,419		0.99%	
<b>Transient Occupancy Tax (TOT)</b>			Received		FY 2017		Annualized - Actual	
Transaction Months		To Date	Annualized	Budget	To Budget			
City of Alexandria	Months	12.00	\$ 3,760,985	\$ 3,760,985	\$ 3,458,526	\$ 302,459		
Arlington County	Months	12.00	\$ 10,105,092	\$ 10,105,092	\$ 9,711,491	\$ 393,601		
City of Fairfax	Quarters	4.00	\$ 376,933	\$ 376,933	\$ 328,250	\$ 48,683		
Fairfax County	Quarters	4.00	\$ 11,670,260	\$ 11,670,260	\$ 11,042,184	\$ 628,076		
City of Falls Church	Months	12.00	\$ 160,164	\$ 160,164	\$ 174,234	\$ (14,070)		
Loudoun County	Quarters	4.00	\$ 3,173,027	\$ 3,173,027	\$ 2,562,016	\$ 611,011		
City of Manassas	Months	12.00	\$ 67,975	\$ 67,975	\$ 58,868	\$ 9,107		
City of Manassas Park	n/a		\$ -	\$ -	\$ -	\$ -		
Prince William County	Quarters	4.00	\$ 1,659,905	\$ 1,659,905	\$ 1,537,000	\$ 122,905		
Total TOT Revenue			30,974,342	30,974,342	\$ 28,872,569	2,101,773	7.28%	
Total Revenue Received			\$ 330,827,429	\$ 330,827,429	\$ 319,512,544	\$ 11,314,885	3.54%	

\*The Regional Sales Tax is reported net of fees when applicable.

# XXII.B

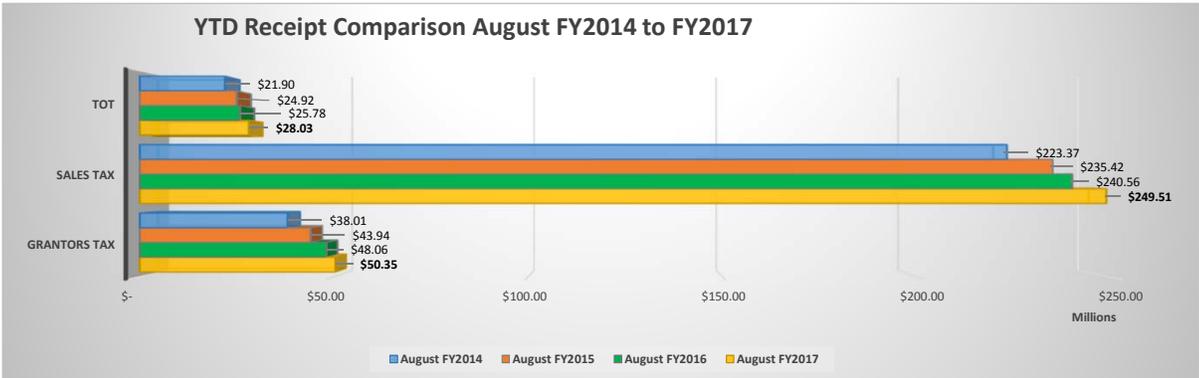
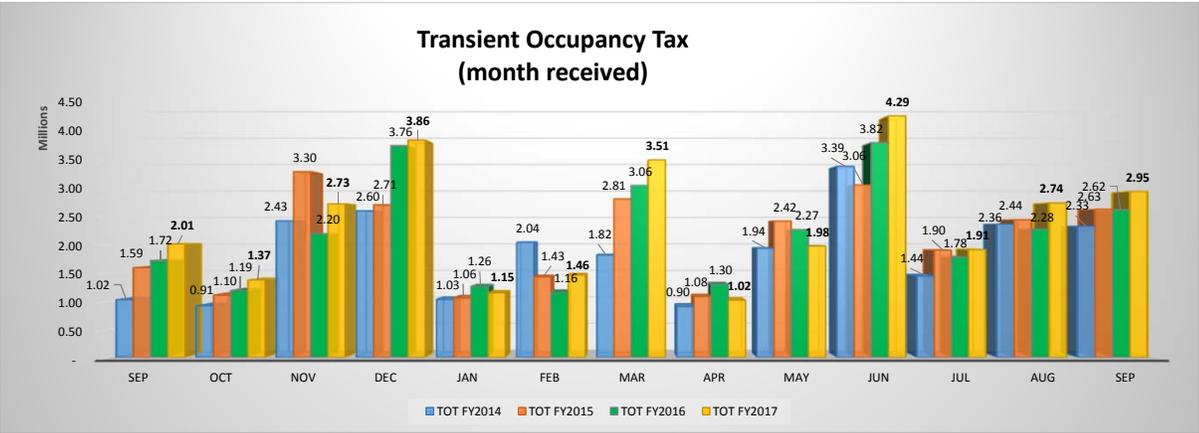
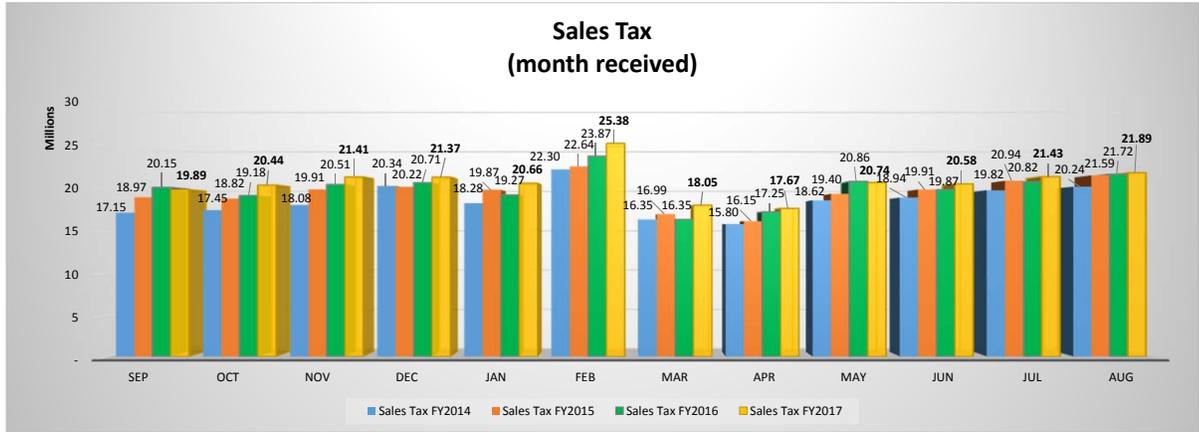
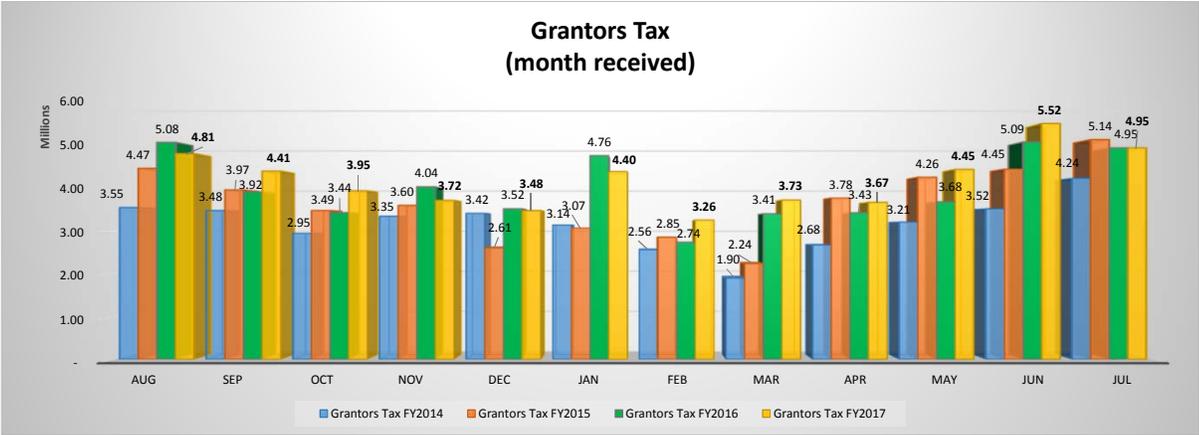
**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY  
FY 2017 30% DISTRIBUTION BY JURISDICTION**

Based on: Receipts through August 2017

Jurisdiction	Grantor's Tax	*Regional Sales Tax (1)	Transient Occupancy Tax (2)	NVTA Fund Interest	Cumulative Total	30% Funds	NVTA Operational Budget FY2018	Thru 6/30/2017	Thru 7/31/2017	Current Month Distribution	Total Funds Transferred
								Accrued Interest (3)	Prior Distributions		
								(+)			
City of Alexandria	\$ 3,610,532.55	\$ 15,665,743.91	\$ 3,760,985.25	\$ 15,393.46	\$ 23,052,655.17	\$ 6,915,796.55	\$ 125,904.00	867.45	\$ 6,295,640.80	\$ 495,119.20	\$ 6,790,760.00
Arlington County	\$ 6,471,596.40	\$ 24,997,303.56	\$ 10,105,092.11	\$ 28,181.78	\$ 41,602,173.85	\$ 12,480,652.16	\$ 185,107.00	1,610.97	\$ 11,326,826.48	\$ 970,329.65	\$ 12,297,156.13
City of Fairfax	\$ 335,698.20	\$ 7,025,862.87	\$ 376,932.99	\$ 5,293.91	\$ 7,743,787.97	\$ 2,323,136.39	\$ 18,261.00	247.84	\$ 2,083,890.68	\$ 221,232.55	\$ 2,305,123.23
Fairfax County	\$ 21,442,018.72	\$ 107,235,223.61	\$ 11,670,260.11	\$ 95,826.12	\$ 140,443,328.56	\$ 42,132,998.57	\$ 891,322.00	5,080.77	\$ 37,459,557.57	\$ 3,787,199.77	\$ 41,246,757.34
City of Falls Church	\$ 275,529.15	\$ 2,453,299.05	\$ 160,164.28	\$ 1,955.92	\$ 2,890,948.40	\$ 867,284.52	\$ 11,149.00	123.92	\$ 791,890.66	\$ 64,368.78	\$ 856,259.44
Loudoun County	\$ 10,758,956.88	\$ 48,632,116.05	\$ 3,173,026.62	\$ 42,667.40	\$ 62,606,766.95	\$ 18,782,030.09	\$ -	2,354.50	\$ 17,340,880.85	\$ 1,443,503.74	\$ 18,784,384.59
City of Manassas	\$ 452,496.60	\$ 5,263,103.51	\$ 67,975.23	\$ 3,955.27	\$ 5,787,530.61	\$ 1,736,259.18	\$ -	247.84	\$ 1,586,242.03	\$ 150,264.99	\$ 1,736,507.02
City of Manassas Park	\$ 150,140.40	\$ 1,419,286.03	\$ -	\$ 1,071.21	\$ 1,570,497.64	\$ 471,149.29	\$ 12,302.00	123.93	\$ 421,164.49	\$ 37,806.73	\$ 458,971.22
Prince William County	\$ 6,849,626.70	\$ 36,814,553.15	\$ 1,659,905.49	\$ 30,819.63	\$ 45,354,904.97	\$ 13,606,471.49	\$ 349,840.00	1,734.89	\$ 12,155,473.26	\$ 1,102,893.12	\$ 13,258,366.38
<b>Total Revenue</b>	<b>\$ 50,346,595.60</b>	<b>\$ 249,506,491.74</b>	<b>\$ 30,974,342.08</b>	<b>\$ 225,164.70</b>	<b>\$ 331,052,594.12</b>	<b>\$ 99,315,778.24</b>	<b>\$ 1,593,885.00</b>	<b>\$ 12,392.11</b>	<b>\$ 89,461,566.82</b>	<b>\$ 8,272,718.53</b>	<b>\$ 97,734,285.35</b>

- 1 Net of Dept. of Taxation Fees
- 2 County TOT includes any town collections
- 3 Interest earned through 6/30/2017

August 2017



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Mayor Parrish, Chair, NVTA Finance Committee

**DATE:** October 6, 2017

**SUBJECT:** NVTA Operating Budget

---

1. **Purpose:** To update the Northern Virginia Transportation Authority (NVTA) on the Authority's Operating Budget for FY2017.
2. **Background:** The Authority operating budget is funded through the participating jurisdictions. All jurisdictions have contributed their respective share of the FY2017 and the FY2018 operating budget. This is the final monthly recap of FY2017 activities.
3. **Comments:** The FY2018 budget was developed with estimates of the ending budget performance from FY2017. The Operating Budget produced the following results:
  - a. Operating revenue is at 100% of estimate.
  - b. In February 2017, the Authority approved a FY2017 transfer of \$25,000 from the NVTA Operating Reserve to Expenditure Account 43000-320 – HW & SW Peripheral Purchase for the acquisition and implementation of Geographic Information System (GIS) mapping and limited modelling and analysis functions. An offsetting transfer restoring funds to the operating reserve will occur in FY2018.
  - c. Total expenditures at FYE June 30, 2017, were \$131,989 less than the adjusted budget.
  - d. Carryforward to FY2018 was projected to be \$397,288. Actual carryforward is \$398,538 including the Operating Reserve of \$343,788.
  - e. The Operating Reserve for FY2017 rolls forward to FY2018.
  - f. The attached statement shows the total operating budget income and expenditure activity for FY2017.

**Attachment:** FY2017 Operating Budget through FYE June 30, 2017

**Coordination:**  
NVTA Finance Committee

# XXIII. ATTACHMENT

1000 General Fund

		----- Current Year -----				
Account Object	Description	Current Month	Current YTD	Budget	Variance	%
<b>Revenue</b>						
330100	Contribution Member Jurisdiction		1,654,617.00	1,654,659.00	-42.00	100
						100
	<b>Total Revenue</b>	0.00	1,654,617.00	1,654,659.00	-42.00	100
<b>Expenses</b>						
410000	<b>Personnel Expenses</b>					
110	Salaries-Regular Pay	26,516.06	940,545.73	943,126.00	2,580.27	100
130	Health & Dental Benefits		92,472.34	115,200.00	22,727.66	80
131	Payroll Taxes	2,050.14	64,902.45	72,258.00	7,355.55	90
132	Retirement VRS	63.05	90,228.97	93,561.00	3,332.03	96
133	Life Insurance	21.42	12,086.51	12,355.00	268.49	98
134	Flex Spending/Dependent Care		443.50	604.00	160.50	73
135	Workers Comp		1,039.00	1,037.00	-2.00	100
137	Disability Insurance		14,608.97	13,360.00	-1,248.97	109
	<b>Total Account</b>	28,650.67	1,216,327.47	1,251,501.00	35,173.53	97
420000	<b>Professional Services</b>					
210	Audit & Accounting Services		23,110.00	27,500.00	4,390.00	84
220	Bank Service		30.00	750.00	720.00	4
230	Insurance		4,705.00	4,200.00	-505.00	112
240	Payroll Services		1,459.09	1,300.00	-159.09	112
260	Public Outreach		20,577.09	21,500.00	922.91	96
261	Legal/Bond Counsel Services	2,000.00	2,000.00	37,500.00	35,500.00	5
262	Financial Advisory Services	18,000.00	72,033.30	72,000.00	-33.30	100
263	Bond Trustee Fees		2,687.50	2,700.00	12.50	100
264	Legislative Services	2,000.00	39,606.66	60,000.00	20,393.34	66
265	Investment Custody Svc		8,222.22	12,500.00	4,277.78	66
	<b>Total Account</b>	22,000.00	174,430.86	239,950.00	65,519.14	73
430000	<b>Technology/Communication</b>					
310	Acctg & Financial Report Systems		4,969.00	10,000.00	5,031.00	50
320	HW SW & Peripheral Purchase		18,016.80	18,344.00	327.20	98
330	IT Support Svc Incl Hosting		13,709.72	14,150.00	440.28	97
340	Phone Service	350.00	6,644.32	7,300.00	655.68	91
350	Web Develop & Hosting		2,280.05	7,600.00	5,319.95	30
	<b>Total Account</b>	350.00	45,619.89	57,394.00	11,774.11	79
440000	<b>Administrative Expenses</b>					
410	Advertisement			1,500.00	1,500.00	
411	Dues & Subscriptions		3,021.94	3,710.00	688.06	81
412	Duplication & Printing		11,032.86	14,592.00	3,559.14	76
413	Furniture & Fixture		8,123.40	6,000.00	-2,123.40	135
414	Meeting Expenses	2,750.00	3,452.89	3,600.00	147.11	96
415	Mileage/Transportation	3,252.85	9,222.32	10,200.00	977.68	90

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY  
Income Statement  
For the Accounting Period: 13 / 17

1000 General Fund

		----- Current Year -----					
Account	Object	Description	Current Month	Current YTD	Budget	Variance	%
416		Misc Exp	-3,252.85				
417		Office Lease	-350.00	117,688.62	116,059.00	-1,629.62	101
418		Office Supplies		3,893.29	6,880.00	2,986.71	57
419		Postage & Delivery		344.25	700.00	355.75	49
420		Professional Develop & Training		2,956.77	13,670.00	10,713.23	22
421		Industry Conferences		4,152.19	6,500.00	2,347.81	64
		Total Account	2,400.00	163,888.53	183,411.00	19,522.47	89
Total Expenses			53,400.67	1,600,266.75	1,732,256.00	131,989.25	92
Net Income from Operations			-53,400.67	54,350.25			
Other Expenses							
521000		Transfers					
820		Transfer to Operating Reserve			330,474.00	330,474.00	
825		Transf to Equip Reserve			4,500.00	4,500.00	
		Total Account			334,974.00	334,974.00	
Total Other Expenses			0.00	0.00	334,974.00	334,974.00	
Net Income			-53,400.67	54,350.25			

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** October 5, 2017

**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. **NVTA 15<sup>th</sup> Anniversary Celebration.** The Authority will hold a 15<sup>th</sup> anniversary celebration on Thursday, November 9, 2017, immediately following the regular business meeting. The celebration will be held at the Sherwood Community Center located at 3740 Old Lee Hwy, Fairfax, VA 22030.
3. **Jurisdictional and Agency Meetings.** In preparation of the development of the Authority's first Six Year Program, NVTA staff is meeting with the jurisdictions and agencies regarding potential submissions for the FY2018-2023 Six Year Program and reviewing the proposed program development process.
4. **Route 28 Corridor Ribbon Cutting.** Wednesday, October 4, 2017 at 1:00pm, the Authority, in coordination with VDOT, Fairfax and Loudoun Counties, held a ribbon cutting for the Route 28 Corridor Improvements. This significant milestone marks the completion of these notable congestion relieving investments for thousands of commuters daily. Drivers will now have four lanes on southbound Route 28 from Waxpool Road to Route 50 and on northbound Route 28 from McLearen Road to the Dulles Toll Road. In May of 2015, the Authority held a groundbreaking ceremony for this regionally significant transportation corridor. This ribbon cutting brought the project full circle.
5. **NVTA Standing Committee Meetings**
  - **Planning and Programming Committee:** TBD
  - **Finance Committee:** The NVTA Finance Committee will meet on Thursday, October 19, 2017 at 1:00pm.
  - **Governance and Personnel Committee:** The NVTA Governance and Personnel Committee will meet on Thursday, October 12, 2017 at 5:30pm.

**6. NVTA Statutory Committee Meetings**

- **Planning Coordination Advisory Committee:** The PCAC will meet on Wednesday, October 25, 2017 at 6:30pm.
- **Technical Advisory Committee:** The TAC will meet on Wednesday, October 18, 2017 at 7:00pm.

**7. CMAQ-RSTP Transfers**

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

**8. FY2014-2017 NVTA Regional Projects Status Report**

- **20 Completed Projects.** As of Thursday, October 5, 2017, 20 of the 79 projects adopted through the FY2014-2017 Funding Programs, are complete or NVTA funding obligations have been met.
- Please note the updated Regional Projects Status Report (Attachment B), which provides a narrative update for each project and the amount of project reimbursements requested and processed to date.

**Attachments:**

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

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** October 12, 2017

**SUBJECT:** Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for the Town of Dumfries, Prince William County and Fairfax County

---

- 1. Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for the Town of Dumfries, Prince William County and Fairfax 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 September 1, 2017, the Town of Dumfries requested the following reallocation:

- \$182,483 in previous RSTP funds from the Route 1 Improvements to Main Street project (UPCC 81517), which is currently fully funded, to the Route 1/Fraley Boulevard project (UPC 90339), which is currently funding for design only. This request has been initiated to follow the 2016 Appropriation Act implementation guidance that urban formula funds remain in fully-funded projects to avoid de-allocation. The total funding on each project will remain unchanged, as the same amount in Urban funds is being transferred by VDOT from UPC 90339 to UPC 81517.

On September 15, 2017, Prince William County requested the following reallocation:

- \$912,926 in FY 2015 RSTP funds from Neabsco Millis Road Widening Project (UPC 107947) to the Route 1 Widening (Featherstone to Marys Way) Project (UPC 104303). This transfer will provide funds to help cover a deficit cause by an increase in required Right-of-Way costs for the project.

On September 28, 2017, Fairfax County requested the following reallocations:

- \$3,500,000 in Regional Surface Transportation Program (RSTP) funds from Rolling Road Widening (DeLong Drive to Fullerton Road) (UPC 102905) to Rolling Road

Widening (Old Keene Mill Road to Fairfax County Parkway) (UPC 5559). UPC 102905 is complete.

- \$1,482,753 in RSTP funds from Balance Entry Account (UPC 70717) to Rolling Road Widening (Old Keene Mill Road to Fairfax County Parkway, UPC 5559). The Balance Entry Account received funds from the following projects:
  - Bus Shelter Projects (UPC 64873)
  - Pedestrian Improvements at Edsall Road (UPC 85380)
  - Lorton Road Widening (UPC 98)
  - Gallows Road On-Road Bike Trails (UPC 70590)
- \$1,220,875 in Congestion Mitigation Air Quality (CMAQ) funds from Balance Entry Account (UPC 70716) to the Richmond Highway (Route 1) Multimodal Alternatives Analysis (UPC 106921). The Balance Entry Account received funds from the following projects:
  - Route 236 Signals and Spot Improvements (UPC 1761)
  - Bus Shelter Projects (UPC 64873)
  - Reston Town Center Transit Center (UPC 60104)
  - Gallows Road On-Road Bike Trails (UPC 70590)
  - Vanpool Incentive (UPC 50618)

The Balance Entry Account receives funds generally from completed projects that have not been previously transferred, but need to be transferred for administrative reasons.

The RJACC approved these requests on September 28, 2017.

**Attachment(s):** DRAFT Letter to VDOT NOVA District Administrator Cuervo  
Request from the Town of Dumfries  
Request from Prince William County  
Request from Fairfax County

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



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

October 12, 2017

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 the Town of Dumfries, Prince William County and Fairfax 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 September 1, 2017, the Town of Dumfries requested the following reallocation:

- \$182,483 in previous RSTP funds from the Route 1 Improvements to Main Street project (UPCC 81517), which is currently fully funded, to the Route 1/Fraley Boulevard project (UPC 90339), which is currently funding for design only. This request has been initiated to follow the 2016 Appropriation Act implementation guidance that urban formula funds remain in fully-funded projects to avoid de-allocation. The total funding on each project will remain unchanged, as the same amount in Urban funds is being transferred by VDOT from UPC 90339 to UPC 81517.

On September 15, 2017, Prince William County requested the following reallocation:

- \$912,926 in FY 2015 RSTP funds from Neabsco Millis Road Widening Project (UPC 107947) to the Route 1 Widening (Featherstone to Marys Way) Project (UPC 104303). This transfer will provide funds to help cover a deficit cause by an increase in required Right-of-Way costs for the project.

On September 28, 2017, Fairfax County requested the following reallocations:

- \$3,500,000 in Regional Surface Transportation Program (RSTP) funds from Rolling Road Widening (Delong Drive to Fullerton Road) (UPC 102905) to Rolling Road Widening (Old Keene Mill Road to Fairfax County Parkway) (UPC 5559). UPC 102905 is complete.
- \$1,482,753 in RSTP funds from Balance Entry Account (UPC 70717) to Rolling Road Widening (Old Keene Mill Road to Fairfax County Parkway, UPC 5559). The Balance Entry Account received funds from the following projects:
  - Bus Shelter Projects (UPC 64873)
  - Pedestrian Improvements at Edsall Road (UPC 85380)
  - Lorton Road Widening (UPC 98)
  - Gallows Road On-Road Bike Trails (UPC 70590)

- \$1,220,875 in Congestion Mitigation Air Quality (CMAQ) funds from Balance Entry Account (UPC 70716) to the Richmond Highway (Route 1) Multimodal Alternatives Analysis (UPC 106921). The Balance Entry Account received funds from the following projects:
  - Route 236 Signals and Spot Improvements (UPC 1761)
  - Bus Shelter Projects (UPC 64873)
  - Reston Town Center Transit Center (UPC 60104)
  - Gallows Road On-Road Bike Trails (UPC 70590)
  - Vanpool Incentive (UPC 50618)

The Balance Entry Account receives funds generally from completed projects that have not been previously transferred, but need to be transferred for administrative reasons.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved the Fairfax County request on September 28, 2017, and the NVTA was informed at their October 12, 2017, meeting. The NVTA had no objections 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  
Robert Ritter, Town Manager, Town of Dumfries  
Rick Canizales, Director of Transportation, Prince William County  
Tom Biesiadny, Director, Fairfax County Department of Transportation



## DUMFRIES, VIRGINIA

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September 1, 2017

Noelle Dominguez, Chairman  
Northern Virginia Transportation Authority  
Regional Jurisdiction and Agency Coordinating Committee (RJACC)  
3040 Williams Drive  
Fairfax, Virginia 22031

Dear Chairman Dominquez:

The Town of Dumfries requests NVTARJACC approval to transfer \$182,483 in previous RSTP funds from the Route 1 Improvements to Main Street project (UPC 81517; currently fully funded) to the Route 1/Fraley Boulevard project (UPC 90339, currently funded for design only). This request has been initiated to follow the 2016 Appropriation Act implementation guidance that urban formula funds remain in fully-funded projects to avoid de-allocation.

The total funding on each project will remain unchanged, as the same amount in Urban funds is being transferred by VDOT from UPC 90339 to UPC 81517, UPC 90339 has previous RSTP funds. Please contact me if you require anything further.

Sincerely,

Robert Ritter  
Town Manager

Cc: Elaine Hall, VDOT  
Carol Bondurant, VDOT  
Drew Williams, Berkley Group  
Terry Myers – Public Works  
File





## COUNTY OF PRINCE WILLIAM

5 County Complex Court, Suite 290, Prince William, Virginia 22192-9201  
(703) 792-6825 Metro (703) 631-1703 Fax (703) 792-7159

DEPARTMENT OF  
TRANSPORTATION

Ricardo Canizales  
Director

September 15, 2017

Noelle Dominguez, Chairman  
Jurisdiction and Agency Coordinating Committee  
3040 Williams Drive  
Fairfax, VA 22031

Dear Chairman Dominguez:

Prince William County requests the approval of the Northern Virginia Transportation Authority (NVT A) Regional Jurisdiction and Agency Coordinating Committee (RJACC) for the following transfer of residual Regional Surface Transportation Program (RSTP) funds.

The request is to transfer \$912,926 in FY2015 RSTP funds from Neabsco Mills Road Widening Project (UPC 107947) to the Route 1 Widening (Featherstone to Marys Way) Project (UPC 104303). This transfer will provide funds to help cover a deficit caused by an increase in required Right-of-Way costs for the project.

Both projects have RSTP funds; therefore, only NVT A RJACC approval is required. If you have any questions or comments on this request, please contact me at (703) 792-5985.

Sincerely,

Rick Canizales  
Director of Transportation

cc: Elizabeth Scullin, Transportation Planning Division Chief  
Claudia Llana, Prince William Preliminary Engineering Manager, VDOT  
Jan Vaughn, Programming Manager, VDOT





# County of Fairfax, Virginia

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

September 28, 2017

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 \$6,103,628 in federal funding as follows:

- \$3,500,000 in Regional Surface Transportation Program (RSTP) funds from Rolling Road Widening (DeLong Drive to Fullerton Road, UPC 102905) to Rolling Road Widening (Old Keene Mill Road to Fairfax County Parkway, UPC 5559). Project 102905 is complete.
- \$1,482,753 in RSTP funds from Balance Entry Account (UPC 70717) to Rolling Road Widening (Old Keene Mill Road to Fairfax County Parkway, UPC 5559). The Balance Entry Account received funds from the following projects:
  - Bus Shelter Projects (UPC 64873)
  - Pedestrian Improvements at Edsall Road (UPC 85380)
  - Lorton Road Widening (UPC 98)
  - Gallows Road On-Road Bike Trails (UPC 70590)
- \$1,220,875 in Congestion Mitigation Air Quality (CMAQ) funds from Balance Entry Account (UPC 70716) to the Richmond Highway (Route 1) Multimodal Alternatives Analysis (UPC 106921). The Balance Entry Account received funds from the following projects:
  - Route 236 Signals and Spot Improvements (UPC 1761)
  - Bus Shelter Projects (UPC 64873)
  - Reston Town Center Transit Center (UPC 60104)
  - Gallows Road On-Road Bike Trails (UPC 70590)
  - Vanpool Incentive (UPC 50618)

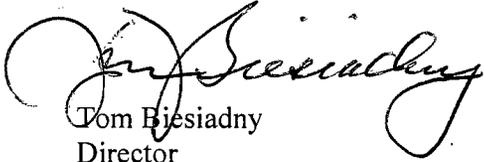
The Balance Entry Account receives funds generally from completed projects that have not been previously transferred, but need to be transferred for administrative reasons. If you have any questions or concerns about this request, please contact Brent Riddle at (703) 877-5659.

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](http://www.fairfaxcounty.gov/fcdot)



Ms. Noelle Dominguez, Chairman  
Regional Jurisdiction and Agency Coordinating Committee  
Northern Virginia Transportation Authority  
September 28, 2017  
Page 2 of 2

Sincerely,



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





# XXIV.B

## NVTA FY2014-17 Program Project Status

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Arlington County	<b>Boundary Channel Drive Interchange</b> – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections 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; construction of the interchange begins in Fiscal Year 2020; construction of the local road that connects to the interchange (Long Bridge Drive) began in early October 2016.	By end of Calendar year 2018 (Long Bridge Drive) and by end of Calendar year 2022 (interchange)	Mid-2019	11.8%
Arlington County	<b>Columbia Pike Multimodal Improvement</b> – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Design notice to proceed was provided in October 2014. Streetscape and Undergrounding plan approval expected in March 2017. Washington Gas relocations began April 12, 2017. Invitation to Bid scheduled for release July 2017, with construction expected to be under way in Nov 2017.	Fall 2019	Fall 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Arlington County	<b>Columbia Pike Multimodal Street Improvements (East End)</b> – Includes a modified street cross-section along the eastern portion of Arlington's 3.5 mile Columbia Pike 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	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). Segment A West completed the 90% plan review in April 2017. Right-of-Way acquisition underway, but must be completed prior to final plan approval and construction. Segment A East is subject to negotiations with Arlington National Cemetery.	Western Half – Spring 2020; Eastern Half – projected Summer 2020	Western Half – Spring 2020; Eastern Half – projected Summer 2020	7.3%
Arlington County	<b>Crystal City Multimodal Center</b> – Provides four additional saw-tooth bus bays for commuter and local bus services, seating, dynamic information signage, lighting, additional bicycle parking, curbside management plan for parking, kiss and ride, and shuttles, and pedestrian safety improvements along 18th Street South between South Bell Street and South Eads Streets.	\$1,500,000 (FY2014)	Construction	Construction started July 6, 2015. All punch list items have been completed. Remaining funds will be used to implement the real-time information signage installation. The planning process for this task has just begun. The signage is expected to be installed by the end of calendar year 2017.	Spring 2017. Signage phase to be completed by the end of 2017.	Spring 2017. Signage phase to be completed by the end of 2017.	83.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Arlington County	<b>Ballston-MU Metrorail Station West Entrance</b> – Constructs a second entrance to the Ballston-MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, 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 to run for two years from Fall 2017.	Start of construction in winter 2019	Fall 2019	0.2%
Arlington County	<b>Glebe Road Corridor Intelligent Transportation System Improvements</b> – Design and construction of Intelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs.	\$2,000,000 (FY2015-16)	Engineering Construction	Task 1 – On Site Support - Engineer has been procured for this project. Task 2 – Chain Bridge ITS upgrades – 30% design submitted to VDOT. Task 3 – Chain Bridge Fiber communication – In construction phase. Task 4 – ITS Equipment Installations – Field assessment underway. Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment.	Task 2 – Summer 2019 Task3 - November 2017 Task 4 – Dec. 2017 Task 5 – Summer 2018	Task 2 – Summer 2019 Task3 - November 2017 Task 4 – Dec. 2017 Task 5 – Summer 2018	6.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Arlington County	<b>Lee highway Corridor ITS Enhancements –</b> The project proposes to address congestion, safety, and transit issues by installing an Intelligent Transportation System (ITS) and corresponding Adaptive Traffic Control System program, to better manage traffic flow for both automobiles and buses. The project will install additional Bluetooth devices, count stations, CCTV cameras, and 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	Preliminary field assessment has been completed. Survey has been completed for a few intersections; final survey schedule to be complete by October 2017. Procurement of consultant thru existing on call contract underway.	June 2020	June 2020	1.8%

Arlington County	<p><b>Crystal City Streets:</b> 12<sup>th</sup> Street Transitway, Clark/Bell Realignment &amp; 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 23<sup>rd</sup> Street South and US-1 will simplify the design of three closely-spaced intersections that are confusing and inefficient for all modes.</p>	\$11,600,000 (FY2017)	Design, PE, ROW, Construction	<p>Design work began in fall 2016. 12<sup>th</sup> Street plans are at 30%. A public meeting was held on April 5, 2017. The County has decided to combine this phase of the project with the larger CCPY extension project to Pentagon City Metro. County engineers will bring that phase to 30% and then complete overall design concurrently.</p> <p>23<sup>rd</sup> street has been split into 3 phases. The segment between US1 and Eads will be completed in Phase 1 using County design team as well as County road crews for construction. This should be completed before the end of CY2017. Phase 2 will include the reconfiguration of US1 interchange and adjacent pedestrian facilities, to be designed immediately. Phase 3 addresses the section of 23<sup>rd</sup> Street from Eads to Crystal Drive. This will be completed in conjunction with adjacent private-sector redevelopment projects in the future.</p> <p>Clark/Bell Realignment has completed 30% design. Comment resolution is currently scheduled and the design is progressing into the 60% level.</p>	June 2020	June 2020	0%
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Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Fairfax County	<b>Innovation Metrorail Station</b> – Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$41,000,000 (FY2014)	Design Construction	Pedestrian bridge assembly, precast, and masonry work is currently underway for station entrances. 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.	Spring 2019	Spring 2019	91.7%
	<b>Innovation Metrorail Station (Continuation)</b> - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$28,000,000 (FY2015-16)	Construction	Pedestrian bridge assembly, precast, and masonry work is currently underway for station entrances. 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.	Spring 2019	Spring 2019	41.5%
Fairfax County	<b>West Ox Bus Garage</b> - Expands capacity of the West Ox bus facility and allows for additional, increased Fairfax Connector bus service. Includes 9 maintenance bays and expansion of facilities for bus drivers and security.	\$20,000,000 (FY2015-16)	Construction	The construction is substantially complete. Punch list items and post-construction Fire Marshal storage requirements are being addressed. Move-in is being scheduled for October 2017.	October 2017	October 2017	55.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Fairfax County	<b>VA Route 28 Widening – Prince William County Line to Route 29</b> - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environmental Study	Design: Project PIM anticipated in fall 2017. We finalized a traffic, cost and schedule comparison for the 6-, 7- and 8-lane Design- Build and Design-Bid- Build alternatives and scheduled a review with VDOT staff on October 4, 2017. Survey: NTP for the Cultural Resources section of NEPA documentation issued on 10/20/16. Archeological survey ongoing. Traffic: NTP issued mid-March 2016, counts completed in May 2016, draft traffic report review completed. Consultants completed modeling an 8-lane section in early July 2017. Utility Designation: NTP given to consultant in March 2016. Utility designation survey completed in May 2016. Geotech: NTP for Phase II Geotechnical work issued on 12/21/16. Survey ongoing.	2020	February 2018	38.7%
	<b>VA Route 28 Widening – Prince William County Line to Route 29 (continuation)</b> - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2017)	PE, ROW	Continuation of the 2015-16 project.	2020	June 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Fairfax County	<b>Fairfax County Parkway Improvements</b> – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway.	\$10,000,000 (FY2015-16)	Design, Environmental, PE	VDOT advertised the final RFP for a design consultant on 7/18/2016 and completed technical interviews in September. Traffic counts completed in Nov 2016. Survey completed in Spring 2017. VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. Public information meeting expected late 2017.	2022	Spring 2019	40%
Fairfax County	<b>Route 286 Fairfax County Parkway Widening: Route 123 to Route 29</b> – Widen Route 286 from four lanes (undivided) to six lanes (divided). It also includes bike-ped amenities such as paved trail. Intersection improvement and access management will be considered in design.	\$10,000,000 (FY2017)	ROW	VDOT advertised the final RFP for design consultant on 7/18/2016 and completed technical interviews in September. Traffic counts completed in Nov 2016. Survey completed in Spring 2017. VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. Public information meeting expected late 2017.	2022	Spring 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Fairfax County	<b>Rolling Road Widening</b> – Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities.	\$5,000,000 (FY2015-16)	Design, PE, ROW	Phase 1 (interim improvements at Old Keene Mill Road and Rolling Road intersection) design is in progress. Phase 2 (the roadway widening) design is in progress. Undergrounding of utilities option is being looked into by VDOT. A revised project schedule will be determined once the scope is finalized.	TBD	Summer 2017	62.5%
Fairfax County	<b>Frontier Drive Extension</b> - Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as add pedestrian and bicycle facilities.	\$2,000,000 (FY2015-16)	Design, PE	VDOT is administering this project. Design and Preliminary Engineering related efforts are underway. Preliminary Field inspection meeting was held on February 8, 2017. Final draft IMR has been submitted and was sent to VDOT Central Office for final approval on May 4, 2017.  Public Hearing is anticipated to be held in fall 2017 with design approval anticipated in spring 2018.	2022-2023	Fall 2018 (Full payment made to VDOT)	100%
Fairfax County	<b>Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive</b> – Widen Route 7 from four to six lanes, improve intersections, and add 10-ft shared use path on both sides with connections to local trails.	\$10,000,000 (FY2017)	ROW	30% plans completed. Public information meeting held on 6/16/16. Public hearing held on 11/15/16. The Design Build RFQ was released on August 15, 2017. The RFP will be issued later this year or early next year.	2025	June 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Loudoun County	<b>Leesburg Park and Ride</b> – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.	\$1,000,000 (FY2014)	ROW Acquisition	On September 22, 2016, the Board of Supervisors authorized staff to finalize negotiations with Springfield East L.C. for a written contract in the amount of \$5,475,000 for development, construction and purchase of a turnkey Commuter Parking Lot on the property designated as Lot 1, Section 1 Village at Leesburg.	Acquisition of land anticipated by Summer 2018.	Summer 2018	0%
Loudoun County	<b>Belmont Ridge Road (North)</b> – 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 Acquisition Construction	Project construction continues. Current work includes utility relocation, water main, gas main, erosion and sediment control, maintenance of traffic, earthwork/grading, and storm pipe installation throughout the project. Also, grading, asphalt placement, and construction of the soundwall along the NB roadway has begun. Construction of the Bridge substructure of southbound bridge over W & OD Trail is ongoing. Construction of the stormwater ponds was completed.	December 2018	December 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 9/30/17
Loudoun County	<b>Belmont Ridge Road - Truro Parish Road to Croson Ln</b> – The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization.	\$19,500,000 (FY2015-16)	Construction	100% design plans were submitted to Building & Development and VDOT on November 30, 2016. Coordination of utility relocation designs with Dominion Virginia Power, Verizon, and adjacent property owners continues. DTCl and its consultant, Dewberry, are also working to finalize the dedication and easement plats.  Staff is in the process of receiving appraisals; offers are being made. DTCl staff continues to work with Dominion Virginia Power and Loudoun Water to bring resolution to utility issue on an impacted property.	Summer 2018	Summer 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Loudoun County	<b>Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd</b> – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four-lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.	\$31,000,000 (FY2015-16)	Construction	A portion of the project is administered by VDOT as a Design Build contract. The intersection of Loudoun County Parkway and Old Ox Road (Route 606), which was funded by NVTA, opened to traffic on September 6, 2017 following a Ribbon cutting ceremony. One lane of Route 606/Loudoun County Pkwy intersection scheduled to open in September 2017, two lanes to open by December 2017; two lanes of Route 606 between the Greenway and Commerce Center Court will open in December 2017; the remainder of the road improvements completed August 2018.	Mid 2021	Mid 2021	0.4%
Prince William County	<b>Route 1 Widening from Featherstone Road to Marys Way</b> – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance 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	Design public hearing was held in November 2016. Design work is ongoing.	Construction advertisement December 2017.	Design October 2017.	70.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
	<b>Route 1 Widening from Featherstone Road to Marys Way (continuation)</b> - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$49,400,000 (FY2015-16)	Design ROW Acquisition Construction	Right of Way plan approval and authorization received from VDOT for total and partial takes. There are approximately 70 parcels impacted with 11 properties with possible major impacts. 9 total acquisition offers distributed and 2 total acquisition offers pending. Appraisals for partial takes ongoing. Duct bank construction and utility relocations anticipated advertisement in January 2018 with construction in March 2018. Road Construction advertisement anticipated for fall 2018 with construction in winter 2019.	April 2021	April 2021	1.4%
	<b>Route 1 Widening from Featherstone Road to Marys Way (continuation)</b> - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project 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%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Prince William County	<b>Route 28 Widening from Linton Hall Road to Fitzwater Drive --</b> Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes the construction of a multi-use trail on the south side and a sidewalk on the north side.	\$28,000,000 (FY2014)	Engineering ROW Acquisition Construction	ROW acquisition and utility relocations are complete. Project rebid as a standalone project. Construction contract awarded to General Excavation, Inc., on June 20, 2017. Utility relocations are complete and bridge work is ongoing.	October 2019	October 2019	0%
Prince William County	<b>Route 28 Widening from Route 234 Bypass to Linton Hall Road</b> - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design ROW Acquisition Construction	Project was bid as an unsolicited PPTA (Public-Private Transportation Act) proposal. The Technical Proposal was received on September 8, 2017 and the review of the technical proposal is due October 31, 2017. Estimated Contract award anticipated for mid-November 2017.	TBD	TBD	0%
	<b>Route 28 Widening from Route 234 Bypass to Linton Hall Road (continuation)</b> - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$10,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	TBD	TBD	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
City of Manassas/Prince William County	<b>Route 28 (Manassas Bypass) Study – Godwin Drive Extended</b> - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	Steering Committee approved four alternatives for detailed analysis. Consultant conducted travel demand model runs and analyzed the highest ranked alternatives against performance criteria determined by the technical committee. Board initiated a Comp Plan Amendment to include the results of the study in the Thoroughfare Plan. Public information meetings were held in Sept. 2017. NEPA study to begin Fall 2017.	Location study (phase 1 of the overall study) to be completed by October 2017	Location study (phase 1 of the overall study) to be completed by October 2017	23.7%
City of Alexandria	<b>Potomac Yard Metrorail Station EIS</b> – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	The Records of Decision (RODs) were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Design Build proposals were received in March, 2017. WMATA and the City are currently reviewing proposals and working with the respective design build vendors to evaluate the proposals, including cost savings opportunities within the context of the procurement. Contract award forecasted spring 2018.	TBD	2017	44.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
	<b>Potomac Yard Metrorail Station (continuation)</b> - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$1,500,000 (FY2015-16)	Planning, PE, Design	The Records of Decision (RODs) were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Design Build proposals were received in March, 2017. WMATA and the City are currently reviewing proposals and working with the respective design build vendors to evaluate the proposals, including cost savings opportunities within the context of the procurement. Contract award forecasted spring 2018.	TBD	2017	0%
	<b>Potomac Yard Metrorail Station (continuation)</b> - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$66,000,000 (FY2017)	Design, PE, Construction (Design-Build)	Records of Decision were issued on Oct 31 and Nov 1, 2016. The design-build RFP was issued on November 28, 2016. Contract award forecasted Spring 2018.	TBD	TBD	0%
City of Alexandria	<b>Shelters and Real Time Transit Information for DASH/WMATA</b> – Constructs bus shelters and provides associated amenities such as real time information at high ridership stops.	\$450,000 (FY2014)	Asset Acquisition, Construction	Since January 2017, 12 shelters have been constructed and opened to the public. Site 13 is currently under construction.	Summer 2018	Summer 2018	23.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
City of Alexandria	<b>Traffic Signal Upgrades/Transit Signal Priority</b> – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.	\$660,000 (FY2014)	Design Asset Acquisition	Kittelson & Associates is preparing design plans and specifications for Route 1 and Duke Street TSP projects. Construction will begin in early 2018.	Summer 2018	Summer 2018	2.5%
City of Alexandria	<b>Duke Street Transit Signal Priority</b> - Includes design, install and implementation of a transit vehicle signal priority system (on board system on DASH and field equipment along the route) on Duke Street.	\$190,000 (FY2015-16)	Construction	Kittelson & Associates is preparing design plans and specifications for Route 1 and Duke Street TSP projects. Construction will begin in early 2018.	Summer 2018	Summer 2018	8%
City of Alexandria	<b>West End Transitway (WET)</b> - Will provide frequent, reliable transit service connecting major activities. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).	\$2,400,000 (FY2015-16)	Design, Construction	The project officially kicked off on June 6, 2017. To date, the consultant team, Kimley-Horn, is finalizing the survey work and Drainage Analysis. Changing Project from Design – Bid to Design – Bid – Build. Focusing on the Northern segment. Begin drafting SOW for Northern Segment.	2021	2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
City of Fairfax	<b>Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place</b> – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$5,000,000 (FY2014)	ROW Acquisition, Construction	NTP for construction was issued on September 19, 2016.	December 2018	December 2018	47.5%
	<b>Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place “Northfax”</b> – Widens Route 123 (Chain Bridge Road) to 6 lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$10,000,000 (FY2015-16)	Construction	NTP for construction was issued on September 19, 2016.	December 2018	December 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
City of Fairfax	<b>Kamp Washington Intersection Improvements</b> – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of an additional southbound lane on U.S 29 from the Kamp Washington (50/29/236) intersection to the existing third southbound lane; extension of the westbound through lanes on VA 236 (Main Street) from Chestnut Street to Hallman Street; lengthening of turn lanes to provide additional storage for turning vehicles from Route 50 to Route 50/29 and Route 236 to Route 29; new crosswalks, curb ramps, sidewalks and pedestrian signalization; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Construction began in December 2015. Project is under construction.	October 2017	October 2017	70.9%
City of Falls Church	<b>Pedestrian Access to Transit</b> – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed.	\$700,000 (FY2014)	Engineering Environmental Construction	100% design completed. Currently in ROW phase. Utility undergrounding went out to bid in June 2017, Contract award made to Sagres Construction Corp on June 28, 2017, Notice to Proceed to be issued early September 2017, and completion anticipated by early 2018. Continuing coordination with Washington Gas and Dominion to resolve conflicts and coordinate separate projects in the area.	Fall 2018	Fall 2018	18.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
City of Manassas	<b>Route 28 Widening South to City Limits</b> – Includes widening Route 28 from 4 lanes to 6 lanes from Godwin Drive in Manassas City to the southern city/Prince William County limits. This project also adds a dual left turn lane on north bound Route 28 to serve Godwin Drive. The project eliminates a merge/weave problem that occurs as travelers exit the 234 bypass and attempt to cross 2 lanes to access Godwin Drive. Signalization improvements are included.	\$3,294,000 (FY2015-16)	Engineering ROW Acquisition Construction	PE phase is ongoing. PE plans at 80%. Obtained CTB approval for “Limited Access Control Change.” Received VDOT authorization to advance Right of Way acquisition and utility relocation coordination	October 2019	October 2019	0%
Town of Dumfries UPC 90339	<b>Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)</b> - 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 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.	\$6,900,000 (FY2015-16)	Engineering	The project had a PFI stage milestone meeting on 9/13/2017. The town of Dumfries, NVTA, and VDOT had a funding discussion meeting on 9/20/2017. The design team is addressing/ investigating the PFI comments and discussion. The town of Dumfries will have a town council meeting to review design and any typical section adjustments or issues with the PFI design.	FY2025	Mid-2019	4.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Town of Herndon	<b>Intersection Improvements (Herndon Parkway/Sterling Road)</b> – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits.	\$500,000 (FY2014)	Final Engineering ROW Acquisition Construction	Right of way acquisition for new sidewalk connectivity and improvements has been completed. Utility relocation now underway. Sidewalk construction to occur during fall 2017.	Highway capacity improvements completed November 2014. Completion of sidewalk improvements to occur during late fall 2017.	Fall 2017	40.1%
Town of Herndon	<b>Intersection Improvements (Herndon Parkway/Van Buren Street)</b> – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.	\$500,000 (FY2014)	Construction	Design is at 80% complete. Land acquisition and utility underground/relocation to occur during 2017-2018.	Expected in 2019, prior to the opening of Dulles Metrorail Phase II.	2019	0%
Town of Herndon	<b>Access Improvements (Silver Line Phase II – Herndon Metrorail Station)</b> – 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	Procurement approved and awarded in March 2015. Engineering underway at 60%. Design ROW acquisition/street dedication to begin in 2017 to be ready for utility underground/relocation and construction phase during 2018-2019.	Expected in 2019, prior to the opening of Dulles Metrorail Phase II.	2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Town of Herndon	<b>East Elden Street Improvement &amp; Widening</b> - Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.	\$10,400,000 (FY2015-16)	ROW, Utilities	VDOT's Location and Design Public Hearing was held on October 27, 2016. On February 14, 2017, Herndon's Town Council held a public meeting and adopted a resolution that listed public comments to be incorporated into VDOT's engineering design plans. On May 9, 2017, Town Council adopted a resolution recommending to VDOT a preferred traffic management option for the construction of the Sugarland Run bridge upgrade. Right of way acquisition/street dedication in 2018-2019. Construction advertisement to occur in 2022.	2023	2021	0%
Town of Leesburg UPC 89890	<b>Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation)</b> - The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested.	\$1,000,000 (FY2015-16)	Design	Interchange Justification Report Traffic Framework document was approved on 7/14/16. Public Involvement Meeting was held on March 2 where three alternative proposals were presented. Preliminary Field Inspection plans being developed based upon endorsement of preferred alternative by the Town on 5/9/2017	Design approval expected in spring 2018.	Design approval expected in spring 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 9/30/17
Town of Leesburg UPC 106573	<b>Route 7 East Market Street and Battlefield Parkway Interchange</b> - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg	\$13,000,000 (FY2015-16)	Design	On June 27, 2017, the Leesburg Town Council endorsed Alternate 4 (Single Point Urban Interchange-SPUI), Right in/Right out with an acceleration lane at Cardinal Park Drive and Design Build delivery method. Preliminary Field Inspection (PFI) review held September 28. No major concerns noted. Risk Assessment Meeting scheduled for October 12 <sup>th</sup> .	2020	2018	30.8%
	<b>Route 7 East Market Street and Battlefield Parkway Interchange (continuation)</b> - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg.	\$20,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	2020	2020	0%
Potomac and Rappahannock Transportation Commission	<b>Western Maintenance Facility</b> – New facility will alleviate overcrowding at PRTC’s Transit Center (which was designed to accommodate 100 buses, but is currently home to over 166 buses) and to permit service expansion as envisioned and adopted in PRTC’s long range plan.	\$16,500,000 (FY2015-16)	Construction Testing Inspection Oversight	Building Permit was approved by Prince William County on 2/5/2016. Building Permit has been extended indefinitely. Start of construction expected in winter 2017 with the signing of the I-66 Financial Plan (now projected for September 2017) project will be re-activated.	Spring 2019	Spring 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Virginia Department of Transportation	<b>Route 28 Hot Spot Improvements (Loudoun Segment)/Area 1</b> – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction Contract Admin.	Project complete. Ribbon Cutting held on October 4, 2017.	September 2017	September 2017	98.9%
Virginia Department of Transportation	<b>Route 28 Widening Dulles Toll Road to Route 50/Area 2</b> – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.	\$20,000,000 (FY2014)	Construction Contract Admin.	Project complete. Ribbon Cutting held on October 4, 2017.	September 2017	September 2017	98.4%
Virginia Department of Transportation	<b>Route 28 Widening McLearen Road to Dulles Toll Road/Area 3</b> – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.	\$11,100,000 (FY2014)	Construction Contract Admin.	Project complete. Ribbon Cutting held on October 4, 2017.	September 2017	September 2017	100%
Virginia Railway Express	<b>Alexandria Station Tunnel</b> – Includes a pedestrian tunnel connection between Alexandria Union Station/VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000 (FY2014)	Construction	Smart Scale grant application was successful for balance of construction funds. Will use NVTA funds to advance design to construction plans and begin construction. Considering CM/GC (CMAR) project delivery to get designer and construction contractor on board at same time. Revising schedule internally for project delivery.	Fall 2020	June 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Virginia Railway Express	<b>Gainesville to Haymarket Extension</b> – 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	Phase I, planning and alternatives analyses, complete. VRE Operations Board recommended advancing Phase II of study, NEPA/PE, for an expanded Broad Run terminus in support of VRE Manassas Line expansion. Phase II, NEPA/PE, initiated in July 2017.	Summer 2018	Summer 2018	47.5%
Virginia Railway Express	<b>Lorton Station Second Platform</b> – Includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.	\$7,900,000 (FY2014)	Final Design Construction	NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2018. A draft preliminary engineering plan set was submitted by consultants to VRE for review and environmental documentation is being finalized. A General Engineering Consultant has been selected for the Final Design effort, with award anticipated fall 2017.	Summer 2020	June 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Virginia Railway Express	<b>Manassas Park Station Parking Expansion</b> - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station	\$500,000 (FY2015-16)	Planning & Engineering Studies	Contract was awarded at June 2016 VRE Board Meeting. NTP has been issued. The City Council endorsed VRE's recommended site on November 15, 2016. The technical report for the Alternatives Analysis task will be finalized in May 2017. VRE Board awarded Optional Task A for PE and NEPA on January 27, 2017. Site survey was conducted in Mar/Apr 2017. PE and NEPA analysis has been initiated. City Council was provided a status update in May. Public outreach to review the design is proposed in late June. Public outreach to review the concept design and findings from TIA were conducted in June. Staff review of 30 percent design was conducted in Aug. Zoning waiver will be considered by the Planning Commission in Oct. Completion of Task A is anticipated in Nov 2017.	Fall 2017	Fall 2017	26.9%
	<b>Manassas Park Station Parking Expansion (continuation)</b> - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station.	\$2,000,000 (FY2017)	Design, PE, Environmental	Continuation of the FY2015-16 project above.	Construction completion in July 2020	Fall 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Virginia Railway Express	<b>Franconia-Springfield Platform Expansion</b> - Design and construction to extend the existing north-side (Metro station side) platform by up to 700 feet to allow the north-side platform 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	NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2018. A draft preliminary engineering plan set was submitted by consultants to VRE for review and environmental documentation is being finalized. A General Engineering Consultant has been selected for the Final Design effort, with award anticipated fall 2017.	Summer 2020	Summer 2021	0%
Virginia Railway Express	<b>Rippon Station Expansion and Second Platform</b> - Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to 8 cars long. An elevator will also be constructed to get passengers to the new platform.	\$10,000,000 (FY2015-16)	NEPA Design Construction	NTP for PE as part of Penta Platform Effort issued 8/4/2016 effective 8/5/2016. 24 month anticipated Preliminary Engineering and NEPA Schedule. 12 month Final Design Schedule. Some concurrency possible. Construction is anticipated in summer 2019. Conceptual design alternatives are being developed and analyzed, while environmental documentation is being prepared	Summer 2021	March 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Virginia Railway Express	<b>Slaters Lane Crossover</b> - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.	\$7,000,000 (FY2015-16)	Design Construction	Final design by CSXT begun in July 2016 continues. CSZ reorganization has caused adjustments to the final design and construction schedule, which have delayed the project. All work to be done by CSXT forces.	Summer 2018	Summer 2018	0%
Virginia Railway Express	<b>Crystal City Platform Extension Study</b> - Includes planning and engineering investigations to evaluate the options for expansion of the VRE Crystal City station that will alleviate existing crowding, improve multimodal connections, and accommodate future service expansion and bi-directional service. The project includes development of a NEPA checklist.	\$400,000 (FY2015-16)	Planning Engineering Studies	VRE Operations Board authorized RFP for consultant services in February 2016. NTP awarded in December 2016. Public outreach to solicit feedback on the proposed options and the evaluation criteria conducted in Mar/Apr 2017. In June, public outreach will be focused on the evaluation of the proposed options. Briefings to Arlington County commissions and the Board conducted in summer 2017. Arlington County Board accepted the VRE staff recommendation for the preferred station location in Sept 2017.	Winter 2018	December 2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 9/30/17
Washington Metropolitan Transit Authority	<b>8-Car Traction Upgrades</b> – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$4,978,685 (FY2014)	Construction Contract Admin.	Installation of the traction power gear began June 11, 2017 at K06TB2 Greenwich Street. K06TB2 was cutover back on-line July 28, 2017 and punch list items completed by September. The second location at K07TB2 was cutover back on-line on August 21, 2017 and punch list items will be completed in October. NVTA funded phases are expected to be completed by December 2017, with an overall Contract Period ending in March 2018. Approximately 47% has been expended.	Projected Contract Close- out March 2018	December 2017	3.5%
Washington Metropolitan Transit Authority	<b>Blue Line 8-Car Traction Upgrades</b> – Begins the process of upgrading traction power along the Blue Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$17,443,951 (FY2017)	Engineering, Construction, Contract Admin.	Invitation for Bid (IFB) was released on September 6, 2017. Pre-Bid Meeting and 2 site visits were held on September 20, 2017. Bid opening is scheduled for November 8, 2017. Contract award is estimated by January 2018, NTP to immediately follow. Due to manufacturing lead times installation is estimated to commence October 2018.	Project Contract Close-out estimated June 2021	June 2021	0%