



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

**Thursday, July 13, 2017**

**Start Time: Immediately After the End of the Public Hearing**  
**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 June 8, 2017 Meeting**  
*Recommended action: Approval [with abstentions from those who were not present]*

**Action**

- IV. Approval of Projects for Recommendation to the Commonwealth Transportation Board for Funding with Transform 66 Outside the Beltway Concessionaire Payment** Ms. Backmon, Executive Director  
*Recommended action: Approval of Projects*
- ~~**V. Approval of Memorandum of Agreement for the Transform 66 Outside the Beltway Concessionaire Payment**~~ ~~Mr. Longhi, Chief Financial Officer~~  
~~*Recommended action: Approval of MOA*~~
- VI. Approval of the CMAQ/RSTP Reallocation Request for Fairfax County** Ms. Backmon, Executive Director  
*Recommended action: Approval of Reallocation*

**Discussion/Information**

- VII. Executive Director's Report** Ms. Backmon, Executive Director
- VIII. Chairman's Comments**

**Closed Session**

- IX. Adjournment**

**Correspondence**

**Next Meeting: September 13, 2017**  
**Northern Virginia Transportation Authority**  
**3040 Williams Drive (Suite 200)**  
**Fairfax, VA 22031**  
**[www.TheNovaAuthority.org](http://www.TheNovaAuthority.org)**



# III.

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

Thursday, June 8, 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 7:27pm.

#### II. Roll Call

Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Chairman Bulova (arrived 7:37pm); Chair Randall (departed 9:11pm); Mayor Silberberg; Chair Fisette; Council Member Lovejoy; Mayor Meyer; Council Member Snyder; Mayor Rishell; Delegate Hugo; Delegate Minchew; Ms. Hynes; Mr. Kolb.
- Non-Voting Members: Mayor Burk (departed 9:11pm); Mr. Horsley.
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Transportation Planning and Programming); Sree Nampoothiri (Transportation Planner); Harun Rashid (Transportation Planner); Carl Hampton (Investment & Debt Manager); Sarah Camille Hipp (Communications & Public Affairs Manager); Camela Speer (Clerk); various jurisdictional staff.
- Chairman Nohe moved item III later in the agenda, as Chairman Bulova was not present yet.

### Presentation

#### IV. Updating the Region's Long-Range Transportation Plan

Ms. Backmon, Executive Director

- Ms. Backmon briefed the Authority on the update of the region's long-range transportation plan, TransAction. She stated that the Authority is legislatively required to prepare the long-range regional transportation plan for Northern Virginia. She reviewed:
  - ✓ Previous TransAction Plans.
  - ✓ A brief history of the Authority and where we are now.
  - ✓ The Authority funding programs and regional investments totaling 79 projects and \$990 million.
  - ✓ This is the first update to TransAction since the adoption of HB 2313.

- ✓ The update of TransAction has included continuous public engagement throughout the process.
- ✓ The update has a 2040 horizon and is fiscally unconstrained.
- ✓ The Draft Plan's corridors and segments include 358 projects with a total capital cost of \$44.1 billion.
- ✓ The update incorporates the required HB 599 analysis.

*(Chairman Bulova arrived.)*

- Ms. Backmon briefly reviewed the current TransAction process and updated the Authority on next steps. She stated the update is based on multimodal corridors and segments, adding that TransAction is not about individual projects, but about corridors and segments. Ms. Backmon stated that the Draft Plan is scheduled for adoption in October 2017, to be immediately followed by the Call for Projects for the FY2018-2023 Six Year Program. The Six Year Program will be adopted in spring 2018. There is an anticipated total of \$1.5 billion in Pay-Go Revenues for the Six Year Program.
- Chair Randall commented that the AA+ bond rating is the highest the Authority can anticipate receiving. Ms. Backmon responded affirmatively, adding that the rating agencies stated that an AA+, AA1, AA+ rating is uncommon for an entity's first time to the market and is effectively the highest rating we can get as the Authority cannot set the tax rates. She added that the rating is also based on the strength of the economic climate of the region and member localities.
- Chair Randall asked for an explanation of the constraints on the 30% Local Distribution Funds. Ms. Backmon responded that under HB 2313, the 30% funds can be used for:
  - ✓ Capital improvements that reduce congestion.
  - ✓ Urban or secondary road construction.
  - ✓ Projects that are in TransAction, or subsequent updates.
  - ✓ Public transportation purposes.
- Chair Randall asked if 30% funds can only be used for capital expenses. Ms. Backmon responded that 30% funds can be used for operations.
- Ms. Backmon introduced and thanked Mr. Jasper, NVTa TransAction Project Manager, and Mr. Malouff, TransAction Subcommittee Chair, for their work on this update. Of note, Mr. Brown is also serving as the TransAction Subcommittee Vice-Chair. She noted that much work has gone into this process by NVTa staff, as well as jurisdictional and agency staff.

## **Action**

### **V. Approval of the Release of the TransAction Plan Draft & Associated Project List for Public Comment**

Mr. Jasper, Principal Planner

- Mr. Jasper thanked the members of the TransAction Subcommittee for their work in this process.
- Mr. Jasper and Mr. Malouff briefed the Authority on the Draft TransAction Plan and Associated Project List. Mr. Jasper stated:
  - ✓ The draft project list includes over 350 candidate regional projects that have been identified and analyzed over the last several months, to address the Authority's transportation priorities for the region.
  - ✓ TransAction is not fiscally constrained and proposes more projects than can be realistically funded within the Authority's current resources.
  - ✓ Project prioritization will follow the adoption of TransAction, during the Six Year Program (FY2018-2023) development.
  - ✓ Population is forecast to increase by 24% in Northern Virginia by 2040. Employment is forecast to increase by 37% by 2040. These statistics set the backdrop for the planning horizon year of 2040. Addressing this growth through the Draft TransAction Plan is very important to ensure a good quality of life for Northern Virginian's.
- Mr. Jasper reviewed:
  - ✓ The role of the Authority in regional transportation planning and funding.
  - ✓ TransAction is updated every five years.
  - ✓ The Six Year Program will be updated every two years.
  - ✓ A very robust process, including the adopted performance measures, was used to develop the Draft TransAction Plan.
- Mr. Malouff reviewed key elements that make up the Draft TransAction Plan, including:
  - ✓ Today's transportation conditions that form the base for the plan.
  - ✓ One solution will not solve all our transportation problems.
  - ✓ TransAction is developed using a corridor concept, based on travel in Northern Virginia. This Draft Plan further refines the corridors by introducing corridor segments. Candidate projects are presented in corridor segments.
  - ✓ There are 358 candidate projects in the Draft Plan, including projects that are bottom up from the jurisdictions and top down from the NVTAA and the TransAction Subcommittee. There were 600-700 projects submitted for the Draft Plan.
  - ✓ The total cost of the Draft Plan is \$44.1 billion, with approximately 50% attributed to less than 15 mega projects and \$10-\$15 billion attributed to projects that are at least partially outside of Virginia.
  - ✓ TransAction is not a funding plan, it is a visionary plan and is fiscally unconstrained.

- ✓ Maps in the Draft Plan show 2040 scenarios with and without TransAction improvements. The implementation of TransAction projects is anticipated to improve regional transportation and reduce congestion.
- ✓ The improvements proposed in the Draft Plan will, on average, save the average Northern Virginian 27 minutes per day of travel time. Additional benefits include a Person-Hours of Delay decrease of 44%, Person-Hours of Travel decrease of 24%, Person-Miles of Travel decrease of 0.4%, Transit Boardings increase of 14%, and Transit Crowding decrease of 64%.
- Chairman Nohe asked for clarification that the statement that the Draft Plan will save the average Northern Virginian more than 27 minutes each day is really the average Northern Virginian commuter. He added that the language does not need to be changed. Ms. Leven, AECOM, clarified that the modeling to estimate this statistic was done based on an average day, looking at the total time all people (children included) spend time traveling, divided by the total number of residents in Northern Virginia. Chairman Nohe acknowledged that the statistic is correct as written, and asked if it is easy to determine the amount of time savings for the average Northern Virginian commuter. Ms. Hynes suggested this statistic should read that every Northern Virginian will save an average of 27 minutes. There was agreement that this was better wording. Chairman Nohe requested that the wording of this statistic be reviewed to reflect the conversation. Mr. Malouff acknowledged that this would be reviewed for the final draft.
- Mr. Malouff continued reviewing the key elements in the Draft TransAction Plan:
  - ✓ Job accessibility will be improved through the Draft Plan.
  - ✓ Four future scenarios, or stress test scenarios, were performed to test the basis of the Draft Plan to ensure the Plan can survive changes to the base assumptions.
  - ✓ The analysis, major findings and performance ratings for each corridor segment are included in the Draft Plan. This is the first round of analysis on the candidate projects and later stages of the NVTa process will involve more in depth analysis.
- Delegate Hugo asked for clarification regarding the corridor segment chart on page 10 of the Draft Plan. Chairman Nohe clarified that this is a list of the corridors and segments, not the individual projects. Mayor Rishell suggested changing the header on the chart to read “Corridor Segment Description” for public clarification. Ms. Backmon stated that the candidate project list would be released with the Draft TransAction Plan for clarification.
- Mayor Rishell thanked NVTa staff for breaking out the costs of the extraterritorial projects in the Draft Plan.
- Delegate Hugo questioned the use of “Bi-County Parkway” in the corridor segment description, asking if the Bi-County Parkway is being considered in the Draft Plan. He noted it is not in Prince William County’s Comprehensive Plan and that the Commonwealth Transportation Board (CTB) and Secretary Layne have stated this project will not be built. He asked if the NVTa was expending effort to examine this project when it has been removed from several statewide entity lists. Ms. Backmon responded that there is legislation

(HB 1915) stating that the Authority's long range transportation plan is not constrained to a locality's comprehensive plan. The Authority is looking at projects that will help improve the transportation network. She added that reality plays into this, so even though there are extraterritorial projects in the Draft Plan, the projects will not advance until D.C. and Maryland also advance the projects and commit funding. Ms. Backmon stated, in reference to the Bi-County Parkway, that a Call for Projects will be issued as part of the Six Year Program. The localities and agencies will submit projects, per the quantitative analysis and some qualitative factors, which they believe will provide the region with the greatest level of congestion reduction. She added while the Authority does not implement projects, the fiscally unconstrained long range transportation plan, TransAction, is not beholden to locality comprehensive plans.

- Delegate Hugo asked if the Bi-County Parkway will be included in the list of candidate projects for the Draft TransAction Plan. Ms. Backmon confirmed the project is in the list. Mr. Jasper added that for the corridor segment in question, there are a total of 27 projects included in the segment. Chairman Nohe suggested there is a Corridor of Statewide Significance called the "North-South Corridor", and one of the sub-segments of this corridor is the segment labeled the "Bi-County Parkway". He added that the road, the Bi-County Parkway, is one of 27 projects in this corridor segment and is one of 500+ projects that have been evaluated in the Draft TransAction Plan.
- Chairman Bulova suggested that when reviewing the Draft TransAction Plan, the public may assume that the corridor segment labeled "Bi-County Parkway" is the roadway, not the corridor segment name for all 27 projects. She suggested an explanation or a different corridor segment name. Mr. Malouff suggested the description could be changed, but added that this will not change the candidate projects within the corridor segment. Chair Fisetette suggested changing the description to "US 50 to I-66 – North-South". Chairman Nohe stated he had no concern about changing the name of the corridor segment to distinguish the candidate roadway project from the corridor segment description. He added this is a little challenging as all corridor segments are labeled with their major roadways. Chairman Nohe acknowledged this project is very unpopular with some. He clarified that this project is part of a Corridor of Statewide Significance and is on Loudoun County's Comprehensive Plan, adding that we cannot ignore that the possible project exists. Chairman Nohe concluded that he would not want to change the description of the corridor segment if the outcome is a perception that the description was changed to hide the project. Delegate Hugo agreed with this statement. Mr. Malouff suggested keeping "Bi-County Parkway" in the description and adding "North-South Corridor" to imply it is not just the Bi-County Parkway.
- Delegate Minchew suggested that the Corridors of Statewide Significance have names assigned by the CTB. He suggested using the name the CTB uses for this corridor of statewide significance. Chairman Nohe requested Ms. Sinner, Virginia Department of Transportation (VDOT), respond to this suggestion. Ms. Sinner stated that the North-South Corridor of Statewide Significance is much larger than the corridor segment identified in the Draft TransAction Plan.

- Delegate Hugo stated he was not requesting a change to the corridor segment name, just asking for clarification as to what candidate projects were in the corridor.
- Delegate Minchew questioned whether there is legislation requiring a locality to include a roadway that has been designated a Corridor of Statewide Significance on its comprehensive plan. Chairman Nohe responded that the legislation states that the roadway must be in the comprehensive plan, or it has to be acknowledged by the locality that the roadway exists. In this instance, Prince William County removed the alignment of the roadway from the Comprehensive Plan Map, but added language into the Plan that identifies that there is a roadway that would connect I-66 to US 50, called the Bi-County Parkway, which is in the State Plan, but does not have an alignment. Chairman Nohe added that as part of the comprehensive plan update, the County is considering possible new alignments of the roadway.
- Mr. Jasper stated that subject to Authority approval this evening, the public comment period will begin on Friday, June 9, 2017. He added that the next steps will include the adoption of TransAction and the development of the Six Year Program.
- Mr. Jasper noted that the Draft TransAction Plan identifies some interactions the Authority should take in terms of how TransAction is integrated into the development of the Six Year Program. He suggested we will continue to monitor the emerging trends to better understand and report back to the Authority anything that might undermine the basis for future investment decisions.
- Mr. Jasper concluded by outlining the Draft TransAction Plan public engagement process and events. He introduced Mr. Rashid, NVTa Transportation Planner, to present the NVTa's new interactive Project Map. Mr. Rashid demonstrated the attributes of the interactive map showing the 358 candidate TransAction projects, including project information.
- Ms. Hynes noted that some of the candidate TransAction projects are outside of Virginia. Mr. Rashid explained that those are the extraterritorial projects. Ms. Hynes suggested a note be added to these project descriptions stating that these are extraterritorial and need the cooperation of those extraterritorial entities to implement these projects. Mr. Rashid indicated that information can be added.
- Ms. Backmon stated that the 79 regional projects funded by the Authority in its FY2014-2017 Programs can also be found on the map. Mr. Rashid added that these projects have detailed project information and link to individual project descriptions and project websites, where applicable.
- Ms. Backmon added that this mapping capability is part of the FY2018 Technology Plan budget item that was advanced in order to have the mapping complete for the TransAction public engagement process.
- Ms. Hynes expressed appreciation for this new map. She added that many NVTa projects address multiple modes and requested that projects show all modes addressed by each project. Ms. Hynes stated that this gives the public a

more integrated understanding of the projects being planned and funded. She asked that this be considered for this mapping application.

- Ms. Hynes also suggested language be added to page 11 of the Draft Plan to state that the Authority will ensure that all modes addressed by every project will be captured and monitored in the future. She added that it is a very important message to the region that we are not thinking only about the car, and that every projects considers all modes and makes appropriate choices. Mr. Rashid responded that a layer can be added to the map to show all mode attributes for each project.
- Chairman Bulova stated that the interactive map is fantastic.
- Mayor Silberberg asked if Authority members would have the opportunity to review and provide input on the detailed version of the plan at the conclusion of the public comment period. Ms. Backmon responded that at the close of the public comment on July 23, 2017, NVTa staff will compile all public comments and provide analysis to the Authority at their September meeting. At that time, Authority members will have the opportunity to provide additional input to the Draft Plan, based on the public comments received. Mayor Silberberg clarified that Authority members will have the opportunity to provide input prior to the final adoption. Ms. Backmon responded affirmatively. Ms. Hynes asked what NVTa entity will do the in depth review. Ms. Backmon responded that this will go to the Planning and Programming Committee (PPC), the Technical Advisory Committee (TAC) and the Planning Coordination Advisory Committee (PCAC).
- Chairman Bulova complimented NVTa staff on the rapid revision of the Draft Plan since last week's PPC meeting. Ms. Backmon thanked NVTa staff, jurisdictional staff and the AECOM consultant team for the quick turnaround.
- Chair Fisette stated that the Draft Plan has been improved since the first draft. He noted that most of the suggested changes have been made, and it is now more useful and readable. He suggested it is a very dense document that the average person will find difficult to consume. He expressed concern that it may turn people away, but acknowledged the document is accurate and the design improvements do make it more accessible to the average person.
- Chair Fisette stated that the maps on pages 6 - 7 show the improvements to the transportation system, if all candidate projects are completed. He noted that we state on the first page of the Draft Plan that "TransAction is not bound to any budget and proposes more projects than can realistically be funded", however, we do not state that on the pages that show what the TransAction improvements can do. Chair Fisette suggested that the lack of this information does not represent reality since the NVTa cannot currently fund all the projects. He suggested reinforcing this on pages 6 – 7 by adding the statement "We can't fund everything in the Draft Plan. The cost of the 358 projects included far exceeds the available NVTa funding." Chair Fisette acknowledged this may not be the exact language, but stated that something is needed to bring some reality to the visual impression the graph creates on these pages.
- Chair Fisette asked what additional documents will be provided for the public comment period, outreach events, and Public Hearing. Ms. Backmon

responded that there will be a presentation, the Draft Plan, the project list, and display boards showing the corridor information, as well as some of the Draft Plan graphics.

- Chair Randall supported Chair Fisette's point regarding the proposed additional verbiage on pages 6 - 7. Chairman Nohe added that while we cannot make all the improvements with the current NVTAs revenues, we could make all these improvements if additional funding sources are identified. He suggested caution in stating that making all of these improvements is impossible, adding that it is just not feasible using current NVTAs revenues. Chair Randall noted that the delta between what we can do with current funding and what we could do, if additional funding sources are identified to make all improvements, is significant. Ms. Hynes added that this delta also includes the total funding for the extraterritorial projects that will require extraterritorial partner funding to complete. She agreed that adding the additional verbiage is appropriate, but added that additional funds will likely come to Northern Virginia in the future. She cited the additional funds that have gone into the improvements on I-395 and I-66.
- Chairman Nohe acknowledged there was agreement to add this additional language and directed staff to look at how to phrase it. He added that we need to paint the right picture and not set an expectation with the public that we expect to be able to make all of these improvements with currently funding, or send a message to our other funding sources that we do not need additional funds.
- Council Member Snyder provided feedback and several suggestions.
  - ✓ He suggested that the map base color of orange on pages 6 -7 does not create the type of impression we want to provide.
  - ✓ He stated that the NVTAs has already received much public input during the TransAction update process and suggested links be added to the Draft Plan to show that public engagement and the input received. He suggested this could go in the "How to Submit Comments" section of the Draft Plan.
  - ✓ He commented that in the section that discusses population and employment growth, there is no reference to regional activity centers. He suggested we might want to add this.
  - ✓ He noted that there are no proposed costs in the project list and asked if there was a reason for this.
- Mr. Malouff responded to Council Member Snyder's comments and suggestions.
  - ✓ He stated that changing the base color of the maps should not be a problem. Council Member Snyder acknowledged this should be a decision for the professionals who designed the maps.
  - ✓ Mr. Malouff stated that links to the comments already received during the TransAction update process can be added to the Draft Plan.
  - ✓ He also stated that a decision was made not to describe activities centers because it is complicated and took too much space to explain appropriately. He added that the population centers are represented on the map on page 5.
  - ✓ Chair Randall noted that activity centers have different meanings in different jurisdictions.

- Chairman Nohe responded to Council Member Snyder's question regarding not including cost estimates with the draft project list. He stated that this is an unconstrained plan and that the cost estimates have little meaning at this time. Chairman Nohe stated that if we include the cost estimates, we create an expectation that those numbers are real. He added that we may get to the Six Year Program and find out that these numbers are not very accurate and then our cost benefit analysis will be inaccurate. Council Member Snyder acknowledged this, but added that it would be helpful for the public to know what these proposed costs are. As presented, this provides no economic background. Council Member Snyder asked if the estimated costs are included in the interactive map. Ms. Backmon responded that they are not.
- Chairman Nohe suggested that much feedback has been provided to the NVTa staff regarding the Draft Plan. He stated that the motion for this item will likely include direction to staff to incorporate changes as appropriate, based on this discussion. He suggested not including cost estimates in the Draft Plan advertisement for public comment, but that as we get closer to the adoption of the Draft Plan, we might be able to get more analysis regarding the feasibility and reliability of the estimated costs. He added that the Plan, when adopted, will become the Plan for the next five years and these numbers will become very relevant in the context of turning the Plan into a funding program. Chairman Nohe suggested the cost estimates be included in the final Plan document. Chairman Bulova added that there are public hearings and town halls where local staff will be available to answer specific questions, or give cost estimates on certain projects. She added that the public can also submit questions to get more information. Ms. Backmon stated that as this is a 25 year plan, some of these projects will be looking for immediate funding, but others will be seeking funding in the out years. Projects in the out years are estimated based on how much we think these projects will cost, but the detailed engineering and design work have not been done to get more accurate estimates.
- Chairman Bulova moved approval of the TransAction Plan Draft and associated Project List for public comment and to incorporate changes as appropriate given the discussion and the short turnaround before public outreach begins; seconded by Mayor Rishell. Motion carried with twelve (12) yeas and one (1) nay [Delegate Hugo].

### **III. Minutes of the May 11, 2017 Meeting**

- Chair Randall moved approval of the May 11, 2017 minutes; seconded by Chairman Bulova. Motion carried with nine (9) yeas and four (4) abstentions [with Council Member Lovejoy, Council Member Snyder, Delegate Hugo and Mr. Kolb abstaining as they were not at the May 11, 2017 meeting].

**VI. Amendment of Policy 9 – Debt Policy** Mayor Parrish, Chair, Finance Committee

- Mayor Rishell stated that the Amendment of Policy 9 – Debt Policy is a revision of the Working Capital Reserve and that the Finance Committee is recommending a cap of \$120 million on the reserve.
- Mr. Longhi stated that this amendment has been vetted by the NVTB Bond Counsel, the NVTB Financial Advisors and the NVTB Council of Counsels. He noted that it was communicated to the rating agencies and they have indicated it will have no negative impact on the Authority's credit ratings. He summarized that without this cap in place, the Working Capital Reserve will become \$138 million over the Six Year Program timeframe. Adopting the cap has no negative impact from the credit agencies or underwriters point of view, and will add \$18 million to the Six Year Program's Pay-Go balance.
- Mayor Rishell moved approval of a \$120 million cap on the Regional Revenue Fund – Working Capital Reserve, and related policy change to be effective July 1, 2017; seconded by Chair Fisette. Motion carried unanimously.

**VII. Amendment of Policy 17 – Capital Asset Accounting**

Mayor Parrish, Chair, Finance Committee

- Mayor Rishell stated the Amendment of Policy 17 – Capital Asset Accounting is necessary because the Authority has adopted an equipment replacement reserve in the operating budget for the purpose of capital asset replacement.
- Mr. Longhi reiterated that this policy change is needed because the Authority adopted an equipment replacement reserve in the Operating Budget. He added that the auditors will expect policy guidance from the Authority regarding how this reserve will be accessed. Mr. Longhi commented that since much of the Authority's assets were purchased and placed in service at the same time, they will wear out at the same time. The reserve is intended to prevent unexpected increases in the operating budget. Mr. Longhi added one important note, the Northern Virginia Regional Commission (NVRC) has allowed the NVTB staff to use and share their GIS plotter. As the Authority will likely be the main user of the plotter, the NVTB has agreed to capitalize the replacement of the plotter in future operating budgets. He noted that the sharing of this plotter is and will provide significant cost savings to the Authority.
- Mayor Rishell moved approval of the revisions to Policy 17 – Capital Asset Accounting; seconded by Chairman Bulova. Motion carried unanimously.

**VIII. Approval of Policy 28 – Responses to Information Requests from Candidates for Political Office** Ms. Hynes, Chair, Governance and Personnel Committee

- Ms. Hynes commented that Policy 28 – Responses to Information Requests from Candidates for Political Office had previously been presented to the Authority and the discussed modifications have been incorporated. She reminded the Authority that the policy is intended to provide guidance to

NVTA staff, as well as protection from the potential for numerous information requests during a busy campaign season. She added that several changes had been made, inviting Mr. Longhi to review those changes.

- Mr. Longhi reviewed the changes requested previously by the Authority.
  - ✓ Inclusion of a definition of a political candidate.
  - ✓ Direction to use email and the Authority's website for dissemination of information requested by candidates.
- Mr. Longhi stated that an additional change was made to clarify that Authority member's legal questions of the Council of Counsels are exempt from the policy in order to preserve the attorney client relationship.
- Ms. Hynes moved approval of Policy 28 – Responses to Information Requests from Candidates for Political Office; seconded by Chairman Bulova.
- Chairman Nohe clarified that questions raised by Authority members, who are also running for public office, in the context of Authority business are not considered information requests from candidates for political office and will not be published as such. Ms. Hynes responded affirmatively.
- Chair Randall asked for clarification that responses to information requests will be posted to the Authority's website and there will be no effort to call the candidate's political opponents to ensure they know the answers are on the website. Ms. Hynes affirmed this, adding that all candidates will be told that responses will be posted to the website. Chair Randall further clarified that candidates are then responsible for finding the information. Ms. Hynes responded affirmatively.
- Motion carried unanimously.

#### **IX. Approval of Revisions to Employee Handbook**

Ms. Hynes, Chair, Governance and Personnel Committee

- Ms. Hynes stated that the revisions to the Employee Handbook are largely due to the maturation of the NVTA and are mostly housekeeping issues. She noted that the Governance and Personnel Committee (GPC) had carefully reviewed the revisions and believe it has been updated to the standard necessary to conduct the current business of the Authority. Ms. Hynes stated that the GPC had recommended approval.
- Ms. Hynes moved approval of the draft revisions to the NVTA Employee Handbook; seconded by Chair Randall. Motion carried unanimously.

#### **X. Approval to Enter into Program Management Agreement with the Virginia Department of Transportation**

Ms. Backmon, Executive Director

- Ms. Backmon briefed the Authority on the request from the Virginia Department of Transportation (VDOT) to enter into a program management

agreement for the purposes of the federal grant application entitled Northern Virginia Regional Mobility Initiative. She stated this is part of the Integrated Corridor Management (ICM) system. She noted there is a 50% match required for the grant, but that no monies are being requested from the Authority. Ms. Backmon stated that if the grant is awarded, there will be a project management agreement and a Memorandum of Understanding (MOU) that will be developed under the review of the NVTa Council of Counsels.

- Council Member Snyder moved approval to enter into a Program Management Agreement with VDOT, for the purpose of supporting a grant application by VDOT to the U.S. Department of Transportation (USDOT); seconded by Ms. Hynes. Motion carried unanimously.

**XI. Approval of Call for Projects for the I-66 Outside the Beltway Concessionaire Payment** Ms. Backmon, Executive Director

- Ms. Backmon stated that Secretary's Layne's office requested coordination from the Authority regarding the programming of the \$500 million concessionaire payment from Express Mobility Partners to be made to the Commonwealth at financial close on the I-66 Outside the Beltway (I-66 OTB) Project. She noted that, at the Authority's May meeting, she informed the Authority that NVTa staff would work with jurisdictional and agency staff regarding the high-level criteria for project eligibility. Ms. Backmon explained that the proposed criteria include:
  - ✓ Projects recommended for consideration should be included in a document that has undergone a public process as demonstrated by inclusion in any of the following (but not limited to):
    - TransAction 2040
    - VTrans 2040
    - I-66 Corridor of Statewide Significance
    - Comprehensive Plan
    - Capital Improvement Plan
    - Constrained Long-Range Transportation Plan
    - Transportation Improvement Program
    - Region Transportation Priorities Plan; or have
    - Letter of support via formal approval by the governing body
  - ✓ Projects must be in the I-66 OTB Corridor or demonstrate a clear and compelling nexus to the I-66 OTB Corridor.
  - ✓ Projects must demonstrate the ability to start utilizing the requested funding by toll day-1.
  - ✓ Projects must demonstrate commitment of any required operation and/or maintenance funds.
  - ✓ Projects must show benefit to users within the corridor.
  - ✓ Studies are ineligible for funding consideration.
- Ms. Backmon stated that the timing for this recommendation is very short and reviewed the proposed dates for the Call for Projects and the Selection of Projects. Ms. Backmon added that the recommended projects would go to the

CTB for final approval, as it has the legal charge to approve these projects. Ms. Backmon noted that this compressed timeframe is due to the anticipation that the CTB will take action on a project list in either August or September 2017. She added that coordination had been done with jurisdictional and agency staff regarding the selection criteria and that NVTa staff will present an evaluation process to the Authority. She added that it has been stipulated that the \$500 million should only be used in Northern Virginia, therefore the Authority should be involved in the recommendation of projects.

- Chairman Nohe stated that the evaluation of projects is important, as we anticipate there will be more than \$500 million in proposed projects for this allocation. He explained that this will be a less robust process than the HB 599 process, due to lack of resources and time. Ms. Backmon confirmed this and added that in order to meet Secretary Layne's deadline for the Commonwealth, the Authority does not have the time to do that level of evaluation.
- Mayor Rishell asked if there will be any criteria or evaluation to determine if a project qualifies for "clear and compelling nexus to the I-66 corridor". Ms. Backmon responded that the criteria currently being vetted includes:
  - ✓ Projects must show ability to reduce congestion.
  - ✓ Projects are an extension or expansion of a project currently encompassed in the I-66 OTB Project.
  - ✓ Projects have undergone some performance evaluation based level of assessment, for example the TransAction 2040 or Smart Scale process.
  - ✓ Projects that are a joint effort between two or more localities.
- Chairman Nohe stated that we do not have this process fully developed because we have not gotten clear guidance from the Secretary's Office regarding what their evaluation will be based on. He added that we need to keep this process flexible, however, the criterion regarding a "clear and compelling nexus" to the I-66 OTB project is very important to the Secretary's Office, as it is believed that this will be important to the Federal Highway Administration (FHWA). Chairman Nohe suggested that projects that help I-66 OTB function better, clearly have a compelling nexus. He added that projects outside that criterion are less clear as to how they will fair. Chairman Nohe stated the Secretary's Office is interested in projects that become part of the Transform 66 network. He noted that his impression is that the Secretary's Office would like to see a list of projects that can directly become the Secretary's recommendation to the CTB. He added that the Secretary's Office and the CTB reserve the right to recommend other projects.
- Delegate Hugo questioned whether the Authority wants to make recommendations on projects that the NVTa does not have the resources or time to properly evaluate. Chairman Nohe responded that we will evaluate them, just not to the degree we would evaluate projects for our funding programs.
- Chairman Bulova asked for clarification that the Call for Projects is for the jurisdictions. Ms. Backmon added the Call for Projects is also for the agencies. Chairman Bulova suggested proposed projects will have undergone the jurisdiction's vetting process. She stated that it is important that when the Call for Projects is issued, jurisdictions and agencies know what the criteria

are, as best we know them, and especially that the project must be beneficial to the I-66 Corridor. Chairman Bulova added that we have been requested to provide this list.

- Delegate Hugo suggested that VDOT will also be going to the individual jurisdictions directly, not just to the Authority. Chairman Nohe clarified that Secretary Layne has asked the Authority request input for these projects and that we be the conduit. He added that this may be an attempt to keep us as a partner in the I-66 OTB project, even though our role has changed and we are no longer providing the \$300 million originally committed. He acknowledged that our role is different than previously envisioned, and less well defined, as no one was expecting this influx of cash. Chairman Nohe recognized that with the upcoming election, the current administration is working to wrap up many outstanding issues, so the Authority has been asked to do some of the work to wrap up this piece. He added that the Secretary's Office could have just picked projects to present to the CTB, but by requesting the NVTa do a Call for Projects, this provides an opportunity for all potential projects to make a case for funding.
- Delegate Minchew stated that he assumes the \$500 million is the product of a negotiation between the Commonwealth and Express Mobility Partners, so \$500 million is coming to the Commonwealth without an earmark. He suggested that the CTB has stated that since this money is related to the I-66 OTB project, there should be a Call for Projects. Delegate Minchew questioned whether the money could come to the NVTa as part of the allocation of our 70% funding programs. Chairman Nohe responded that it cannot because the code says that the CTB must allocate this money. He also stated that the CTB does not have the authority to give the money to the NVTa for allocation as a 70% funding program. Ms. Hynes added that the FHWA has to approve the CTB's recommendation by the end of calendar year 2017. Chairman Nohe stated that the FHWA wants this piece of the project closed in conjunction with their approval of the overall I-66 OTB project. Delegate Minchew questioned whether the FHWA can tell the Commonwealth how to spend the \$500 million. Chairman Nohe concluded that the FHWA has to approve the entire Transform I-66 project. Ms. Hynes added that the requirement that the \$500 million be spent in the I-66 OTB corridor is part of the FHWA regulations because this is a federal highway. Chairman Nohe stated that the FHWA has final veto on the overall Transform I-66 Project and they communicated to the Commonwealth that the \$500 million must be allocated as part of the overall project, on which the FHWA must sign off. He suggested this is the time critical element, in addition to the end of the current administration.
- Delegate Minchew further stated that the \$500 million is considered part of the I-66 OTB Project, even though it is a concessionaire's payment from the contract awardee. Chairman Nohe added that this is a concessionaire's payment that is only available due to anticipated future toll revenues.
- Chair Fisette stated that when allocating the funds for projects on the I-66 Inside the Beltway project, all projects had to benefit the toll payers. Ms. Backmon responded that this will be true for these funds as well. Chair Fisette

stated that projects that benefit the toll payers did not mean all projects had to be inside the Beltway, as toll payers come from Loudoun, Prince William, or other places. He explained that this expanded the range of localities that could generate a project because the outlying localities can also create projects to benefit the I-66 Inside the Beltway toll payers.

*(Chair Randall and Mayor Burk departed.)*

- Chair Fisette asked if the \$500 million will all be used for capital expenses. Ms. Backmon responded that we have been told the projects should all be capital projects. Chair Fisette asked if there is a difference between Virginia Railway Express (VRE) rolling stock and Metro rolling stock. Ms. Backmon responded that they are both capital purchases. Chair Fisette asked for clarification that both could conceivably be eligible. Ms. Backmon responded they would be eligible and could be funded if they can demonstrate that they meet the project selection criteria. Ms. Hynes added that Metro is now designing new rolling stock and that design will take a number of years. She noted that the Administration has expressed an interest in these funds must be spent by toll day-1, to benefit the commuters. She suggested that new Metro cars will not be available in time to meet this requirement. Chair Fisette suggested that this needs to be more fleshed out, as projects may be eligible, but may not meet the other criteria, such as demonstrating the ability to utilize the funds by toll day-1. He further suggested that all projects submitted need to be able to respond to these questions. Ms. Backmon responded affirmatively. Ms. Hynes stated that the point of the concessionaire payment is to address impacts and improve the function of the corridor with the money, in advance of the toll revenue. She noted the funds must be spent by 2022, so projects must be pretty ready to go.
- Mayor Rishell asked what the estimated date for toll day-1 is. Chairman Nohe responded in 2022.
- Ms. Hynes moved approval of a Call for Projects to initiate project selection which will lead to Authority recommendations for the CTB for project funding through the I-66 Outside the Beltway Concessionaire Payment; seconded by Chairman Bulova.

Delegate Minchew stated he is not able to support this action because he does not fully understand the rush to project selection or the implicit, implied legally required earmarks on this \$500 million. He added that he understands the FHWA has mandated that the funds must be spent on projects related to the I-66 corridor, but it seems like this is being rushed. He suggested that if documents are provided that show where the \$500 million concessionaire payment has to be spent and what the limitations are, he might be more comfortable. Delegate Minchew proposed as an example, that if Purcellville wanted to submit a project, it would have difficulty showing how it benefits the I-66 corridor. Chairman Nohe responded that this would be captured in the evaluation criteria.

- Motion carried with ten (10) yeas and two (2) nays [Delegates Minchew and Hugo.]

## **Discussion/Information**

### **XII. Finance Committee Report** Mayor Parrish, Chair

- Mayor Rishell shared the highlights of the Finance Committee Report.
  - ✓ The Committee has begun work on the funding of the Six Year Program and this will continue into the fall.
  - ✓ The Committee reviewed the first investment portfolio reports.
  - ✓ Fitch has reaffirmed the Authority credit rating as AA+ with a stable outlook.
  - ✓ The Committee will not meet in June and the next regularly scheduled meeting is July 20, 2017.

### **XIII. Governance and Personnel Committee Report** Ms. Hynes, Chair

- Ms. Hynes stated that the next Governance and Personnel Committee meeting will be in September. She welcomed all Authority members to attend.

### **XIV. Planning & Programming Committee Report** Chairman Nohe, Chair

- No verbal report.

### **XV. Planning Coordination Advisory Committee Report** Supervisor Buona, Chair

- No verbal report.

### **XVI. Technical Advisory Committee Report** Mr. Boice, Chair

- No verbal report.

### **XVII. Monthly Revenue Report** Mr. Longhi, CFO

- No verbal report.

### **XVIII. Operating Budget Report** Mr. Longhi, CFO

- No verbal report.

### **XIX. Monthly Investment Report** Mr. Longhi, CFO

- No verbal report.

### **XX. Executive Director's Report** Ms. Backmon, Executive Director

- Ms. Backmon stated that at the May Authority meeting she had been asked to contact Commissioner Kilpatrick regarding the I-66 OTB truck discussion. She noted that she had done so and that the correspondence is in her report.
- Ms. Backmon introduced Sarah Camille Hipp as the Authority's new Communications and Public Affairs Manager and Melissa Rossi as an NVTa intern.

**XXI. Chairman's Comments**

- No comments.

**XXII. Adjournment**

- Meeting adjourned at 9:18pm.

# IV.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

### MEMORANDUM

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

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

**DATE:** July 7, 2017

**SUBJECT:** Approval of Projects for Recommendation to the Commonwealth Transportation Board for Funding with Transform 66 Outside the Beltway Concessionaire Payment

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1. **Purpose.** To seek Northern Virginia Transportation Authority (NVTa) approval of project recommendations to the Commonwealth Transportation Board (CTB) for funding with the Transform 66 Outside the Beltway (OTB) concessionaire payment.
2. **Suggested Motion:** *I move Authority approval of the project recommendations to the Commonwealth Transportation Board for funding with the Transform 66 Outside the Beltway concessionaire payment.*
3. **Background.** At its July 7, 2017 meeting, the NVTa Planning and Programming Committee (PPC) received a briefing on the applications received in response to the Call for Projects and associated NVTa staff recommendations, to be funded using the Transform 66 OTB concessionaire payment.

The Authority issued the Call for Projects following its meeting on June 8, 2017, with a deadline for responses of June 28, 2017. Twenty-Six project applications (see Attachment) were received from seven jurisdictions/agencies with a total funding request of \$1,173,982,411. Up to \$500 million is anticipated by the Commonwealth to be available for allocation to projects.

4. **Approach.** NVTa staff reviewed the project applications and followed up with jurisdiction and agency staff as needed, to clarify application and project details. NVTa staff applied an objective and evaluation process that considered:

#### Eligibility Criteria

- a. Regional transportation plans that included the project;
- b. Supporting documentation for the project from the sponsor's governing body;
- c. Project location and nexus to the I-66 OTB corridor;
- d. Utilization of concessionaire funding by toll day-one (mid- 2022);

- e. Commitment of any required operation and/or maintenance funds; and
- f. Benefit to users within the corridor.

**Prioritization (project accomplishes two or more of the following)**

- a. Project has undergone a performance based evaluation process (i.e. TransAction 2040, SmartScale);
- b. Project can demonstrate the ability to reduce congestion;
- c. Project is a joint effort between two or more localities or agencies;
- d. Project is an extension/expansion of a project currently encompassed as part of the Transform 66 OTB project;
- e. Project was requested to be included in the Transform 66 OTB project (must be demonstrated via documentation); and
- f. Project can be constructed prior to toll day one (mid-2022).

Additionally, each jurisdiction/agency was required to rank each of its project applications to reflect its own local priority.

- 5. Discussion.** As the funding requests received exceeded the available funding, it was necessary to apply a prioritization process in addition to verification of eligibility. One project was withdrawn as it could not meet the eligibility requirement to demonstrate a commitment of operation and/or maintenance funds.

After applying these eligibility and prioritization steps, and taking into account jurisdiction/agency local priorities, NVTA staff recommended to the PPC that 14 projects be funded. The funding requests associated with these 14 projects amounted to \$496,287,000 (see Attachment).

At its meeting on July 7, 2017, the PPC unanimously concurred with the NVTA staff recommendations. The PPC requested NVTA staff examine the eligibility of PRTC's replacement bus request (project 2) in light of a proposed reduction in the number of buses from 31 to 5 and commitment to utilize any funded buses in the Transform 66 corridor.

- 6. Next steps.** Subject to Authority approval, the NVTA's recommendations will be submitted to the CTB for its review and action. It is anticipated that the CTB will consider the Authority's recommendations at its meeting in August (date TBD), and take action at its meeting on September 19-20 (meeting to be held in Northern Virginia).

**Attachments:**

- Attachment 1 - Summary of project applications
- Attachment 2 - Summary of project recommendations
- Attachment 3 – Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

# Attachment 1.



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## **Transform 66 Outside the Beltway Concessionaire Funding**

### **Summary of Applications**



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## Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

**Submitting Jurisdiction/Agency:** Arlington County

**Project Title:** East Falls Church Metrorail Station Bus Bay Expansion

**Project Description:** This project is necessary to accommodate increased I-66 bus service, planned to be part of Transform I-66 Outside the Beltway. The project will expand bus bay capacity at the East Falls Church Metrorail Station by adding up to three new bus bays and replacing the existing shelters. The project also includes pedestrian access improvements from the park-and-ride lot, improvements to the accessible parking access, and the addition of a signal and crosswalk at the entrance to the park-and-ride lot on Washington Boulevard. The project will be coordinated with a complete streets project on Sycamore Street as well as a Capital Bikeshare expansion project in the area in both Arlington and City of Falls Church. The East Falls Church Metrorail Station currently has four bus bays that are at maximum capacity. Additional bus service is expected in the immediate future with the implementation of new Rapid Bus Service on the adjacent I-66 corridor and additional local feeder routes. This project will expand the capacity of the station with up to three additional bus bays, as determined through the design process.

### **Project Milestones**

- **PE/Design:** Winter 2017/2018 to winter 2018/2019
- **Right of Way Acquisition/Utility Relocation:** N/A
- **Construction:** Spring 2019 to Summer 2020
- **Capital Asset Acquisitions:** N/A

### **Project Cost**

**Total Requested Concessionaire Funds:** \$4,841,000

**Total Cost to Complete Project:** \$7,328,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$500,000	\$172,000 (DRPT) \$335,000 (NVTA Local)	\$1,007,000
Right of Way Acquisition			
Construction	\$4,341,000	\$1,980,000 (DRPT)	\$6,821,000
Capital Asset Acquisitions			
Other			
TOTAL	\$4,841,000	\$2,487,000	\$7,328,000



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## Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

**Submitting Jurisdiction/Agency:** Arlington County

**Project Title:** East Falls Church Metrorail Station Second Entrance

**Project Description:** The new western station entrance will improve multimodal access to the East Falls Church Metrorail Station and better accommodate growing transit demand anticipated in the future from new development around the station and from bus-to-rail transfers. In July 2011, WMATA prepared a Station Vision Plan for East Falls Church Metrorail Station. The plan forecasted an 80% growth in ridership at the station between 2009 and 2030. A new western entrance would greatly improve pedestrian access to the East Falls Church station for many transit customers by providing convenient, direct access to the station platform and reducing walking distances or the need to park-and-ride, especially for people walking from the City of Falls Church. The location of the new entrance would increase the catchment area for the walk mode by one-third of a mile and is expected to attract new customers to Metrorail over a period of time. The proposed new station entrance is also expected to serve as a catalyst for transit-oriented development. Additionally, per I-66 transit plans dating back to the 2009 DRPT study, the new western entrance will provide additional bus bays for bus-to-rail transfers, namely for the Rapid Bus Service planned as part of the I-66 Outside the Beltway project.

### **Project Milestones**

- **PE/Design:** Summer 2021 to Summer 2026
- **Right of Way Acquisition/Utility Relocation:** N/A
- **Construction:** Summer 2024 to Summer 2027
- **Capital Asset Acquisitions:** N/A

### **Project Cost**

**Total Requested Concessionaire Funds:** \$4,841,000

**Total Cost to Complete Project:** \$7,328,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$22,717,000		\$22,717,000
Right of Way Acquisition			
Construction		\$73,345,000 (Future NVT, I-66 ITB, DRPT)	\$73,345,000
Capital Asset Acquisitions			
Other			
TOTAL	\$22,717,000	\$73,345,000	\$96,062,000



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## **Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form**

**Submitting Jurisdiction/Agency:** Fairfax County

**Project Title:** Jermantown Road Bridge over Interstate 66

**Project Description:** The Transform 66 Project will construct managed lanes in the center of I-66, which will require rebuilding a number of bridges crossing I-66 within the project area, from Route 15 to I-495. The Virginia Department of Transportation (VDOT) currently intends to construct a two-lane replacement Jermantown Road Bridge while not precluding an ultimate four-lane width. This project will add an additional lane in each direction, resulting in a four-lane bridge over I-66.

### **Project Milestones**

- **PE/Design:** Along with Transform 66
- **Right of Way Acquisition/Utility Relocation:** Along with Transform 66
- **Construction:** Along with Transform 66
- **Capital Asset Acquisitions:** N/A

### **Project Cost**

**Total Requested Concessionaire Funds: \$11,000,000** (net increase from rebuilding the existing two lane bridge with a new two-lane bridge versus rebuilding as a four-lane bridge)

**Total Cost to Complete Project: \$11,000,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$1,800,000		\$1,800,000
Right of Way Acquisition	\$2,200,000		\$2,200,000
Construction	\$7,000,000		\$7,000,000
Capital Asset Acquisitions			
Other			
<b>TOTAL</b>	<b>\$11,000,000</b>		<b>\$11,000,000</b>



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## **Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form**

**Submitting Jurisdiction/Agency:** Fairfax County

**Project Title:** Route 50 and Waples Mill Road Intersection Improvements

**Project Description:** Intersection Improvement at Route 50 and Waples Mill Road by providing a second left turn lane from Route 50 Westbound onto Waples Mill Road. In addition to the second turn lane, other intersection modifications that would help facilitate access to and from I-66 to this intersection include:

- Split phase operations along Waples Mill Road
- Three eastbound through lanes
- Three northbound left-turn lanes
- Reconfigure the I-66 eastbound on-ramp from US 50 westbound to an option lane

### **Project Milestones**

- **PE/Design:** 2017-2018
- **Right of Way Acquisition/Utility Relocation:** 2018-2019
- **Construction:** 2019-2021
- **Capital Asset Acquisitions:** N/A

### **Project Cost**

**Total Requested Concessionaire Funds: \$2,000,000** (net increase from rebuilding the existing two lane bridge with a new two-lane bridge versus rebuilding as a four-lane bridge)

**Total Cost to Complete Project: \$2,000,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$450,000		\$450,000
Right of Way Acquisition			
Construction	\$1,550,000		\$1,550,000
Capital Asset Acquisitions			
Other			
TOTAL	\$2,000,000		\$2,000,000



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## **Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form**

**Submitting Jurisdiction/Agency:** Fairfax County

**Project Title:** Monument Drive Bridge Pedestrian Facility

**Project Description:** Add a sidewalk on the west side of the existing bridge with a signalized crosswalk at the new ramp to the Managed Lanes (westbound). The pedestrian facility will improve access to a nearby commuter parking facility, which will serve the commuter bus service along the I-66 corridor that will utilize the managed lanes.

**Project Milestones**

- **PE/Design:** Along with Transform 66
- **Right of Way Acquisition/Utility Relocation:** Along with Transform 66
- **Construction:** Along with Transform 66
- **Capital Asset Acquisitions:** N/A

**Project Cost**

**Total Requested Concessionaire Funds: \$3,800,000** (net increase from rebuilding the existing two lane bridge with a new two-lane bridge versus rebuilding as a four-lane bridge)

**Total Cost to Complete Project: \$3,800,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$300,000		\$300,000
Right of Way Acquisition			
Construction	\$3,500,000		\$3,500,000
Capital Asset Acquisitions			
Other			
<b>TOTAL</b>	<b>\$3,800,000</b>		<b>\$3,800,000</b>



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## Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

**Submitting Jurisdiction/Agency:** Fairfax County

**Project Title:** Commuter Parking Structure at Government Center/Fairfax Corner

**Project Description:** Construct a parking structure for commuter parking on land that is owned by the County that was purchased for the purpose of constructing a commuter parking facility for a future Metrorail Station or other mass transit improvement. This Project has the ability to reduce congestion by facilitating greater use of transit and carpooling in the corridor. Users within the corridor would benefit by better access to transit services operating in the corridor, including the new commuter bus service that will be implemented as part of Transform 66. The facility would also provide a location for carpool formation, for those using the Express Lanes.

### **Project Milestones**

- **PE/Design:** 2018-2019
- **Right of Way Acquisition/Utility Relocation:** Completed
- **Construction:** 2020-2021
- **Capital Asset Acquisitions:** N/A

### **Project Cost**

**Total Requested Concessionaire Funds: \$38,500,000**

**Total Cost to Complete Project: \$38,500,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$3,500,000		\$3,500,000
Right of Way Acquisition			
Construction	\$35,000,000		\$35,000,000
Capital Asset Acquisitions			
Other			
<b>TOTAL</b>	<b>\$38,500,000</b>		<b>\$38,500,000</b>



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## **Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form**

**Submitting Jurisdiction/Agency:** Fairfax County  
**Project Title:** Lee Highway Pedestrian Improvements

**Project Description:** Project would complete the missing gaps in bike and pedestrian network along Lee Highway, providing improved access to the Vienna Metrorail Station, the Cross County Trail, and other amenities. Improving access to the Vienna Metrorail Station, this project will provide greater access to the existing bus service and new I-66 Transit Service that is a component of the Transform 66 Multimodal Improvements. This project will allow more commuters to make trips by bike and transit instead of car, which will could improve mobility not just on I-66, but also on the parallel facilities of Lee Highway and Route 50.

### **Project Milestones**

- **PE/Design:** November 2017-November 2020
- **Right of Way Acquisition/Utility Relocation:** May 2019-May 2020
- **Construction:** May 2020-November 2021
- **Capital Asset Acquisitions:** N/A

### **Project Cost**

**Total Requested Concessionaire Funds: \$1,325,000**

**Total Cost to Complete Project: \$1,325,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$530,000		\$530,000
Right of Way Acquisition	\$270,000		\$270,000
Construction	\$525,000		\$525,000
Capital Asset Acquisitions			
Other			
<b>TOTAL</b>	<b>\$1,325,000</b>		<b>\$1,325,000</b>



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## Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

**Submitting Jurisdiction/Agency:** Fairfax County

**Project Title:** Poplar Tree Road bridge construction to four lanes

**Project Description:** As part of the Transform I-66 Outside the Beltway project, Poplar Tree Road bridge is proposed to be constructed as a two lane bridge. However, the County proposes that the bridge be constructed as a four-lane facility instead that matches the ultimate configuration reflected in the Fairfax County Comprehensive plan. At a minimum, the County requests the proposed two-lane bridge to be constructed by the I-66 project not preclude the future widening of this bridge structure to four lane facility.

### Project Milestones

- **PE/Design:** Along with Transform 66
- **Right of Way Acquisition/Utility Relocation:** Along with Transform 66
- **Construction:** Along with Transform 66
- **Capital Asset Acquisitions:** N/A

### Project Cost

**Total Requested Concessionaire Funds: \$6,000,000**

**Total Cost to Complete Project: \$6,000,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$1,200,000		\$1,200,000
Right of Way Acquisition			
Construction	\$4,800,000		\$4,800,000
Capital Asset Acquisitions			
Other			
TOTAL	\$6,000,000		\$6,000,000



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## **Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form**

**Submitting Jurisdiction/Agency:** Fairfax County

**Project Title:** I-66 Median Widening (Lee Highway (Route 29) to Route 28) for WMATA Orange Line  
Accommodation

**Project Description:** Implementing the Preferred Alternative concept which would provide a wider median in Centreville area from west of Route 28 through the Route 29 interchange and to the planned future rail station location, a distance of approximately 5,000 feet, instead of the limited improvements in Phase 1 of the Transform I-66 Outside the Beltway project. If the I-66 overpass above Route 29 would be affected, reconstruction of this bridge should be included in this project.

This project will accommodate the future WMATA Orange Line extension to Centreville. Should these improvements not be done in conjunction with the I-66 OTB, the Orange Line extension would still be possible, but improvements associated with this project would come at a much higher, inflated cost.

**Project Milestones**

- **PE/Design:** Along with Transform 66
- **Right of Way Acquisition/Utility Relocation:** Along with Transform 66
- **Construction:** Along with Transform 66
- **Capital Asset Acquisitions:** N/A

**Project Cost**

**Total Requested Concessionaire Funds: \$40,000,000**

**Total Cost to Complete Project: \$40,000,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$8,000,000		\$8,000,000
Right of Way Acquisition			
Construction	\$32,000,000		\$32,000,000
Capital Asset Acquisitions			
Other			
<b>TOTAL</b>	<b>\$40,000,000</b>		<b>\$40,000,000</b>



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## **Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form**

**Submitting Jurisdiction/Agency:** Fairfax County

**Project Title:** Underpinning I-66 to allow the future extension of New Braddock Road to Stone Road at Route 29

**Project Description:** Fairfax County Comprehensive plan includes the future extension of New Braddock Road between Stone Road at Route 29. The County requests that additional measures be implemented such as underpinning I-66 at the location to allow the future extension between Stone Road at Route 29 and New Braddock Road to be constructed with minimal disruption in the future. The County requests that, at a minimum, the Transform I-66 Outside the Beltway project determine adequate measures to not preclude the future extension of New Braddock Road, associated with the planned I-66 widening as a result of adding the Express Lanes.

The future extension between Stone Road at Route 29 and New Braddock Road is included as part of the County's Transportation Priorities Plan (TPP) #19 and the scoping/PE is scheduled to be performed during FY 2019-2020 with project schedule to be determined upon study completion. Although this extension is noted to be an overpass in the Comp Plan and TPP (where the extension will go above I-66), an examination of the topography and existing development in the area indicate that an underpass is most feasible. Consequently, underpinning would need to be done as part of I-66 project to not preclude the future extension.

**Project Milestones**

- **PE/Design:** Along with Transform 66
- **Right of Way Acquisition/Utility Relocation:** Along with Transform 66
- **Construction:** Along with Transform 66
- **Capital Asset Acquisitions:** N/A

**Project Cost**

**Total Requested Concessionaire Funds: \$12,000,000**

**Total Cost to Complete Project: \$12,000,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$3,000,000		\$3,000,000
Right of Way Acquisition			
Construction	\$9,000,000		\$9,000,000
Capital Asset Acquisitions			
Other			
TOTAL	\$12,000,000		\$12,000,000



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## **Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form**

**Submitting Jurisdiction/Agency:** Fairfax County

**Project Title:** Implementing the Preferred Alternative Concept at the I-66 and Monument Drive interchange

**Project Description:** Construct the Preferred Alternative Concept at the I-66 and Monument Drive interchange instead of Phase 1 of the Transform I-66 Outside the Beltway project. The County requests, at a minimum, the Transform I-66 Outside the Beltway project determine adequate measures to not preclude the future extension of the Metrorail extension at this location. The latest I-66 concept plans developed by Express Mobility Partners (EMP), which was also presented in June 2017 Public Information Meetings, indicates that the current plan is to construct the interchange configuration at I-66 and Monument Drive, which is consistent with VDOT's initially developed Phase 1 plan. This appears to be the only location along I-66 corridor between I-495 and Route 29 in Centreville that will preclude future extension of the Metro Orange line. While the timing of the Orange Line extension has yet to be determined, it would be beneficial to construct this interchange as ultimate configuration as part of the I-66 project in order to avoid the need for reconstructing this interchange in the future when the Metro Orange line is extended.

### **Project Milestones**

- **PE/Design:** Along with Transform 66
- **Right of Way Acquisition/Utility Relocation:** Along with Transform 66
- **Construction:** Along with Transform 66
- **Capital Asset Acquisitions:** N/A

### **Project Cost**

**Total Requested Concessionaire Funds: \$140,000,000**

**Total Cost to Complete Project: \$140,000,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$19,000,000		\$19,000,000
Right of Way Acquisition	\$45,000,000		\$45,000,000
Construction	\$76,000,000		\$76,000,000
Capital Asset Acquisitions			
Other			
<b>TOTAL</b>	<b>\$140,000,000</b>		<b>\$140,000,000</b>



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## **Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form**

**Submitting Jurisdiction/Agency:** Fairfax County

**Project Title:** Additional Ramp Connections at Fairfax County Parkway

**Project Description:** Construct ramp connections from I-66 Eastbound Express Lanes to Fairfax County Parkway (Northbound) and from Fairfax County Parkway (Southbound) to I-66 Westbound Express Lanes. These ramps at the Fairfax County Parkway would allow drivers on the Express Lanes to use the Fairfax County Parkway to get to major employment areas on the Dulles Corridor.

**Project Milestones**

- **PE/Design:** Along with Transform 66
- **Right of Way Acquisition/Utility Relocation:** Along with Transform 66
- **Construction:** Along with Transform 66
- **Capital Asset Acquisitions:** N/A

**Project Cost**

**Total Requested Concessionaire Funds: \$80,000,000**

**Total Cost to Complete Project: \$80,000,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$16,000,000		\$16,000,000
Right of Way Acquisition	\$8,000,000		\$8,000,000
Construction	\$56,000,000		\$56,000,000
Capital Asset Acquisitions			
Other			
<b>TOTAL</b>	<b>\$80,000,000</b>		<b>\$80,000,000</b>



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## Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

**Submitting Jurisdiction/Agency:** Prince William County

**Project Title:** Route 234 at Balls Ford Road Interchange Including Balls Ford Road Improvements

**Project Description:** This project will provide a new grade-separated interchange at Route 234 (Prince William Parkway) and relocated Route 621 (Balls Ford Road), which includes a grade-separated overpass crossing the existing Norfolk Southern Railroad (Line B). In addition, the project will construct a relocated Balls Ford Road as a new four-lane facility with a raised median between Delvin Road and Doane Drive.

### Project Milestones

- **PE/Design:** 11/2017 – 5/2020
- **Right of Way Acquisition:** 1/2019 – 1/2020
- **Construction:** 1/2020 – 7/2023
- **Capital Asset Acquisitions:** N/A

### Project Cost

**Total Requested Concessionaire Funds:** \$167,950,000

**Total Cost to Complete Project:** \$169,950,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$12,000,000		\$12,000,000
Right of Way Acquisition	\$12,800,000		\$12,800,000
Construction	\$99,250,000	\$2,000,000 (RSTP)	\$101,250,000
Capital Asset Acquisitions			
Other (const. admin, environ., contingency, etc.)	\$43,900,000		\$43,900,000
<b>TOTAL</b>	<b>\$167,950,000</b>	<b>\$2,000,000</b>	<b>\$167,950,000</b>



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## Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

**Submitting Jurisdiction/Agency:** Prince William County

**Project Title:** Balls Ford Road Widening – Groveton Road to Route 234 Business

**Project Description:** This project will widen Balls Ford Road from two to four lanes from Groveton Road to Route 234 Business, a distance of 1.95 miles. Project will also include a 10-foot shared use trail on the south side and a 5-foot sidewalk on the north side.

### Project Milestones

- **PE/Design:** 11/2017 – 5/2020
- **Right of Way Acquisition:** 1/2019 – 1/2020
- **Construction:** 1/2020 – 7/2023
- **Capital Asset Acquisitions:** N/A

### Project Cost

**Total Requested Concessionaire Funds:** \$67,405,000

**Total Cost to Complete Project:** \$67,405,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$4,500,000		\$4,500,000
Right of Way Acquisition	\$9,570,000		\$9,570,000
Construction	\$37,400,000		\$37,400,000
Capital Asset Acquisitions			
Other (const. admin, environ., contingency, etc.)	\$15,935,000		\$15,935,000
TOTAL	\$67,405,000		\$67,405,000



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## **Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form**

**Submitting Jurisdiction/Agency:** Prince William County

**Project Title:** Route 15 Improvement with Railroad Overpass

**Project Description:** This 0.6 mile long 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 feet north of the tracks (just south of Route 55 in the Town of Haymarket) where it would tie into the I-66/Route 15 Diverging Diamond Interchange project.

**Project Milestones**

- **PE/Design:** 11/2017 – 5/2020
- **Right of Way Acquisition:** 1/2019 – 1/2022
- **Construction:** 1/2020 – 7/2023
- **Capital Asset Acquisitions:** N/A

**Project Cost**

**Total Requested Concessionaire Funds: \$52,728,411**

**Total Cost to Complete Project: \$59,119,411**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$4,995,380	\$2,000,000 (RSTP)	\$6,995,380
Right of Way Acquisition	\$2,995,200		\$2,995,200
Construction	\$42,953,333	\$4,391,000 (RSTP)	\$47,344,333
Capital Asset Acquisitions			
Other (const. admin, environ., contingency, etc.)	\$1,784,498		\$1,784,498
<b>TOTAL</b>	<b>\$52,728,411</b>	<b>\$6,391,000</b>	<b>\$59,119,411</b>



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## Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

**Submitting Jurisdiction/Agency:** Prince William County

**Project Title:** Wellington Road Widening: Devlin Road to Prince William Parkway

**Project Description:** This project widens Wellington Road from two to six lanes from Delvin Road to Route 234 (Prince William Parkway), a total distance of 2.41 miles. The project will also include pedestrian facilities. There will be a multi-use trail on the south side and a sidewalk on the north side of the facility.

### Project Milestones

- **PE/Design:** 11/2017 – 5/2020
- **Right of Way Acquisition:** 1/2019 – 1/2020
- **Construction:** 1/2020 – 7/2023
- **Capital Asset Acquisitions:** N/A

### Project Cost

**Total Requested Concessionaire Funds: \$109,900,000**

**Total Cost to Complete Project: \$109,900,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$7,100,000		\$7,100,000
Right of Way Acquisition	\$17,800,000		\$17,800,000
Construction	\$59,500,000		\$59,500,000
Capital Asset Acquisitions			
Other (const. admin, environ., contingency, etc.)	\$25,500,000		\$25,500,000
<b>TOTAL</b>	<b>\$109,900,000</b>		<b>\$109,900,000</b>



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## Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

**Submitting Jurisdiction/Agency:** Prince William County

**Project Title:** Route 234 (Prince William Parkway) and Sudley Manor Drive Interchange

**Project Description:** The Route 234 (Prince William Parkway) and Sudley Manor Drive Interchange will convert the existing intersection into a 3-level, braided, cloverleaf interchange. This interchange assists in handling the projected turning movement volumes associated with the intersection of two major arterial roadways.

### **Project Milestones**

- **PE/Design:** 11/2017 – 5/2020
- **Right of Way Acquisition:** 1/2019 – 1/2020
- **Construction:** 1/2020 – 7/2023
- **Capital Asset Acquisitions:** N/A

### **Project Cost**

**Total Requested Concessionaire Funds:** \$126,400,000

**Total Cost to Complete Project:** \$126,400,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$8,800,000		\$8,800,000
Right of Way Acquisition	\$12,900,000		\$12,900,000
Construction	\$73,000,000		\$73,000,000
Capital Asset Acquisitions			
Other (const. admin, environ., contingency, etc.)	\$31,700,000		\$31,700,000
<b>TOTAL</b>	<b>\$126,400,000</b>		<b>\$126,400,000</b>



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## Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

**Submitting Jurisdiction/Agency:** Prince William County

**Project Title:** Route 234 (Prince William Parkway) and University Boulevard Interchange

**Project Description:** The project will provide a new half-cloverleaf interchange at Route 234 (Prince William Parkway) and University Boulevard. This interchange will include the reconstruction of Route 234 and University Boulevard. University Boulevard will bridge over Route 234. The project will also include traffic signals for the ramps at University Boulevard and Intelligent Transportation Systems. The new interchange would be less than 4 miles from the I-66 and Route 234 interchange.

### **Project Milestones**

- **PE/Design:** 11/2017 – 5/2020
- **Right of Way Acquisition:** 1/2019 – 1/2020
- **Construction:** 1/2020 – 7/2023
- **Capital Asset Acquisitions:** N/A

### **Project Cost**

**Total Requested Concessionaire Funds:** \$126,400,000

**Total Cost to Complete Project:** \$126,400,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$8,800,000		\$8,800,000
Right of Way Acquisition	\$12,900,000		\$12,900,000
Construction	\$73,000,000		\$73,000,000
Capital Asset Acquisitions			
Other (const. admin, environ., contingency, etc.)	\$31,700,000		\$31,700,000
<b>TOTAL</b>	<b>\$126,400,000</b>		<b>\$126,400,000</b>



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## Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

**Submitting Jurisdiction/Agency:** City of Fairfax  
**Project Title:** George Snyder Trail

**Project Description:** The proposed project is construction of 1.4 miles of the George Snyder Trail in the City of Fairfax. The trail will be constructed along the southern side of the Accotink Creek and will run east/west between Chain Bridge Road (Route 123) and Fairfax Boulevard (Route 50) at Draper Drive. To the west, the trail will connect to the proposed Virginia Department of Transportation (VDOT) shared use path along Route 123 and I-66. To the east, the trail will connect to the Wilcoxon Trail which then connects to the Pickett Road Trail (to the Vienna Metrorail Station) and the Cross County Connector Trail, a 40-mile trail that runs throughout Fairfax County. The proposed trail will fill in gaps in the existing regional trail network. The path will be constructed of asphalt concrete and will be a minimum of 10 feet wide (and up to 15 feet wide in areas with steep slopes) with a two foot shoulder on each side. The project will include construction of six truss bridge stream crossings. The proposed trail will traverse 17 parcels and will require easements from eight of them. However, the majority of the project (approximately 75%) will be located on existing City of Fairfax right of way.

### **Project Milestones**

- **PE/Design:** Fall 2017 – Fall 2019 (24 months)
- **Right of Way Acquisition/Utility Relocation:** Spring 2019 – Spring 2021 (24 months)
- **Construction:** Spring 2021 – Spring 2022 (12 months)
- **Capital Asset Acquisitions:** N/A

### **Project Cost**

**Total Requested Concessionaire Funds: \$13,605,000**

**Total Cost to Complete Project: \$14,000,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$505,000	\$395,000 (CMAQ)	\$900,000
Right of Way Acquisition	\$4,750,000	\$0	\$4,750,000
Construction	\$8,350,000	\$0	\$8,350,000
Capital Asset Acquisitions			
Other			
TOTAL	\$13,605,000	\$395,000	\$14,000,000



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## **Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form**

**Submitting Jurisdiction/Agency:** Town of Vienna

**Project Title:** Nutley Street SW Mixed Use Trail: From Marshall Road SW to Tapawingo Rd SW

**Project Description:** The project proposes to expand approximately 1300 linear feet of existing 4-foot sidewalk along the east side of Nutley St SW from Marshall Road SW to Tapawingo Road SW to an 8-10 foot wide shared use trail. Gaps in the existing network of routes and paths need to be filled and one of the priorities identified in the Vienna Comprehensive Plan is to link the Vienna-Fairfax-GMU Metrorail Station to the town center and the Washington & Old Dominion Trail with bike routes and bike paths.

### **Project Milestones**

- **PE/Design:** 7/2018
- **Right of Way Acquisition:** 8/2018
- **Construction:** 8/2019
- **Capital Asset Acquisitions:** N/A

### **Project Cost**

**Total Requested Concessionaire Funds: \$295,000**

**Total Cost to Complete Project: \$295,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$75,000		\$75,000
Right of Way Acquisition	\$20,000		\$20,000
Construction	\$200,000		\$200,000
Capital Asset Acquisitions			
Other (const. admin, environ., contingency, etc.)			
<b>TOTAL</b>	<b>\$295,000</b>		<b>\$295,000</b>



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## Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

**Submitting Jurisdiction/Agency:** Town of Vienna

**Project Title:** Vienna Town Trolley: From Tysons Corner Metro Station to Vienna Metro Station

**Project Description:** Purchase of a trolley to move people from Vienna Metro to Tysons Corner Metro and within the Town of Vienna that will reduce congestion.

### Project Milestones

- **PE/Design:** N/A
- **Right of Way Acquisition:** N/A
- **Construction:** N/a
- **Capital Asset Acquisitions:** 7/2019

### Project Cost

**Total Requested Concessionaire Funds:** \$500,000

**Total Cost to Complete Project:** \$500,000

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design			
Right of Way Acquisition			
Construction			
Capital Asset Acquisitions	\$500,000		\$500,000
Other (const. admin, environ., contingency, etc.)			
TOTAL	\$500,000		\$500,000



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## Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

**Submitting Jurisdiction/Agency:** Potomac Rappahannock Transportation Commission (PRTC)  
**Project Title:** Western Bus Maintenance and Storage Facility

**Project Description:** The funding requested will be used to fund the construction of the Western Bus Maintenance and Storage Facility. The planned facility will be used to accommodate the buses that will be used to provide additional bus service on I-66 during and after construction of improvements as outlined in the "I-66 Corridor Improvement Project – Transit/TDM Technical Report" and Jennifer Mitchell's letter to NVTA Executive Director of June 13, 2016. The Western Facility is a federally compliant project. PRTC's current facility in Woodbridge is at capacity (was designed to accommodate 100 buses, but is currently home to over 153 buses) and therefore wouldn't be able to store or maintain any of the buses needed to provide service on I-66. The Western Facility would also provide PRTC will the ability to meet the long term transit needs of Prince William County and the cities of Manassas and Manassas Park citizens.

**Project Milestones**

- **PE/Design:** Completed 7/2015
- **Right of Way Acquisition/Utility Relocation:** Completed 7/2013
- **Construction:** Estimated Begin Date 11/1/2017; Estimated Completion 4/30/2019  
Estimated Commissioning 5/1 thru 6/30/2019; Estimated Operational 7/1/2019
- **Capital Asset Acquisitions:** N/A

**Project Cost**

**Total Requested Concessionaire Funds: \$11,070,000**

**Total Cost to Complete Project: \$39,790,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design		\$2,600,000 CMAQ \$500,000 Earmark	\$3,100,000
Right of Way Acquisition		\$2,400,000 CMAQ \$1,980,000 Earmarks \$412,000 State	\$4,790,000
Construction	\$11,070,000	\$16,500,000 NVTA \$9,700,000 DRPT \$2,520,000 CMAQ	\$39,790,000
Capital Asset Acquisitions			
Other			
<b>TOTAL</b>	<b>\$11,070,000</b>	<b>\$36,610,000</b>	<b>\$47,680,000</b>



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## Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

**Submitting Jurisdiction/Agency:** Potomac Rappahannock Transportation Commission (PRTC)

**Project Title:** Over-the-Road Commuter Bus Replacement

**Project Description:** PRTC is requesting funding to replace thirty-one (31) over-the-road commuter buses. These buses were manufactured in 2002, have met the FTA required useful life of 12 years, represent 26% of PRTC's peak evening pull-out, and are beginning to see their reliability declining. The funding request is for the local match to VDRPT funds that have been obtained for FY2018. It was originally envisioned that the local match would be debt-financed using fuel tax receipts as the debt service, but this would be a greater burden on PRTC's bus sponsoring jurisdictions which are seeing fuel tax receipts dwindle below their obligations.

### Project Milestones

- **PE/Design:** N/A
- **Right of Way Acquisition/Utility Relocation:** N/A
- **Construction:** N/A
- **Capital Asset Acquisitions:**

Commission Approval to Order Buses	11/2/2017
Contract and NTP to MCI	12/15/2017
First Bus Delivered	12/30/2018
Last Bus Delivered	4/30/2019

### Project Cost

**Total Requested Concessionaire Funds: \$5,860,000**

**Total Cost to Complete Project: \$5,860,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design			
Right of Way Acquisition			
Construction	\$5,860,000	\$12,450,000 (DRPT)	\$18,310,000
Capital Asset Acquisitions			
Other			
<b>TOTAL</b>	<b>\$5,860,000</b>	<b>\$12,450,000</b>	<b>\$18,310,000</b>



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## Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

**Submitting Jurisdiction/Agency:** Potomac Rappahannock Transportation Commission (PRTC)  
**Project Title:** On-Board Security Enhancements

**Project Description:** Upgrade cameras on the over-the-road fleet from Drive Cam event-triggered system to nine camera Apollo system in use on other PRTC buses. The upgrade will allow for full vehicle on-camera coverage, immediate event playback and real-time monitoring - including the monitoring of external conditions improving response to traffic and congestion issues effectively supplementing VDOT's existing camera system. PRTC is currently testing deployment in the field with a one-bus pilot and could deploy to the remaining fleet once funding has been secured.

### **Project Milestones**

- **Pilot:** 6/2017 – 9/2017
- **Capital Asset Acquisitions:** 10/2017 – 11/2017
- **Installation:** 11/2017 – 1/2018

### **Project Cost**

**Total Requested Concessionaire Funds: \$1,450,000**

**Total Cost to Complete Project: \$1,450,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
Parts/Component Acquisition	\$1,330,000		\$1,330,000
Installation	\$120,000		\$120,000
Other			
<b>TOTAL</b>	<b>\$1,450,000</b>		<b>\$1,450,000</b>



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## **Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form**

**Submitting Jurisdiction/Agency:** Potomac Rappahannock Transportation Commission (PRTC)  
**Project Title:** Bus Stop Improvements

**Project Description:** Bus stop improvements for PRTC services in the I-66 corridor, including adding shelters and bicycle racks to bus stops. These improvements will encourage increased ridership by improving the passenger experience and enhancing accessibility. PRTC will identify bus stops in the Manassas and Gainesville areas where these added amenities will have the most impact and be most easily added based on neighboring land use, streetscape, and surrounding residential development. Encouraging the use of on-street bus stops through these improvements will not only support transit use in general, but will also provide an attractive alternative to the use of commuter parking, which is in short supply until the park-and-ride lots designed as part of the I-66 Express Lanes project can be built.

### **Project Milestones**

- **PE/Design:** 12/17 – 12/21
- **Right of Way Acquisition:** 12/17 – 12/22
- **Construction:** 6/18 – 6/22
- **Capital Asset Acquisitions:** 12/17 – 12/21

### **Project Cost**

**Total Requested Concessionaire Funds: \$540,000**

**Total Cost to Complete Project: \$540,000**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$350,000		\$350,000
Right of Way Acquisition	\$110,000		\$110,000
Construction	\$80,000		\$80,000
Capital Asset Acquisitions			
Other			
<b>TOTAL</b>	<b>\$540,000</b>		<b>\$540,000</b>



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## **Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form**

**Submitting Jurisdiction/Agency:** Virginia Railway Express (VRE)

**Project Title:** VRE Manassas Line Capacity Expansion and Real-time Multimodal Traveler

**Project Description:** The project expands the capacity of the I-66 Outside the Beltway (OTB) corridor by increasing the number of seats on VRE Manassas Line trains that serve travelers who may otherwise drive on I-66. All Manassas Line trains will be lengthened to a minimum of 8 cars, and up to 10 cars based on demand in order to provide additional seating capacity on VRE trains. The project involves acquisition of rolling stock and expansion of the Broad Run Yard necessary to store the new train cars. The platform at Broad Run station will need to be moved north to allow space for the yard expansion. Additional parking spaces at Manassas Park and Broad Run stations, improved access to an existing surface lot at Manassas station, and additional bike parking will be provided to facilitate access for the additional VRE riders. The project also integrates real-time VRE train arrival, and seat and parking availability data with other multimodal information in the I-66 corridor that will be provided over VRE Mobile, the internet, and through displays at key decision points along I-66 and adjacent roads to allow travelers to make the most appropriate choice of mode for their trip.

### **Project Milestones**

- **PE/Design:** FY 2018 – FY 2019
- **Right of Way Acquisition:** FY 2020 – FY 2021
- **Construction:** FY 2020 – FY 2023
- **Capital Asset Acquisitions:** FY 2019-FY2022
- **Other:** FY 2019 – FY 2022

### **Project Cost**

**Total Requested Concessionaire Funds: \$128,496,000**

**Total Cost to Complete Project: \$151,422,388**

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design	\$4,814,000	\$4,851,902	\$9,665,902
Right of Way Acquisition	\$5,519,000	\$9,744,486	\$15,263,486
Construction	\$86,562,000		\$86,562,000
Capital Asset Acquisitions	\$28,120,000	\$5,250,000	\$33,370,000
Other	\$3,481,000	\$3,080,000	\$6,561,000
<b>TOTAL</b>	<b>\$128,496,000</b>	<b>\$22,926,388</b>	<b>\$151,422,388</b>

Rolling Stock: \$28,120,000  
Broad Run Station, Parking and Yard Expansion: \$44,156,000  
South Manassas Third Track: \$20,131,000  
Manassas Station Platform Extension: \$9,125,000  
Manassas Park Parking Garage and Bridge: \$23,483,000  
Realtime Multimodal Traveler Information: \$3,481,000

Jurisdiction/Agency	Priority	Project Name	Funding Request	Project Jusitfication (Excerpted from project application)	Funding Recommendation
Arlington County	1	East Falls Church Metrorail Station Bus Bay Expansion	\$ 4,841,000	Project will be used to accommodate the new commuter buses that will be utilized as part of the Transform I-66 OTB project. The project will expand bus bay capacity at the East Falls Church Metrorail Station.	<b>Yes.</b> Bus bays will be used to accommodate the new commuter buses that is part of the Transform 66 OTB Project.
	2	East Falls Church Metrorail Station Second Entrance	\$ 22,717,000	Per I-66 transit plans dating back to the 2009 DRPT study, the new western entrance will provide additional bus bays for bus-to-rail transfers, namely for the Rapid Bus Service planned as part of the I-66 Outside the Beltway project. The location of the bus bays on the Washington Blvd. flyover will allow for expedited access to the Metrorail station for I-66 buses, and quick return to eastbound I-66 for buses continuing east.	<b>No.</b> The schedule of the project does not anticipate completing design by toll day one. The facility is not anticipated to open until summer of 2027. This is not in the spirit of using all concessionaire funding and opening the facility by toll day one.
		<b>TOTAL</b>	<b>\$ 27,558,000</b>		<b>\$ 4,841,000</b>
Fairfax County	1	Jermantown Road Bridge over I-66: Widening to four lanes	\$ 11,000,000	Project will provide a wider bridge that will facilitate the movement of local traffic that travels between neighborhoods north and south of I-66. Drivers generally utilize Route 50, Jermantown Road, and Route 123 to traverse I-66 in this area of the corridor. Widening this bridge will alleviate the local traffic on Routes 50 and 123, thereby improving service for the commuters that will be utilizing these interchanges to enter/exit the I-66 General Purpose and Express Lanes. Additionally, widening this bridge as part of the project would avoid additional construction impacts and potential negative impact on toll revenue after the I-66 project is complete.	<b>Yes.</b> A wider bridge will facilitate the movement of traffic from the Vienna/Oakton area to access the I-66 managed-lane entrance at Monument Dr. Concessionaire concurs with the widening and would like for it ot occur as part of the construction of the overall Transform 66 Project to avoid additional construction impacts after the project is complete. Project directly impacts two localities.
	2	Route 50 and Waples Mill Road Intersection Improvements	\$ 2,000,000	Intersection improvement at Route 50 and Waples Mill Road by providing a second left turn lane from Route 50 Westbound onto Waples Mill Road. In addition to the second turn lane, other intersection modifications that would help facilitate access to and from I-66 to this intersection include: - Split phase operations along Waples Mill Road - Three eastbound through lanes - Three northbound left-turn lanes - Reconfigure the I-66 eastbound on-ramp from US 50 westbound to an option lane	<b>Yes.</b> This intersection currently operates over capacity during peak conditions. FCDOT funded a study/ operational analysis of this intersection. Results of this analysis were that the intersection does not process the full demand during the peak hour. This will translate to longer delays, lower levels of service, and greater peak hour spreading if capacity improvements are not implemented.
	3	Monument Drive bridge pedestrian facility improvement	\$ 3,800,000	This project is within the I-66 Outside the Beltway Corridor. Users in the corridor would benefit. The pedestrian facility will improve access to a nearby commuter parking facility, which will serve the commuter bus service along the I-66 corridor that will utilize the managed lanes. Most of the bridges over I-66 are being reconstructed as part of the I-66 Project. As part of the reconstruction, sidewalks are being added if they were lacking. Monument Drive is an exception because the bridge does not have to be reconstructed in Phase I.	<b>Yes.</b> The pedestrian facility will improve access to a nearby commuter parking facility, which will serve the commuter bus service along the I-66 corridor that will utilize the managed lanes.
	4	Commuter Parking Structure at Government Center/Fairfax Corner	\$ 38,500,000	Construct a parking structure for commuter parking on land that is owned by the County that was purchased for the purpose of constructing a commuter parking facility for a future Metrorail Station or other mass transit improvement. The project is in the I-66 Outside the Beltway Corridor and the users would have immediate access to the Monument Drive access ramps both east and west.	<b>Yes.</b> The project is in the I-66 Outside the Beltway Corridor and the users would have immediate access to the Monument Drive access ramps both east and west. Project would facilitate greater use of transit and carpooling in the corridor. Users within the corridor would benefit by better access to transit services operating in the corridor, including the new commuter bus service that will be implemented as part of Transform 66. The facility would also provide a location for carpool formation, for those using the Express Lanes.
	5	Lee Highway Pedestrian Improvements: Completion of missing segments of the pedestrian walkway on the south side of Lee Highway from Nutley Street to Vaden Drive	\$ 1,325,000	This project will complete missing segments of the bike and pedestrian network on the south side of Lee Highway from Nutley Street to Vaden Drive, providing improved access to the Vienna Metrorail Station, the Cross County Trail, and other amenities.	<b>Yes.</b> Project would complete the missing gaps in bike and pedestrian network along Lee Highway, providing improved access to the Vienna Metrorail Station, the Cross County Trail, and other amenities. Improving access to the Vienna Metrorail Station, this project will provide greater access to the existing bus service and new I-66 Transit Service that is a component of the Transform 66 Multimodal Improvements. This project will allow more commuters to make trips by bike and transit instead of car, which will could improve mobility not just on I-66, but also on the parallel facilities of Lee Highway and Route 50. It would bring this segment of Lee Highway into conformance with the Comprehensive Plan policy of providing sidewalks on both sides of the street.

Jurisdiction/Agency	Priority	Project Name	Funding Request	Project Jusitification (Excerpted from project application)	Funding Recommendation
Fairfax County	6	Poplar Tree Road bridge construction to four lanes	\$ 6,000,000	As part of the Transform I-66 Outside the Beltway project, Poplar Tree Road bridge is proposed to be constructed as a two lane bridge. However, the County proposes that the bridge be constructed as a four-lane facility instead that matches the ultimate configuration reflected in the Fairfax County Comprehensive plan. At a minimum, the County requests the proposed two-lane bridge to be constructed by the I-66 project not preclude the future widening of this bridge structure to four lane facility.	<b>Yes.</b> The construction of the Poplar Tree bridge is currently being considered as an improvement to the I-66 Transform I-66 Outside the Beltway project. The County request that the Poplar Tree bridge be constructed as a four lane facility as part of the Transform I-66 Outside the Beltway project that matches the ultimate configuration consistent with the Fairfax County Comprehensive plan, instead of constructing as a two lane bridge facility.
	7	I-66 Median Widening (Lee Highway (Route 29) to Route 28) for WMATA Orange Line Accommodation	\$ 40,000,000	Implementing the Preferred Alternative concept which would provide a wider median in Centreville area from west of Route 28 through the Route 29 interchange and to the planned future rail station location, a distance of approximately 5,000 feet, instead of the limited improvements in Phase 1 of the Transform I-66 Outside the Beltway project. If the I-66 overpass above Route 29 would be affected, reconstruction of this bridge should be included in this project. This project will accommodate the future WMATA Orange Line extension to Centreville. Should these improvements not be done in conjunction with the I-66 OTB, the Orange Line extension would still be possible, but improvements associated with this project would come at a much higher, inflated cost.	<b>Yes.</b> The project is part of Transform 66 project, and on the I-66 Corridor. Implementation can be done in conjunction with I-66 OTB project. The extension of the Metro Orange Line from Vienna to Centreville will significantly reduce congestion on I-66. Commuters currently driving to Vienna to board Metrorail will have the option of boarding Metrorail at points further west along the Orange Line. While the timing of the Orange Line extension has yet to be determined, it <b>would</b> be beneficial to construct this improvement at this time, in order to avoid the need for additional modifications and costs in the future.
	8	Underpinning I-66 to allow the future extension between Stone Road at Route 29 and New Braddock Road	\$ 12,000,000	Fairfax County Comprehensive plan includes the future extension of New Braddock Road between Stone Road at Route 29. The County requests that additional measures be implemented such as underpinning I-66 at the location to allow the future extension between Stone Road at Route 29 and New Braddock Road to be constructed with minimal disruption in the future. The County requests that, at a minimum, the Transform I-66 Outside the Beltway project determine adequate measures to not preclude the future extension of New Braddock Road, associated with the planned I-66 widening as a result of adding the Express Lanes.	<b>No.</b> While project seeks to provide a wider median for the future extension of the Orange Line, as noted in the project application, I-66 is not the catalyst for the extension of New Braddock Rd which could be constructed independent of the Transform 66 OTB
	9	Implementing the Preferred Alternative Concept at the I-66 and Monument Drive interchange	\$ 140,000,000	Project would construct the Preferred Alternative Concept at the I-66 and Monument Drive interchange instead of Phase 1 of the Transform I-66 Outside the Beltway project. While the timing of the Orange Line extension has yet to be determined, it would be beneficial to construct this interchange as ultimate configuration as part of the I-66 project in order to avoid the need for reconstructing this interchange in the future when the Metro Orange line is extended.	<b>No.</b> Project should be considered as part of any future extension of the Orange Line. The Concessionaire should be encouraged to mitigate future expenses as part of the design elements of Phase 1.
	10	Additional Ramp Connections at Fairfax County Parkway: Additional ramp connections from I-66 Eastbound Express Lane to Northbound Fairfax County Parkway and from Southbound Fairfax County Parkway to I-66 Westbound Express Lane	\$ 80,000,000	This project is in the I-66 Outside the Beltway Corridor. It would benefit users of the corridor by providing better access to employment areas north of I-66 and along the Dulles Corridor. These ramps at the Fairfax County Parkway would allow drivers on the Express Lanes to use the Fairfax County Parkway to get to major employment areas on the Dulles Corridor. As currently planned, all Express Lane users from the west would use Route 28 to get to the employment areas in the Dulles Corridor. If they worked in the eastern part of the Corridor, they would have to use the Dulles Toll Road or local streets to access their work sites. These ramps at the Fairfax County Parkway would provide an alternative route and distribute traffic more effectively. Additionally, residents along the Dulles Corridor and along the Parkway would have better access to the I-66 Westbound Express Lanes.	<b>No.</b> Route 28 interchange reconstruction considers the traffic to/from the North. In addition, this is not part of any approved plans such as TransAction 2040 or Comprehensive Plan.
		<b>TOTAL</b>	<b>\$ 334,625,000</b>		<b>\$ 102,625,000</b>
Prince William County	1	Route 234 at Balls Ford Road Interchange Including Balls Ford Road Improvements	\$ 167,950,000	Project located inside the I-66 OTB Corridor. The Transform I-66 OTB project includes a 1300 capacity P&R facility located along Notes Dr which can only be accessed through Balls Ford Rd. The new P&R facility will add more congestion to an already failing intersection at Balls Ford Rd @ Prince William Pkwy (PWP) and the failing intersection at Balls Ford Rd @ Sudley Rd. Transform 66 is not proposing any improvements to help mitigate the impacts of the new P&R lot for either of the two access points onto Balls Ford Rd.	<b>Yes.</b> The interchange will help mitigate the impacts of congestion of the new P&R lot and from PWP accessing the I-66 general purpose and express lanes during morning rush hour. Interchange will also provide enhance access to the existing 450 space P&R lot at Cushing Rd adjacent to the ramp to I-66 eastbound. Project was evaluated in the second round of SmartScale and rated amongst the top four for congestion reduction. Project was not funded in SmartScale due to costs.
	2	Balls Ford Road Widening: Groveton Road to Route 234 Business (Sudley Road)	\$ 67,405,000	Project located inside the I-66 OTB Corridor. The Transform I-66 OTB project includes a 1300 capacity P&R facility located along Notes Dr which can only be accessed through Balls Ford Rd. The new P&R facility will add more congestion to an already failing intersection at Balls Ford Rd @ Prince William Pkwy and the failing intersection at Balls Ford Rd @ Sudley Rd. Transform 66 is not proposing any improvements to help mitigate the impacts of the new P&R lot for either of the two access points onto Balls Ford Rd.	<b>Yes.</b> Project will provide improved access to the new P&R facility in comparison to the existing 2-lane facility and help mitigate increased congestion from commuters accessing the new P&R lot. Would improve economies of scale if project done in tandem with the above referenced project. Project was evaluated in the second round of SmartScale-was not funded due to costs
	3	Route 15 Improvement with Railroad Overpass	\$ 52,728,411	Limited resources and increasing restrictions on state program funding have hindered the County from moving forward on this project although it is located between two recent improvements in the corridor. One of the improvements is the diamond interchange at Rt. 15 @I-66. This has resulted in several rail and automative crashes which have resulted in major tie-ups throughout the Haymarket/Gainesville area.	<b>No.</b> Project is a primarily a safety project with minimum congestion reduction benefits. Project did undergo the HB 599 evaluation conducted as part of the NVTA's FY2015-2016 Program and was also evaluated under both rounds of SmartScale-receiving low scores.

Jurisdiction/Agency	Priority	Project Name	Funding Request	Project Jusitfication (Excerpted from project application)	Funding Recommendation
Prince William County	4	Wellington Road Widening: Devlin Road to Prince William Parkway	\$ 109,900,000	Improvments to Welllghton Rd will provide intracounty access to Innovation Park, Virginia Gateway, Jiffy Lube Live and industrial areas along the roadway. The road also provides access to the City of Manassas. Project along with grade-separated interchange at PWP@Sudley Manor Dr, will eliminate potential traffic concerns of having three major roadways (Wellington Rd, Prince William Pkwy, Sudley Manor,) intersect within close proximity.	<b>No.</b> Although located less than a mile from I-66, project seems to be localized in nature providing "intra-county" connections. Project was evaluated under SmartScale and received very low score.
	5	Route 234 (Prince William Parkway) and Sudley Manor Drive Interchange	\$ 126,400,000	New 3-level, braided, cloverleaf interchange with improvements to RT234 and Sudley Manor Dr as well as additional signals at ramps will improve traffic flow in the corridor as well as access to nearby employment centers and park&ride facilities	<b>No.</b> Although located less than a mile from I-66, project seems to be localized in nature providing "intra-county" connections. Project was evaluated under SmartScale and received very low score.
	6	Route 234 (Prince William Parkway) and University Boulevard Interchange	126,400,000	New half-cloverleaf interchange with improvements to RT234 and University Blvd as well as additional signals at ramps will improve traffic flow in the corridor as well as access to employment and park&ride facilities.	<b>No.</b> Although located less than a mile from I-66, project seems to be localized in nature providing "intra-county" connections. Project was evaluated under SmartScale and received very low score.
		<b>TOTAL</b>	<b>\$ 650,783,411</b>		<b>\$ 235,355,000</b>
City of Fairfax	1	George Snyder Trail: From Chain Bridge Road (Route 123) to Fairfax Boulevard (Route 50) at Draper Drive	\$ 13,605,000	The proposed trail will fill in gaps in the existing regional trail network. The path will be constructed of asphalt concrete and will be a minimum of 10 feet wide (and up to 15 feet wide in areas with steep slopes) with a two foot shoulder on each side.This project is located just south of I-66 in the City of Fairfax and was specifically designed to connect to the proposed I-66 trail that will be constructed as part of the I-66 Outside the Beltway Project. As part of the trail project, VDOT is constructing a southern spur onto Chain Bridge Road (Route 123) that will connect with the Snyder Trail via a new pedestrian crossing at a new signalized intersection on Chain Bridge Road.	Project was evaluated as part of the second round of SmartScale and was ranked 152 out of 404 -Statewide. Project was 3 projects under the funding threshold for SmartScale funding. This project is located just south of I-66 in the City of Fairfax and was specifically designed to connect to the proposed I-66 trail that will be constructed as part of the I-66 Outside the Beltway Project. As part of the trail project, VDOT is constructing a southern spur onto Chain Bridge Road (Route 123) that will connect with the Snyder Trail via a new pedestrian crossing at a new signalized intersection on Chain Bridge Road.
		<b>TOTAL</b>	<b>\$ 13,605,000</b>		<b>\$ 13,605,000</b>
Town of Vienna	1	Nutley Street SW Mixed Use Trail: From Marshall Road SW to Tapawingo Road SW	\$ 295,000	This project proposes to expand approximately 1300 linear feet of existing 4-foot sidewalk along the east side of Nutley Street SW to Tapawingo Road SW to an 8-10 foot wide shared use trail. This will enable non-motorized access to Vienna Metro.	<b>Yes.</b> The trail provides a link that connects the town trail system to the trails around the Vienna metro station.
	2	Vienna Town Trolley: From Tysons Corner Metro Station to Vienna Metro Station	\$ 500,000	Purchase of a trolley to move people from Vienna Metro to Tysons Corner Metro and within the Town of Vienna that will reduce congestion.	<b>No.</b> No operational funds/commitment identified. Project withdrawn.
		<b>TOTAL</b>	<b>\$ 795,000</b>		<b>\$ 295,000</b>
PRTC	1	Western Bus Maintenance & Storage Facility	\$ 11,070,000	Facility will be used to accommodate the Commuter Buses as identified as part of the I-66 OTB project. Continuation of existing NVTA and DRPT funded project.	<b>Yes.</b> Project will be used to accommodate commuter buses that will be implemented as part of the Transform 66 OTB project. Users within the corridor would benefit by better access to transit services operating in the corridor, including the new commuter bus service that will be implemented as part of Transform 66 OTB project.
	2	Over-the-Road Commuter Bus Replacement	\$ 5,860,000	Replacement of 31 buses throughout the PRTC area will provide uninterrupted service.	<b>No.</b> Buses are for entire PRTC service area. Cannot guarantee that all buses would be utilized in the I-66 OTB Corridor.
	3	On-Board Security Enhancements	\$ 1,450,000	Upgrade cameras on the over-the-road fleet from Drive Cam event-triggered system to nine camera Apollo system in use on other PRTC buses throughout the PRTC service area.	<b>No.</b> The system is still under pilot testing stage. The deployment is for the entire PRTC service area. Cannot guarantee that all the equipment will be used on I-66 corridor.
	4	Bus Stop Improvements	\$ 540,000	Bus stop improvements for PRTC services in the I-66 corridor, including adding shelters and bicycle racks to bus stops.	<b>No.</b> Park & ride lots proposed under Transform 66 will increase commuter parking capacity that will offset the projected need.
		<b>TOTAL</b>	<b>\$ 18,920,000</b>		<b>\$ 11,070,000</b>
VRE	1	VRE Manassas Line Capacity Expansion and Real-time Multimodal Traveler Information Project (rolling stock, Broad Run station/parking/ expansion, South Manassas 3rd Track, Manassas Station Platform Extension, Manassas Park Parking/Bridge, Realtime Traveler Info)	\$ 128,496,000	The project expands the capacity of the I-66 Outside the Beltway (OTB) corridor by increasing the number of seats on VRE Manassas Line trains that serve travelers who may otherwise drive on I-66. All Manassas Line trains will be lengthened to a minimum of 8 cars, and up to 10 cars based on demand. This will provide additional seating capacity .	<b>Yes.</b> The project expands the capacity of the VRE Manassas Line which is part of the I-66 Outside the Beltway Corridor and transports travelers that would otherwise drive along I-66 or adjacent roadways.
		<b>TOTAL</b>	<b>\$ 128,496,000</b>		<b>\$ 128,496,000</b>
<b>TOTAL REQUEST</b>			<b>\$ 1,174,782,411</b>		<b>\$ 496,287,000</b>



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

## Transform 66 Outside the Beltway Concessionaire Funding Project Submittal Form

### Project Information

Submitting Jurisdiction/Agency:

Project Title:

Project Location: (map)

Project Description:

### General Project Eligibility Consideration Criteria. Please check all that apply.

Provide supporting documentation

Project in a Regionally Adopted Plan/ Document:

- a. TransAction 2040 \_\_\_\_\_
- b. VTrans 2040 \_\_\_\_\_
- c. I-66 Corridor of Statewide Significance \_\_\_\_\_
- d. Comprehensive Plan \_\_\_\_\_
- e. Capital Improvement Plan \_\_\_\_\_
- f. Regional Transportation Priorities Plan \_\_\_\_\_
- g. Constrained Long Range Plan \_\_\_\_\_
- h. Transportation Improvement Program \_\_\_\_\_
- i. Other Regionally Adopted Plan (*please specify*) \_\_\_\_\_
- j. Letter or resolution of support via formal approval by the governing body \_\_\_\_\_

### Additional Project Criteria.

Provide supporting documentation

Projects must meet all of the following criteria:

Projects must be in the I-66 Outside the Beltway Corridor or demonstrate a clear and compelling nexus to the I-66 Outside the Beltway Corridor.

Projects must demonstrate utilization of concessionaire funding by toll day-one (mid- 2022).

Projects must demonstrate commitment of any required operation and/or maintenance funds.

Projects must show benefit to users within the corridor.

Studies are ineligible for funding consideration.

If other funding sources is required to complete the project, project must demonstrate other such funding has been appropriated/allocated or otherwise currently available to the project.

### Project Milestones

Specify start and end dates

Project Milestones by Project Phase:

- PE/Design:
- Right of Way Acquisition:
- Construction:
- Capital Asset Acquisitions:
- Other:

### Project Cost

Total Requested Concessionaire Funds:

Total Cost to Complete Project:

Project Phases	Requested Concessionaire Funding	Other Sources of Funding (Amount by source)	Total Cost by Phase
PE/Design			
Right of Way Acquisition			
Construction			
Capital Asset Acquisitions			
Other			
TOTAL			

## Prioritization

Priority consideration will be given to projects that can accomplish two or more of the following:

- Project has undergone a performance based evaluation process (i.e. TransAction 2040, SmartScale).
- Project can demonstrate the ability to reduce congestion.
- Project is a joint effort between two or more localities or agencies.
- Project is an extension/expansion of a project currently encompassed as part of the Transform 66 OTB project.
- Project was requested to be included in the Transform 66 OTB project (must be demonstrated via documentation).
- Project can be constructed prior to toll day one (mid-2022).

## Additional Documentation/Information in Support of this Project

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**SUBJECT:** Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds  
for Fairfax County

**DATE:** July 7, 2017

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1. **Purpose.** To seek Northern Virginia Transportation Authority approval for Congestion Mitigation and Air Quality (CMAQ) funds Reallocation Requests for Fairfax County.
2. **Suggested Motion:** *I move Authority approval of the reallocation of Regional Surface Transportation Program (RSTP) funds for Fairfax County.*
3. **Background:** On September 11, 2008, the Authority delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTa to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, the Authority will need to approve the transfer requests for new projects before any funds can be reallocated.

On March 30, 2017, Fairfax County requested the following transfer:

- \$93,200 in FY2017 CMAQ funds from Fairfax County Dulles Congestion Mitigation Projects (UPC 82839) to Fairfax County Phase II Dulles Metrorail TMP (Temporary UPC T19445). This is a transfer of remaining funds from Phase I of a project to Phase II of the same project.

At its meeting on June 29, 2017, the RJACC recommended approval of the reallocation request for Fairfax County.

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

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



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

July 13, 2017

Ms. Helen Cuervo  
District Administrator

Virginia Department of Transportation  
4975 Alliance Dr. Suite 4E-342  
Fairfax, Virginia 22030

Reference: Request to Reallocate of Congestion Mitigation and Air Quality (CMAQ) funds for Fairfax County

Dear Ms. Cuervo:

On September 11, 2008, the Northern Virginia Transportation Authority (NVTA) delegated the authority to approve requests to reallocate Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funding between projects that were previously approved by the NVTA to the Regional Jurisdiction and Agency Coordinating Committee (RJACC). However, since the receiving projects are new, the Authority needs to approve the transfer requests before any funds can be reallocated.

On March 30, 2017, Fairfax County requested the following transfer:

- \$93,200 in FY 2017 CMAQ funds from Fairfax County Dulles Congestion Mitigation Projects (UPC 82839) to Fairfax County Phase II Dulles Metrorail TMP (Temporary UPC T19445).
- This is a transfer of remaining funds from Phase I of a project to Phase II of the same project.

On July 13, 2017, the Authority approved the request noted above. Please take the necessary steps to reallocate these funds in the Transportation Improvement Program and the State Transportation Improvement Program. Thank you very much.

Sincerely,

Martin E. Nohe  
Chairman

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



# County of Fairfax, Virginia

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

March 30, 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 Congestion Mitigation Air Quality (CMAQ) Funds

Dear Ms. Dominguez:

Fairfax County requests the approval of the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Northern Virginia Transportation Authority to transfer \$93,200 in CMAQ funds.

The funds will be transferred from Fairfax County Dulles Congestion Mitigation Projects (UPC 82839) to Fairfax County Phase II Dulles Metrorail TMP (Temporary UPC T19445). This is a transfer of funds left over from the initial phase of the project on to Phase II of the same project.

If you have any questions or concerns about this request please contact Brent Riddle at (703) 877-5659.

Sincerely,

*Tom Biesiadny*  
for: Tom Biesiadny

Tom Biesiadny  
Director

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

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)



Attach Signed Request of Transfer Letter

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

**DATE:** July 7, 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 Five Year Strategic Plan.** The Authority will receive a briefing on the status of its first Five Year Strategic Plan at the September 14, 2017 meeting. The Strategic Plan builds upon the Authority's vision statement through the application of strategies to the adopted goals. This effort brings together the collaborative insights and suggestions from Authority Members, jurisdictions, agencies and NVTA staff.
3. **Transportation Planning Board's Long Range Plan Task Force.** The TPB's Long Range Plan Task Force, which is working to identify a limited set of regionally significant projects, programs, and policies above and beyond what is in the current Constrained Long-Range Transportation Plan (CLRP), met on Wednesday, July 5, 2017. At this meeting, the Task Force unanimously supported ten improvement initiatives being developed for analysis to determine what if any impact they will have in addressing congestions and mobility needs of the region in the future.

The next step is for the TPB to review and take action at its July 19, 2017 meeting, on the task force's recommended list of 10 initiatives to be analyzed.

4. **NVTA Standing Committee Meetings:**

- **Planning and Programming Committee:** The NVTA Planning and Programming Committee will meet on Friday, September 8, 2017 at 10:00am.
- **Finance Committee:** The July 20, 2017 meeting of the Finance Committee has been cancelled. The next meeting of the Finance Committee is scheduled for Thursday, September, 21, 2017 at 1:00pm.
- **Governance and Personnel Committee:** The NVTA Governance and Personnel Committee will meet on Thursday, September 9, 2017 at 6:00pm.

**5. NVTA Statutory Committee Meetings:**

- **Planning Coordination Advisory Committee:** The PCAC will meet on Wednesday, September 27, 2017 at 6:30pm.
- **Technical Advisory Committee:** The TAC will meet on Wednesday, September 20, 2017 at 7:00pm.

**6. CMAQ-RSTP Transfers:**

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

**7. FY2014-2016 NVTA Regional Projects Status Report:**

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

**Attachments:**

- A.** CMAQ-RSTP Transfers
- B.** FY2014-2016 NVTA Regional Projects Status Report

# Attachment A.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY MEMORANDUM

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

**FROM:** Monica Backmon, Executive Director

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

**DATE:** July 7, 2017

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- 1. Purpose:** To inform the Authority of Regional Jurisdiction and Agency Coordinating Committee (RJACC) Approval of Reallocation of Congestion Mitigation and Air Quality (CMAQ) funds for the City of Alexandria.
- 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 June 28, 2017, the City of Alexandria requested the following reallocations to ITS Integration IV (UPC 106562):

- \$39,721 in previous year CMAQ funds from Traffic Signal Synchronization (UPC 70586).
- \$26,660 in previous year CMAQ funds from the Duke Street Pedestrian Improvement project (UPC 63364).
- \$33,446 in previous year CMAQ funds from the Traffic Study Old Town project (UPC 63362).

These reallocations will allow the City of Alexandria to proceed with the construction of the fourth phase of the Intelligent Transportation System Integration project. The City plans to begin construction of this phase in 2019.

The RJACC approved these requests on June 29, 2017.

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

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



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

July 13, 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) funds for the City of Alexandria

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 June 28, 2017, the City of Alexandria requested the following reallocations to ITS Integration IV (UPC 106562):

- \$39,721 in previous year CMAQ funds from Traffic Signal Synchronization (UPC 70586).
- \$26,660 in previous year CMAQ funds from the Duke Street Pedestrian Improvement project (UPC 63364).
- \$33,446 in previous year CMAQ funds from the Traffic Study Old Town project (UPC 63362).

These reallocations will allow the City of Alexandria to proceed with the construction of the fourth phase of the Intelligent Transportation System Integration project. The City plans to begin construction of this phase in 2019.

NVTA's delegation requires that the RJACC notify the NVTA of these requests. The RJACC approved these requests on June 29, 2017, and the NVTA was informed at their July 13, 2017, meeting. The NVTA has not objected to these reallocations.

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

Sincerely,

Noelle Dominguez  
NVTA RJACC Chairman

cc: Martin E. Nohe, Chairman, NVTA  
Monica Backmon, Executive Director, NVTA  
Yon Lambert, Director, City of Alexandria Department of Transportation and Environmental Services



**DEPARTMENT OF TRANSPORTATION  
AND ENVIRONMENTAL SERVICES**

**P.O. Box 178 - City Hall  
Alexandria, Virginia 22313  
703.746.4025**

**alexandriava.gov**

**June 28, 2017**

Noelle Dominguez, Chairman  
Regional Jurisdiction and Agency Coordinating Committee (RJACC)  
Northern Virginia Transportation Authority (NVTa)  
3040 Williams Drive, Suite 200  
Fairfax, Virginia 22031

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

Dear Ms. Dominguez,

The City of Alexandria requests the Regional Jurisdictional Coordinating Committee's (RJACC) approval to reallocate the following funds to UPC #106562 (ITS Integration IV) which is a previously approved CMAQ project:

- \$39,721 from UPC #70586 (Traffic Signal Synchronization) of previously allocated CMAQ funds;
- \$26,660 from UPC #63364 (Duke Street Pedestrian Improvement) of previously allocated CMAQ funds; and
- \$33,446 from UPC #63362 (Traffic Study Old Town) of previously allocated CMAQ funds.

This reallocation will allow the City of Alexandria to proceed with the construction of the fourth phase of the Intelligent Transportation System Integration project. The City plans to begin construction of this phase in 2019.

Thank you for your assistance in this matter.

Noelle Dominguez

June 28, 2017

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Please feel free to contact Carrie Sanders, Deputy Director of Transportation & Environmental Services at 703.746.4088 should you have further questions.

Sincerely,

A handwritten signature in black ink that reads "Carrie Sanders". The script is cursive and fluid.

Carrie Sanders

Deputy Director

Transportation & Environmental Services

cc: Yon Lambert, Director/T&ES

Allan Fye, Acting Division Chief of Transit/T&ES

Attach Signed Request of Transfer Letter



# NVTA FY2014-17 Program Project Status

## Attachment B

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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 6/30/17
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	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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. The NVTA funded phase of this project is significantly completed as of June 2016. Final paving and striping was mostly completed in December 2016 at the same time as an adjacent County project. Only punch-list items remain on this project, plus green bike lane painting. A ribbon cutting ceremony was held on May 18, 2017. There are only a few remaining punch-list items on this project. Remaining funds will be used to implement the real-time information signage installation. The planning process for this task has just begun. An updated schedule on this phase will be provided in the July update.	Spring 2017	Spring 2017.	75.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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%
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 – Conducted Kick Off Meeting on June 19 <sup>th</sup> , 2017. 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 Task 3 – August 2017 Task 4 – Dec. 2017 Task 5 – Summer 2018	Task 2 – Summer 2019 Task 3 – August 2017 Task 4 – Dec. 2017 Task 5 – Summer 2018	3.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
Arlington County	<p><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.</p>	\$3,000,000 (FY2017)	Design, PE, ROW, Construction	Preliminary field assessment has been completed. Survey has been completed. Procurement of consultant thru existing on call contract underway.	June 2020	June 2020	0%

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 6/30/17
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	90.5%
	<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 is in the process of awarding a contract for the construction of the kiss and ride, bus bays, bike facilities and taxi waiting areas.	Spring 2019	Spring 2019	26.6%
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 DIT wiring is ongoing. The Administration Building expansion is complete. Punch list is being addressed.	September 2017	September 2017	40.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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. 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 are now modeling an 8-lane section. Results expected 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. LUP for Geotechnical survey work received from VDOT; survey ongoing. VDOT Review: Meeting scheduled for July 5, 2017 with VDOT to review cost estimates and traffic study for 8 lane section.	2020	February 2018	33.7%
	<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 6/30/17
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.	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.	2022	Spring 2021	0%
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	Design is 30% completed for original typical cross section concept. Staff met with elected officials to discuss the typical section. Public Information Meeting (PIM) was held on June 22, 2016. Meetings with individual HOAs completed. Undergrounding of utilities option is being looked into.	2018	Summer 2017	62.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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	0%
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. Board endorsement of Design. Public Hearing Plans 6/6/2017.	2025	June 2020	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
Fairfax County/ Virginia Department of Transportation UPC 82135	<b>Route 7 Bridge over Dulles Toll Road</b> - Widen Route 7 from 4 lanes to 6 lanes, from approximately 0.1 mile west of Tyco Road to approximately 0.6 mile west of Tyco Road. The project will add one extra lane and 14 foot wide shared-use path on each direction.	\$13,900,000 (FY2015-16)	Construction	ROW Acquisitions and Utility relocations are ongoing. Existing piers are being widened to replace the full superstructure. Construction of two underpasses is complete. Construction of one underpass and two overpasses along shared- use paths is underway. Construction of three underpasses and two overpasses along shared- use paths is underway. Final design for the roadway is complete. Review of lighting plans along the roadway by MWAA, Fairfax County and VDOT is complete. Westbound roadway traffic switched on new bridge in between two existing RT 7 bridges over DATR on December 22, 2016. Westbound traffic switched from median to right-side of the bridge (at final location) on June 27th. Old eastbound bridge will be removed soon. Drainage and cut/fill in NW quadrant installed. Pier modifications and substructure repairs on RT 7 piers underway. Held DVP Pre-Construction Meeting on 4/19/17. Completed bridge Phase 2 Steel Erection.	Spring 2018	Spring 2017	100%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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	This is a design build project being administered by VDOT. Contract was awarded to Dewberry Shirley and notice to proceed was issued in October 2015. A ground breaking ceremony was held on September 27, 2016 for this project. VDOT held a “Pardon Our Dust” meeting on October 27, 2016 to inform the public about the construction schedule. Right-of-Way (ROW) acquisition, clearing and grubbing, erosion and sediment control measures installation, and earthwork activities are underway. Installation of signage and temporary concrete barrier commenced. Project construction continues; work has begun on the steel girder placement for the bridge over the W&OD trail (northbound).	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 6/30/17
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. Completion of the design phase is delayed from Fall 2016 to Spring 2017 due to Dominion Virginia Power and Verizon relocation coordination. Appraisals have been ordered; ROW acquisition will begin when appraisals are received.	February 2018	February 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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. Dewberry prepared the final design; Shirley Contracting has begun construction at the intersection of Loudoun County Parkway and Route 606. 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. VDOT has prepared a Standard Project Administration Agreement to capture the Loudoun County Parkway related charges that are being constructed as part of the Route 606 widening project; this agreement was approved by the Board of Supervisors on February 23, 2017. Southbound and northbound Route 606 traffic is being shifted to the new southbound bridge over the Horsepen Dam spillway followed by construction of the north bound bridge.	Mid 2021	Mid 2021	0.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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	Right of Way plan approval and authorization received from VDOT for total takes on May 2, 2017. Right of Way plans for partial acquisitions under VDOT review. Approval anticipated in summer 2017.	Construction advertisement December 2017.	Design October 2017.	52.2%
	<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	Construction to begin in January 2018. 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. Design public hearing held in November 2016. Duct bank construction and utility relocations to occur in 2018.	April 2021	April 2021	0%
	<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 6/30/17
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. Bids opened on May 9, 2017, and are under evaluation.	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 will be bid as an unsolicited PPTA (Public-Private Transportation Act) proposal. Proposals are due June 30, 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%
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	Consultant (JMT) has been procured. Steering Committee approved four alternatives for detailed analysis. Consultant is conducting the travel demand model, and running the preferred alternatives against criteria determined by the technical committee.	Location study (phase 1 of the overall study) to be completed by September 2017	Location study (phase 1 of the overall study) to be completed by September 2017	12.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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. Contract award forecasted fall 2017.	Expected to open by year-end 2020.	2017	44.8%
	<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	Conceptual design of the station began in fall 2015. The design-build RFP was issued on November 28, 2016. Contract award forecasted fall 2017.	2020	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 fall 2017.	2020	2020	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	Since January 2017, 7 shelters have been constructed and opened to the public. Site 8 is currently under construction while sites 9 and 10 will be constructed in July 2017.	September 2018	December 2017	3.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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 after design is complete.	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 after design is complete.	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 has initiated survey work, conducted regular PMT meetings, and started work on a "lessons Learned" workshop and stakeholder coordination plan.	2021	2019	0%
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.	2018	2018	47.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
	<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.	2018	2018	0%
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.	April 2017	April 2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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 bid has been approved by the City Council; completion (including utility work) 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	18.5%
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." Right-of-Way Plans submitted to VDOT for review to obtain ROW Authorization.	October 2019	October 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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 full six lane design concept will be developed to a PFI level by summer 2017 and then VDOT and Town of Dumfries will decide on whether public outreach should be pursued based on the prospect of right of way acquisition funding becoming available and the likely timeline for that.	FY2025	Mid-2019	4.4%
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. Sidewalk improvements are now out for bid. Town Council is expected to award contract in July/August 2017. Utility relocation to occur during spring/summer 2017.	Highway capacity improvements completed November 2014. Sidewalk improvements expected in mid- 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	Procurement approved and awarded in February 2015. Project is in design.	Expected in 2018, prior to the opening of Dulles Metrorail Phase II.	2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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 30%. Design ROW acquisition/street dedication is to begin in early 2017 to be ready for construction in 2019.	Expected in 2018, prior to the opening of Dulles Metrorail Phase II.	2018	0%
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.	Project advertisement 2021	December 2018	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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 (grade-separated interchanges at both Edwards Ferry Road and Fort Evans Road with the Route 15 Bypass elevated over the two streets) by the Town on May 9, 2017.	Design approval expected in spring 2018.	Design approval expected in spring 2018.	75%
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	Development of the alternative interchanges configurations has been completed. On June 27th, 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. Work continues on the IJR, Environmental Document and plans for public hearing.	2020	2018	26.9%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
	<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 Summer 2017 with the signing of the I-66 Financial Plan project will be re-activated.	Spring 2019	Spring 2019	0%
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.	All work required in construction plans are complete. In addition, the road is milled and re-surfaced. Traffic is using the road in its ultimate configuration. Only limited punch items of work are remaining now to render Acceptance by mid-August. Milling and re-surfacing has NOT utilized NVTA funding.	August 2017	August 2017	98.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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.	All work required in construction plans are complete. In addition, the road is milled and re- surfaced. Traffic is using the road in its ultimate configuration. Only limited punch items of work are remaining now to render Acceptance by mid-August. Milling and re-surfacing has NOT utilized NVTA funding.	August 2017	August 2017	85%
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.	All work required in construction plans are complete. In addition, the road is milled and re- surfaced. Traffic is using the road in its ultimate configuration. Only limited punch items of work are remaining now to render Acceptance by mid-August. Milling and re-surfacing has NOT utilized NVTA funding.	August 2017	August 2017	97.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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	Project cost increase has required a search for new sources of funds for construction. Notified of successful Smart Scale grant application. Will know in June 2017 for use in construction. 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. Schedule will be revised when notification of Smart Scale Award is official.	Fall 2020	June 2019	0%
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 initiation is pending DRPT NTP for REF funds for study and amendment of VRE consultant contract, estimated for July 2017.	Winter 2017-18	Winter 2017-18	47.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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. Conceptual design alternatives and environmental documentation is being finalized. Procurement efforts are currently underway for final design services.	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 6/30/17
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.	Fall 2017	Summer 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 6/30/17
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. Conceptual design alternatives and environmental documentation is being finalized. Procurement efforts are currently underway for final design services.	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 2018. Conceptual design alternatives are being developed and analyzed, while environmental documentation is being prepared	Summer 2020	March 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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 began in July 2016 and recent information indicates that project is on hold pending CSX reorganization. Construction schedule pending final design. All work to be done by CSXT forces.	Summer 2017	Summer 2017	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. An Arlington County Board Work session is scheduled for this project on June 28, 2017.	Fall 2017	December 2017	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 6/30/17
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.	Invitation for Bid (IFB) was released 10/20/2015, bids were received 12/9/2015. Procurement determined the bid package must be resolicited. Contract was re-advertised on 3/4/2016 and second round of bids were received 3/18/2016. Contract NTP issued on 10/26/2016. Traction power gear has been manufactured and delivered. Installation of the traction power gear began June 11, 2017 at K06TB2 Greenwich Street. Completion of K06TB2 is anticipated July 19, 2017. The second location at K07TB2 is scheduled to begin July 10, 2017. NVTA funded phases are expected to be completed by November 2017, with an overall Contract Period ending in March 2018.	Projected Contract Close-out March 2018	November 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) is scheduled to be released in July 2017. Contract award is estimated by November 1, 2017, NTP to immediately follow. Due to manufacturing lead times installation is estimated to commence September 2018.	Project Contract Close-out estimated June 2021	June 2021	0%