



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

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

AGENDA

- I. **Call to Order** Chairman Nohe
- II. **Roll Call** Ms. Thomas-Jones, Clerk
- III. **Minutes of the June 13, 2019 Meeting**
Recommended action: Approval [with abstentions from members who were not present]

Presentation

- IV. **I-95 Corridor Study** VDOT
- V. **Regional Multi-Modal Mobility Program**
Mr. Jasper, Principal, Transportation Planning and Programming

Consent Agenda

- VI. **Approval of Standard Project Agreement for Loudoun County—Regional Funding 2018-023-1 (Shellhorn -Extend Shellhorn Road: Loudoun County Pky to Randolph Dr)**
- VII. **Approval of Standard Project Agreement for Loudoun County—Regional Funding 2018-026-1 (Prentice-Lockridge Road (Route 789) to Shellhorn Road (Route 643))**
- VIII. **Approval of Standard Project Agreement for Loudoun County---Regional Funding 2018-022-1 (Northstar Blvd -All Phases-(Tall Cedars to Rte 50 - Rte 50 to Shreveport Dr)**

Action

- IX. **Project Cancellation – VRE Alexandria Station Tunnel** Mr. Longhi, CFO
Recommended action: Approval of Withdrawal



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

Thursday, June 13, 2019
 7:00 p.m.
 3040 Williams Drive, Suite 200
 Fairfax, VA 22031

Meeting Minutes

- I. **Call to Order** Chairman Nohe
 - Chairman Nohe called the meeting to order at 7:12 PM.
- II. **Roll Call** Ms. Thomas-Jones, Clerk
 - Voting Members: Chairman Nohe; Chair Randall; Chairman Bulova; Board Member Cristol; Mayor Wilson; Mayor Parrish; Mayor Rishell; Mayor Meyer; Councilmember Snyder; Senator Black; Delegate Hugo (via telephone); Mr. Minchew; Mr. Kolb; Ms. Hynes.
 - Non-Voting Members: Mayor Wood; Ms. Cuervo; Mr. Horsley.
 - Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Planning and Programming); Harun Rashid (Transportation Planner); Richard Stavros (Investment and Debt Manager); Peggy Teal (Assistant Finance Officer); Erica Hawksworth (Communication and Public Affairs Manager); Yolanda Thomas-Jones (Board Clerk); various jurisdictional and agency staff.
- III. **Minutes of the April 11, 2019 Meeting**
 - Mayor Parrish moved approval of the April 11, 2019 minutes; seconded by Senator Black. Motion carried unanimously.

Presentation

- IV. **VRE Crystal City Station** Mr. Doug Allen, VRE, CEO
 - Mr. Allen provided an update to the Authority on the new Crystal City VRE Station noting:
 - ✓ The current Crystal City Station was built in early 1990's. The station is a 400-foot-long, single-sided platform, that is served by only one track. The platform is crowded when trains are loading/unloading creating the need for a longer platform.
 - ✓ Several years ago, a system plan was adopted to chart growth and expand capacity on the VRE.
 - ✓ More infrastructure is needed to run more trains, including a replacement of the Long Bridge. The intermediate growth plan is named 'Natural Growth'. The plan included longer platforms for longer trains.

- ✓ DRPT is advancing fourth tracks under the Atlantic Gateway project.
- ✓ Under new station designs, the center platforms served by two tracks will give flexibility to the operation of the trains. The project is aligned with the Long Bridge expansion and is consistent with Arlington County plans for the Crystal City area.
- ✓ The new Crystal City Station includes:
 - Expanding capacity with bigger platforms served by two tracks.
 - Improving access to jobs
 - Attracting more riders
 - Reducing regional congestion
- ✓ Mr. Allen noted NVTA has been a great funding partner and the funding has been important in getting this project going.
- ✓ NVTA funds were used for an alternative analysis and new concept design as well as final design. Mr. Allen noted the likelihood of a future funding request to NVTA for construction.
- ✓ The funding breakdown for the project is:
 - Total project cost is \$50 million.
 - Planning/Concept Design is \$0.4 million funded by NVTA.
 - PE/NEPA is \$4 million funded by DRPT.
 - Final Design is \$4 million funded by NVTA. DRPT is still working on additional/dedicated funding.
 - Construction is \$44.5 million, with \$15 million funded by VRE and \$29.5 million unfunded. The potential sources for funding are FTA (State of Good Repair) and NVTA.
- ✓ Potential project challenges include continued operations during construction and meeting FRA and CSX standards.
- ✓ Mr. Allen reviewed graphic overviews of the proposed platform noting access points, bikeshare stations, bus bays and connections to Metro and proximity to the Metroway station.
- ✓ Mr. Allen also noted the potential for a future connection from the station to Reagan National Airport (DCA).
- ✓ Mr. Minchew inquired about the distance from the new VRE Crystal City Station to the Blue Line Crystal City Metro Station. Mr. Allen responded the distance is less than a quarter mile.
- ✓ Mr. Minchew asked was there any consideration of pedestrians who would take the VRE to Crystal City and walk over to the Blue Line. Mr. Allen responded that a lot of riders are currently doing this to access the Pentagon and other Metro stations, even those to the south of Crystal City. He added not all riders walk to their final destinations in Crystal City, there are quite a few transfers to the Metro Blue Line.

Consent

V. Approval of Standard Project Agreement for Arlington County—Regional Funding 2018-003-1 (Crystal City Metrorail Station East Entrance and Intermodal Connections)

- VI. Approval of Standard Project Agreement for Arlington County—Regional Funding 2018-004-1 (Pentagon City Multimodal Connections and Transitway Extension)**
- VII. Approval of Standard Project Agreement for Prince William County—Regional Funding 2018-032-2 (Route 28 Corridor Roadway Improvements - East of Route 234 – Environmental Impact Study)**
- VIII. Approval of Standard Project Agreement for the City of Alexandria---Regional Funding 2018-041-1 (Alexandria ITS Projects)**
- IX. Approval of Standard Project Agreement for the City of Alexandria---Regional Funding 2018-043-1 (DASH Transit Service Enhancements and Expansion)**
- X. Approval of Standard Project Agreement for the City of Alexandria---Regional Funding 2018-045-1 (Alexandria Duke Street Transitway)**
- XI. Approval of Standard Project Agreement for the City of Falls Church Regional Funding 2018-051-1 (West Falls Church and Joint Campus Revitalization District Multimodal Transportation Project)**
 - Board Member Cristol moved for a block approval of Items V., VI., VII., VIII., IX., X., and XI. in accordance with NVTAs approved Project Description Sheets as appended to the Standard Project Agreements: and authorized the Executive Director sign on behalf of the Authority, seconded by Mayor Wilson. Motion passed unanimously.

Action

- XII. Approval of the Call for Regional Transportation Projects for FY2024-2025 Six Year Program Update** Ms. Backmon, Executive Director
 - Ms. Backmon presented the proposed Call for Regional Transportation Projects for the FY2024-25 update to the Six Year Program (SYP) noting:
 - ✓ One year anniversary of the adoption of the Six Year Program (SYP) is approaching in June of 2019.
 - ✓ It is anticipated that with this program update, in addition to utilizing FY2024-25 Sales Tax revenue, the NVTAs will be able to make adjustments for previous programmed fiscal years 2020-23, with the anticipated additional revenue from the remote sales tax Supreme Court ruling (Wayfair) and SB1716 (I-81 funding).
 - ✓ The proposed application deadline is September 27, 2019, at 5pm.
 - ✓ Ms. Backmon thanked the Authority for their support in budgeting funds to streamline the applications by automating the process through the Program Monitoring and Management System (PMMS).
 - ✓ The process as proposed provides additional time for Resolutions of Support to be submitted after the deadline, due to the time it takes to obtain resolutions of support.

- ✓ Letters of support are encouraged from jurisdictions and agencies to speak to the importance and regional nature of the projects.
- ✓ The Technical Advisory Committee (TAC) will need to be re-engaged with the appointment of new members.
- ✓ The Planning Coordination Advisory Committee (PCAC) and Planning and Programming Committee (PPC) will also need to be re-engaged in 2020, including the appointment of new members.
- ✓ In March 2020, there is an anticipated release of the Candidate Project List and associated evaluations.
- ✓ April 2020 will include the public comment period, Open House and Public Hearing.
- ✓ In May 2020, NVTa staff will release staff recommendations to all committees for review, input and recommendation.
- ✓ The anticipated adoption date is June 2020.
- ✓ Ms. Backmon added the anticipated available funding for FY2024-25 is approximately \$400 million with the anticipation of additional revenue from Remote Sales Tax and SB1716.
- ✓ Staff has begun the process of contacting localities and agencies regarding projects that are not demonstrating progress. The hope is that these projects will be able to advance. However, if the project is no longer a priority of the locality, funds could be freed up to accommodate other requests expected in the Two Year Update.
- ✓ The Finance Committee instructed Authority staff to provide a Policy 29 status update at the upcoming September 2019 Finance Committee Meeting.
- Mayor Parrish moved approval of the Call for Regional Transportation Projects for the FY2024-25 Six Year Program Update, seconded by Chair Randall. Motion carried unanimously.

XIII. Approval of Participation in the Long Term Care Program Mr. Longhi, CFO

- Mr. Longhi presented the Commonwealth of Virginia's Long Term Care Insurance Program for Authority approval noting:
 - ✓ In 2014, when the Authority set up the employee benefit package, the Virginia Retirement System (VRS) had suspended new admissions to its long term care insurance program for Plan 1 and Plan 2 participants.
 - ✓ VRS is now offering long term care insurance for Plan 1 and Plan 2 employees with the following features:
 - Participation is a voluntary decision of the employee, who would pay all related costs. There will be no cost impact to the Authority.
 - Participation in the VRS program will provide access to long term care insurance based on a significantly large, but as yet undetermined, actuarial pool. Large actuarial pools typically lower insurance premiums substantially over individual policies.
 - Term is for three years, after which the program can be terminated by either party upon 60 days notice.

- ✓ Mr. Longhi noted that the notice of election to participate must be postmarked tomorrow, June 14th.
- Mayor Parrish moved Authority approval of the election to participate in the Commonwealth of Virginia's Long Term Care Insurance Program and Authorize the Executive Director to sign the attached agreement documents required by the Virginia Retirement System, seconded by Mayor Rishell. Motion carried unanimously.

XIV. Approval of the CMAQ/RSTP Transfer Request for Fairfax County

Ms. Backmon, Executive Director

- Chairman Bulova moved approval of the reallocation of Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds for Fairfax County, seconded by Chair Randall. Motion carried unanimously.

XV. Approval of the Reallocation of Transform 66 Outside the Beltway Concessionaire Funds for Fairfax County

Ms. Backmon, Executive Director

- Ms. Backmon presented recommendations for the reallocation of Transform 66 Outside the Beltway Concession Payment funds for Fairfax County noting:
 - ✓ On July 13, 2017, the Authority, with input from local jurisdictions, developed a list of project recommendations for the \$500 million Concessionaire Payment that was received by the Commonwealth for the Transform 66 Outside the Beltway Agreement.
 - ✓ On December 6, 2017, the Commonwealth Transportation Board (CTB) endorsed the list of projects recommended by the Authority and the Route 29 Project.
 - ✓ Fairfax County has several projects on the list, some of which came in under the anticipated costs. Fairfax would like to take the excess funds and apply them to other approved projects experiencing higher than anticipated costs from the Concessionaire Payment funding list.
 - ✓ Mayor Meyer wanted to confirm there were no changes to the specifications for the Route 29 Widening- Phase 1. Ms. Backmon confirmed and added the change order came in lower than expected.
 - ✓ Chairman Bulova moved approval of the recommendation to reallocate Transform 66 Outside the Beltway Concession Payment funds for Fairfax County, seconded by Mayor Wilson. Motion carried unanimously.

Discussion/Information

XVI. Investment Portfolio

Mr. Longhi, CFO

- No verbal report given.

XVII. Monthly Revenue Report

Mr. Longhi, CFO

- No verbal report given

XVIII. Operating Budget Report

Mr. Longhi, CFO

- No verbal report given

XIX. Executive Director's Report

Ms. Backmon, Executive Director

- Ms. Backmon reported on NVTa activities, noting:
 - ✓ The Route 7 Widening Groundbreaking was earlier in the day, Chairman Nohe, Chairman Bulova, Helen Cuervo and Mr. Minchew participated.
 - ✓ On May 8th, NVTa hosted its inaugural Joint Public Information Officer (PIO) meeting where public information officers and communicators NVTa works with across the region convened to discuss how transportation projects are impacting Northern Virginia as a whole, transportation projects currently underway or coming down the pike, how to best communicate to Northern Virginia taxpayers how their money is being spent to tackle congestion in the region, best practices and upcoming events.
 - ✓ On May 17th, NVTa celebrated Bike to Work Day at the City of Falls Church Pit Stop.
 - ✓ Members of the Authority staff presented at both the ITS Annual Conference (May 22nd) and Virginia Transit Association Annual Conference (May 30th).

XX. Chairman's Comments

- Chairman Nohe reminded Authority members to meet in the lobby area for the 2019 Authority photo after the meeting adjourns.

XXI. Adjournment at 7:44 PM

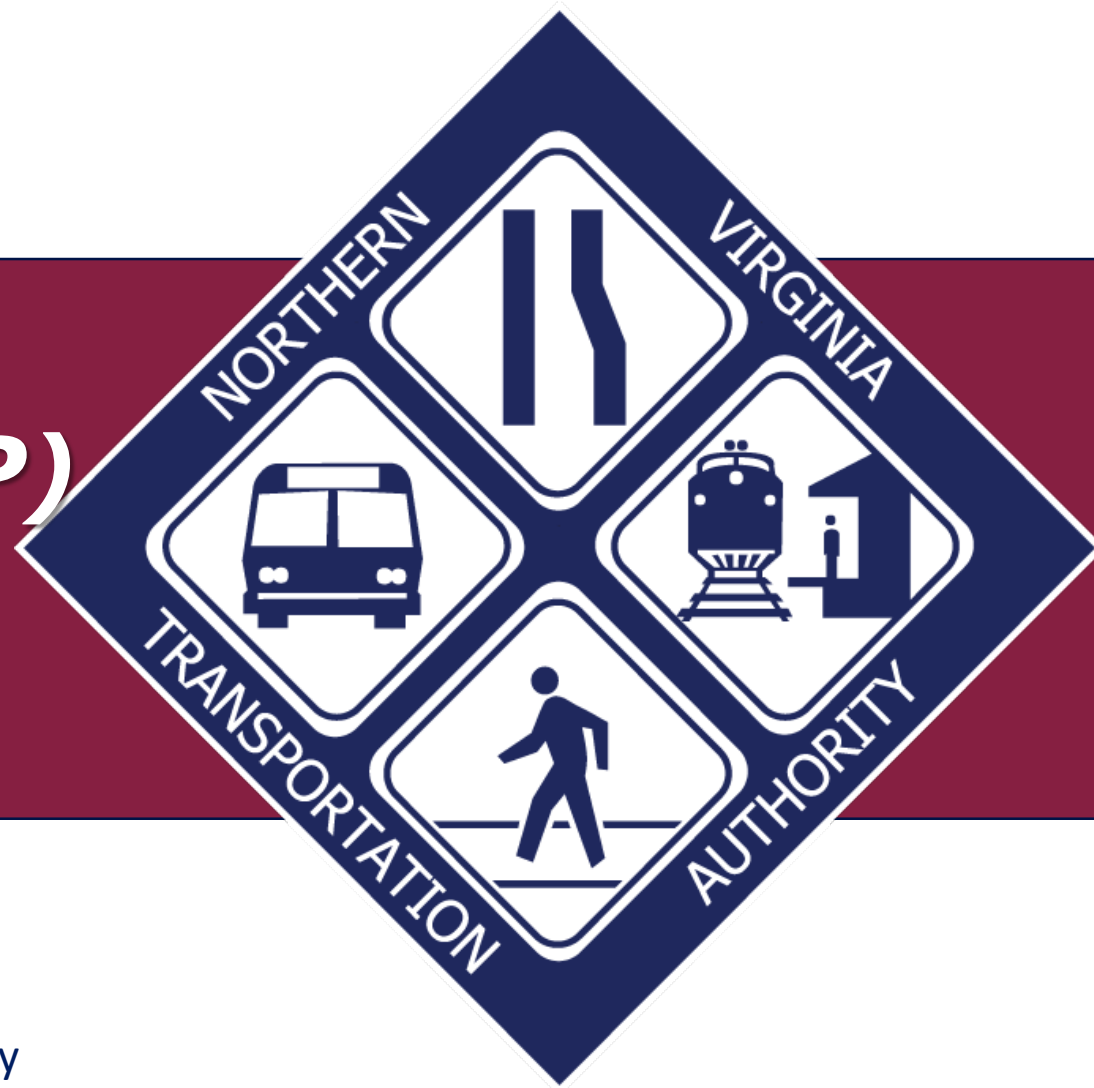
Correspondence

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

I-95 Corridor

Regional Multimodal Mobility Program(RM3P)

*July 11, 2019
NVTa Monthly Meeting*

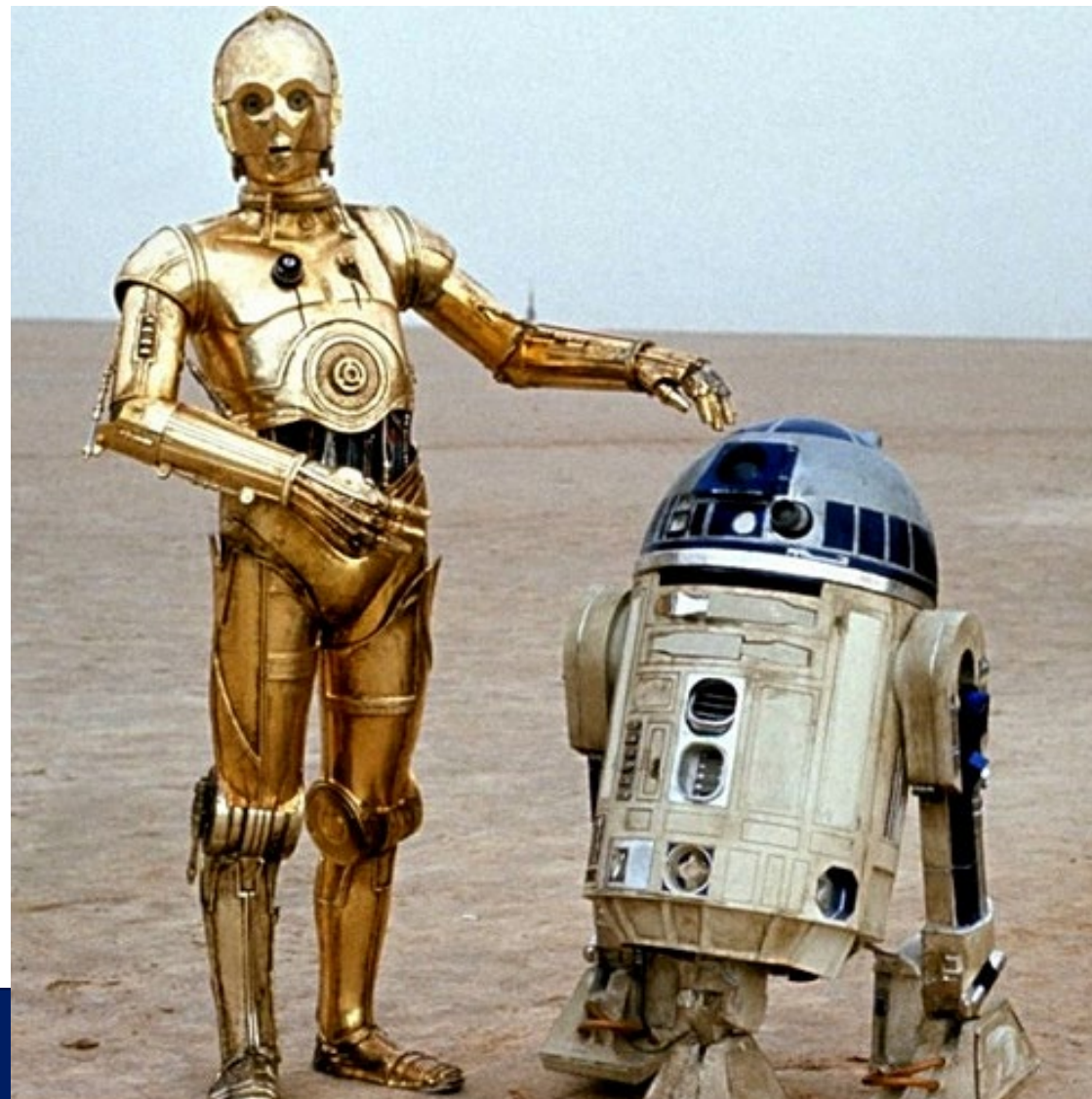


Presented by:
Keith Jasper, Principal, Northern Virginia Transportation Authority



RM3P – Futuristic, but not to be confused with...

C3P-O



R2-D2



What is RM3P?

- RM3P is a collaborative initiative between NVTA, VDOT and DRPT that will explore the potential for technology to complement traditional infrastructure approaches to address the Authority's vision for TransAction, as approved in December 2015:
 - "In the 21st century, Northern Virginia will develop and sustain a **multimodal transportation system** that enhances quality of life and supports economic growth. Investments in the system will provide effective transportation benefits, promote areas of concentrated growth, manage both demand and capacity, and **employ the best technology**, joining rail, roadway, bus, air, water, pedestrian, and bicycle facilities into an **interconnected network** that is fiscally sustainable."
- RM3P will use information and communications technologies to provide travelers, commuters, service providers and transportation system operators with tools that:
 - Optimize system performance
 - Improve travel time reliability
 - Support on-demand multimodal trip options



What is the History of RM3P?

- RM3P evolved from the East-West Integrated Corridor Management (ICM) project
- VDOT-led initiative during 2016 and 2017, funded by FHWA, to develop an operational concept and deployment plan
- ICM takes a multi-modal, multi-agency approach to dynamically manage travel conditions and traveler behavior through a corridor, including:
 - Route choice
 - Mode choice
 - Temporal choice
- Complements an earlier ICM study in the I-95/I-395 corridor
- Unsuccessful VDOT/DRPT/NVTA request for federal funding in summer 2017
- NVTA submitted a SMART SCALE application for region-wide RM3P project in August 2018
- NVTA was awarded ITTF Funding to implement RM3P



How Will RM3P be Funded?

- Commonwealth's Innovation and Technology Transportation Fund (ITTF):
 - \$15M using FY2020 and FY2021 revenues
- ITTF provides funding specifically for the purposes of funding pilot programs and fully developed initiatives pertaining to high-tech infrastructure improvements with a focus on:
 - Reducing congestion
 - Improving mobility
 - Improving safety
 - Providing up-to-date travel data
 - Improving emergency response
- Projects are evaluated based on:
 - Contribution to innovation
 - Potential for transferability
 - Applicability across modes
 - Anticipated benefit
 - Acceptability of risk



How Will RM3P be Managed?



- Led by Cathy McGhee, Commonwealth's Director of Transportation Innovation and Research
- Project activated in July 2019
- Day-to-day management by NVTa, VDOT and DRPT staff
- Kick-off with Regional Stakeholders in Fall 2019, including:
 - Local and regional governments and agencies
 - Transportation and micro-mobility service providers (public and private sectors)
 - Transportation system operators
 - Travel demand management programs
 - Transportation Management Associations
 - Military and other large employment centers
- Completion Fall 2022



What Will RM3P Deliver?

- **Enhanced Commuter Parking Data.** This task will target/prioritize parking lots along multiple corridors, serving commuter bus, rail, and other high demand locations. By communicating parking availability in real time, this task will facilitate carpooling, enhance access to transit, increase shared vehicle use, and reduce congestion;
- **Mobility as a Service (MaaS) Dynamic Service Gap Dashboard.** Targeted at transportation/mobility providers, this task will encourage multi-modal travel by identifying service gaps, incentivizing MaaS activity, and facilitating first/last mile services;
- **AI-Based Decision Support System with Prediction.** This task will use real time conditions and historic data to predict incidents and their impacts. This information will enable transportation system operators to better respond to incidents, reducing mobility impacts across the transportation system; and
- **Data-Driven Tool to Incentivize Customer Mode and Route Choice.** This task will customize existing tools such as the free incenTrip application (developed by UMD), providing customers a range of multi-modal transportation choices. Incentives will influence travel behaviors such as route, mode, and temporal choices, balancing travel demand during both recurrent and non-recurrent congestion.



Other NVRTA Transportation Technology Initiatives

- ITS Project Investments
- Annual Northern Virginia Transportation Roundtable
- Transportation Technology Committee
- Driven by InNoVation
- TransAction Scenario Analysis



NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: June 28, 2019

SUBJECT: Regional Funding Project 2018-023-1 Loudoun County – Extend Shellhorn Road, Loudoun County Parkway to Randolph Drive.

-
1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 2018-023-1.
 2. **Suggested motion.** I move approval of the proposed Standard Project Agreement 2018-023-1 Loudoun County (Extend Shellhorn Road, Loudoun County Parkway to Randolph Drive), in accordance with NVTa's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Executive Director sign on behalf of the Authority.
 3. **Background.**
 - a. This project was adopted as part of the FY2018-2023 Six Year Program and received FY2020 appropriation approval on April 11, 2019.
 - b. The attached SPA presented by Loudoun County is consistent with the project previously submitted by Loudoun County and approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

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

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: June 28, 2019

SUBJECT: Regional Funding Project 2018-026-1 Loudoun County – Prentice Drive
Extension, Lockridge Road to Shellhorn Road.

1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 2018-026-1.
2. **Suggested motion.** I move approval of the proposed Standard Project Agreement 2018-026-1 Loudoun County (Prentice Drive Extension, Lockridge Road to Shellhorn Road), in accordance with NVTa's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Executive Director sign on behalf of the Authority.
3. **Background.**
 - a. This project was adopted as part of the FY2018-2023 Six Year Program and received FY2020 appropriation approval on April 11, 2019.
 - b. The attached SPA presented by Loudoun County is consistent with the project previously submitted by Loudoun County and approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

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Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: June 28, 2019

SUBJECT: Regional Funding Project 2018-022-1 Loudoun County – Northstar Boulevard
Shreveport Drive to Tall Cedars Parkway.

1. **Recommendation.** Approval of attached Standard Project Agreement (SPA) 2018-022-1.
2. **Suggested motion.** I move approval of the proposed Standard Project Agreement 2018-022-1 Loudoun County (Northstar Boulevard Shreveport Drive to Tall Cedars Parkway), in accordance with NVTa's approved Project Description Sheet as appended to the Standard Project Agreement; and authorize the Executive Director sign on behalf of the Authority.
3. **Background.**
 - a. This project was adopted as part of the FY2018-2023 Six Year Program and received FY2020 appropriation approval on April 11, 2019.
 - b. The attached SPA presented by Loudoun County is consistent with the project previously submitted by Loudoun County and approved by the Authority.
 - c. The attached SPA has been reviewed by the Council of Counsels, who noted that there were no legal issues.

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

Coordination: Council of Counsels

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: July 3, 2019

SUBJECT: Project Cancellation – VRE Alexandria Station Tunnel

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval to cancel the Alexandria Station Tunnel Project, as requested by the Virginia Railroad Express (VRE).
2. **Suggested Motion:** *I move the Authority cancel the FY2014 Funding for the VRE Alexandria Station Tunnel Project, as requested by VRE and de-appropriate the \$1.3 million in Regional Revenue Funds allocated to the project.*
3. **Background:**
 - a. The Alexandria Station Tunnel Project was originally adopted as part of the Authority's FY2014 Program.
 - b. The Authority appropriated \$1.3 million, which was purposed to fill a gap in the projected construction cost of \$10.0 million.
 - c. Construction of a new pedestrian tunnel has proven not to be feasible due to design and engineering complications and the need to maintain three tracks in active service at all times.
 - d. VRE reports it is proceeding with alternatives which will retrofit and utilize the existing structurally sound tunnel.
 - e. On January 18, 2019, the VRE Operations Board approved Resolution 10A-01-2019 (attached) which authorized the termination of the NVTA Standard Project Agreement.
4. **Fiscal Impact.** With Authority action to cancel/de-appropriate the project, the \$1.3 million in Regional Revenue Funds will become available for new projects in the upcoming two year update to the Six Year Program, planned for Authority action in the summer of 2020.

Coordination: Virginia Railroad Express

Attachment: VRE Operations Board Resolution 10A-01-2019

Virginia Railway Express Operations Board

Resolution 10A-01-2019

Authorization to Issue a GEC-VII Task Order for Design Services for Alexandria Station Improvements

WHEREAS, an Alexandria Pedestrian Tunnel Project, which included construction of a new tunnel parallel to the existing tunnel, as well as other improvements, had been pursued by VRE and it has been rescoped and renamed; and,

WHEREAS, given the rescoping of the project described above, VRE and Northern Virginia Transportation Authority staff have jointly agreed the Standard Project Agreement that was executed for \$1.3 million in funding specifically for the pedestrian tunnel connection to the King Street Metrorail Station should be terminated; and,

WHEREAS, the Alexandria Station Improvements will be designed and built to eliminate the at-grade crossing between the station platform and the center platform, improve passenger access to Track 1 and provide ADA compliant access on the platforms; and,

WHEREAS, design of the Alexandria Station Improvements will be undertaken to provide two (2) new elevators; and widen the center platform to improve passenger access to trains on Track 1, all while maintaining train operations on all tracks with minimal disruption; and,

WHEREAS, consultant design services are necessary to advance the project towards construction; and,

WHEREAS, the VRE Operations Board authorized execution of the General Engineering Consulting Services contracts (GEC VII) in July 2015 and HDR Engineering, Inc. was subsequently awarded the alternate consultant contract for Program Area C – Design Services: Passenger Facilities; and,

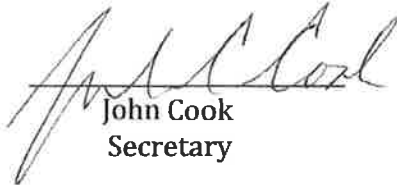
WHEREAS, HDR Engineering, Inc. has presented an acceptable proposal to perform said services;

NOW, THEREFORE, BE IT RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to issue a GEC VII Task Order to HDR Engineering, Inc. for Design Services for the Alexandria Station Improvements in the amount of \$812,000, plus a 10% contingency of \$81,200, for a total not to exceed \$893,200; and,

Resolution 10A-01-2019 continued

BE IT FURTHER RESOLVED THAT, the VRE Operations Board does hereby authorize the Chief Executive Officer to terminate the Northern Virginia Transportation Authority Standard Project Agreement for \$1.3 million for a pedestrian tunnel connection to the King Street Metrorail Station.

Approved this 18th day of January 2019



John Cook
Secretary



Katie Cristol
Chairman

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Michael Longhi, Chief Financial Officer

DATE: July 3, 2019

SUBJECT: FY2020 Regional Revenue Fund Appropriation Cancellation

1. **Purpose:** To seek Northern Virginia Transportation Authority (NVTa) budget de-appropriation action for the Town of Dumfries Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234) Project. This action does not change the project's status as an adopted project in the Authority's FY2018-2023 Six Year Program.
2. **Suggested Motion:** *I move the Authority cancel the FY2020, \$44,860,000 appropriation to the Town of Dumfries Widen/Relocate Route 1: Brady's Hill Road to Dumfries Road (Route 234) project, reclassifying the funds in the Regional Revenue Fund from appropriated to restricted.*
3. **Background:**
 - a. The Authority has committed \$51,760,000 to the project through two funding programs:
 - i. \$6,900,000 in the FY2015/16 Program for Preliminary Engineering.
 - ii. \$44,860,000 in the FY2018-2023 Six Year Program (SYP) for Right of Way (ROW) acquisition. These funds were appropriated in FY2020.
 - b. NVTa projects with appropriations are expected to start drawing project funds in the year of appropriation.
 - c. At this time, the Town of Dumfries (through VDOT), is in the process of completing Preliminary Engineering before proceeding to right of way acquisition.
 - d. The Town and NVTa staff as well as VDOT project staff, have worked together to review the project timeline based on current and future funding appropriations.
 - e. At this time, the Town wishes to defer the FY2020 appropriation to FY2021. This will allow the project the greatest amount of timing flexibility.

- f. The Town is in the process of identifying funding opportunities/sources for the approximately \$80 million needed for construction costs.
 - i. The Town applied for but was not awarded funding through the most recent round of SMARTSCALE, adopted by the Commonwealth Transportation Board on June 19, 2019.
 - ii. During FY2021, the Town will submit construction funding applications to State, Federal and Regional sources available.
- g. The project will remain an adopted project in the Authority's FY2018-2023 Six Year Program with secure funding pending a future appropriation.

Coordination: Town of Dumfries, VDOT

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**MEMORANDUM**

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

FROM: Michael Longhi, Chief Financial Officer

DATE: July 5, 2019

SUBJECT: Contract Amendment 4 – TransAction Update Contract

- 1. Purpose:** To seek Northern Virginia Transportation Authority (NVTA) approval of Amendment 4 to the TransAction Update contract. This amendment will provide technical support services for the Congestion Reduction Relative to Cost (CRRC), TransAction Project Ratings and Long Term Benefit Analysis (LTB), related to the Two Year Update to the Authority's Six Year Program.

The NVTA Finance Committee received a briefing on the proposed contract amendment at their June 13th meeting and unanimously voted to recommend Authority approval contingent on staff cost negotiations resulting in proposed costs being within budget parameters.

- 2. Suggested Motion:** *I move Authority approval of the attached TransAction Update Contract – Amendment 4 (RFP2015-01) and authorize the Executive Director to sign related amendment agreements.*

3. Background:

- a. After a competitive procurement process, the Authority approved a contract for the update to the Northern Virginia long-range regional transportation plan (TransAction) on July 23, 2015.
- b. Ongoing technical support was envisioned in the original TransAction Update contract with AECOM Technical Services Inc., with the understanding such support services would be managed through amendments to the original contract.
- c. Funds for these technical services were approved in the Authority's FY2019 and FY2020 budgets.
- d. Contract Amendment 4 requires AECOM to generate the following in support of the FY2024/25 Update to the Six Year Program:
 - i. Congestion reduction estimates
 - ii. TransAction Project Ratings

- iii. An analysis of the status of Long Term Benefit (LTB), as required by HB2313 (2013) and consistent with the LTB Principles established by the Authority in December 2014.
- iv. Since the number and mode type of candidate projects is unknown, final pricing will be determined based upon applications received. The proposed pricing allows for a significant increase in the number of projects, while staying within the budgeted amounts approved by the Authority.
- e. The proposal submitted by AECOM is within approved budget amounts as directed by the NVTa Finance Committee.

Attachments:

TransAction Update Contract Amendment 4
AECOM proposal letter dated June 25, 2019



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

NVTA TransAction 2040 Update (RFP #2015-01)

Contract Amendment #4

July 11, 2019

This document defines additional tasks and deliverables related to development of the TransAction 2040 Update. The additional work relates to integrating three analyses as part of TransAction 2040 update development.

Task 14 - Congestion Reduction Relative to Cost (CRRC), TransAction Project Ratings, Long Term Benefit Analysis, and Support Services as-needed

This new task requires AECOM to generate the following for projects submitted for the Northern Virginia Transportation Authority FY2024-2025 Six Year Program Update:

- Congestion reduction estimates
- TransAction Project Ratings

These analyses will be similar to those conducted for the Authority's FY2018-2023 Six Year Program.

In addition, AECOM will conduct an analysis of the status of Long Term Benefit (LTB), as required by HB2313 (2013) and consistent with the LTB Principles established by the Authority in December 2014, for consideration as part of the FY2024-2025 Six Year Program Update.

AECOM will also provide related support services and additional analysis on an as-needed basis.

The schedule, scope and cost for this task is based on June 25, 2019, offer letter presented by AECOM, and shall not exceed funds budgeted for this amount. (Potential cost ranges to be determined by number of project applications.)

Monica Backmon
NVT A Executive Director

Date

AECOM (Signature)

Printed Name

Title

Date



AECOM
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703 340 3101 fax

June 25, 2019

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

Dear Mr. Jasper:

Re: NVTa FY2024-25 Six Year Program Update – Modeling Activities

This letter outlines the plan for conducting model-based analyses for NVTa's Six Year Program Update, using models developed for NVTa's TransAction:

- Congestion reduction analysis for individual and selected grouped projects;
- TransAction (formerly HB599) project ratings for individual projects; and
- Long Term Benefit analysis for projects that have been previously funded using NVTa's regional revenues for FY2014 thru FY2023.

Subject to Authority action, NVTa's Call for Regional Transportation Projects will be issued on July 1, 2019. The deadline for applications is September 27, 2019. Since the actual number of applications, and their size/primary mode, will not be known until the deadline has passed, the costs for the first two items above assumes 30 applications. We have provided an adjustment factor should the actual number of applications be more than, or less than, 30. We understand this work is broadly consistent with previous analyses conducted by AECOM in late 2017/early 2018 for NVTa's FY2018-2023 Six Year Program.

The number of projects for the third item above is not dependent on the number of applications, and can be conducted independently of, and prior to, the other analyses.

Congestion Reduction Analysis

The congestion reduction relative to cost measure used by NVTa to evaluate and select projects for inclusion in the Six Year Program requires two additional inputs from the TransAction modeling process. These are the change in Person Hours of Delay associated with each project for the years 2025 and 2040. The 2025 model run will be made using the 2040 TransAction Baseline network and the travel demand generated by the MWCOC Round 9.0 planning forecasts for 2025. By using this approach, the coding of each project submitted to the Six Year Program is applied to the 2040 TransAction Baseline network and used as input to the 2040 and 2025 model runs.

AECOM will review the project descriptions that have been submitted and provide NVTa with a list of projects that require additional information to code and model properly. AECOM will work with NVTa and the submitting agency to clarify the project details. All issues should be addressed before the end of October 2019 to meet the project schedule.



For those projects that are clearly defined, AECOM will start coding and modeling these projects in October and November 2019. Each project will be coded on top of the TransAction 2040 Baseline network and modeled with the 2025 and 2040 Northern Virginia demand. In most cases, the analysis will only require additional dynamic traffic assignments to accurately generate the impacts. Larger projects and projects with transit elements will require iterations between the traffic assignment and mode choice analysis.

The impact area for each project will be based on the change in person hours of delay in each grid in Northern Virginia. The impact area will not be based on a fixed buffer size, but will include the grids where the change in person hours of delay shows a change in congestion.

The TransAction 2040 Baseline run will be used as is for the 2040 impact analysis. For the 2025 analysis, the MWCOC regional model for the year 2025 will be executed and the regional person trip tables will be used as input to the TRANSIMS process. The TransAction 2040 Baseline network will be used for the TRANSIMS 2025 analysis. The MWCOC 2025 trip tables will be distributed to the TRANSIMS network and times of day using the same process as the 2040 analysis. This includes dynamic traffic assignments at the regional level, followed by additional mode choice and dynamic assignments within the Northern Virginia subarea.

The schedule for this work is broadly during October and November 2019, with a view to discussing draft outputs with NVTA staff and (subsequently) with staff at each submitting jurisdiction (up to 14) and agency (up to 5) during December 2019. Our estimate includes these reviews and any agreed model re-runs, which will occur during January 2020. In addition, our cost estimate includes up to five presentations of the analysis to NVTA committees and the full Authority between February and March 2020. Three of these presentations may be evening meetings.

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

In addition to the individual project analysis, we envision up to five model runs with groups of projects agreed in conjunction with NVTA staff. Such project groupings are intended to evaluate potential synergistic or duplicative impacts of adjacent projects or those with overlapping impact areas, including projects featuring different modes. This grouped analysis will generally follow the same schedule as for individual project analysis. AECOM will review the project list and the results of the standalone analysis to identify combinations of projects that may be good candidates for synergistic analysis. AECOM will also review the results to identify any submitted projects that may be providing duplicative congestion relief in the same locations. AECOM will present these recommendations to NVTA to confirm project groupings by the end of December 2019.

Draft and final versions of a technical memo are included, outlining the detailed approach and findings, including (for individual and grouped project analysis) project coding assumptions, project impact areas, and changes in key output metrics, summaries of the discussions with jurisdiction and agency staff, and subsequent model re-runs.

TransAction Project Ratings

Project ratings were generated for each project included in the 2040 TransAction Plan based on the “method 5” approach accepted by VDOT. This method uses changes in the grid bin values to quantify the performance benefits of the 2040 TransAction Plan compared to the 2040 TransAction Baseline. The project rating assigned to each project submitted for the Six Year Program will be extracted from the 2040 TransAction Plan. If the submitted project is a subset of a project included in the 2040 TransAction Plan, the extents of the submitted project will be used to re-calculate the project rating. A half mile buffer around the submitted project will be used to calculate the project rating.

We will summarize this analysis in a similar way to that for NVTA’s FY2018-2023 Six Year Program. Draft and final versions of a technical memo are included, outlining the detailed approach and findings.

The schedule for this work is broadly similar to the Congestion Reduction Analysis.

Long Term Benefit

Long Term Benefit (LTB) is a requirement on NVTA to consider the geographic distribution of congestion reduction across the nine member jurisdictions (Counties and Cities – Towns are considered part of their part County for this analysis). The analysis will be conducted separately on two groups of projects for 2025 and 2040, using the person hours of delay metric:

- All 95 projects receiving an allocation of NVTA regional revenues to date; and
- A subset of these projects (approximately 20) that have been completed.

The LTB analysis for each group of projects will summarize the amount of congestion reduction experienced in each jurisdiction, separately accounting for impacts beyond Northern Virginia. Draft and final versions of a technical memo are included, outlining the detailed approach and findings.

The schedule for this work is broadly during August and September 2019, with a view to discussing draft outputs with NVTA staff and (subsequently) with members of the Regional Jurisdiction and Agency Coordinating Committee during October 2019.

Additional Analysis

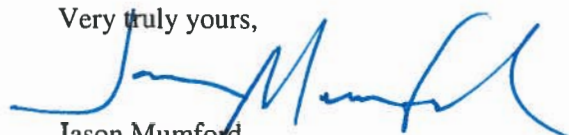
We have included an allowance for any additional analysis not included above, such as response to questions from NVTA committees or submitting agencies. The analysis might include refinements to project assumptions, changes to project impact areas, additional project combinations, or alternate approaches to Long Term Benefit. The analysis, if required, would be performed in March, April, or May 2020. This work requires prior authorization from NVTA.

Task	Cost/ Project	Number of Projects*	Total Cost
Congestion Reduction and TransAction Ratings			
Small Highway Projects	\$1,400	15	\$21,000
Large or Transit Projects	\$2,240	15	\$33,600
Combined Synergistic Projects	\$2,100	5	\$10,500
			\$65,100
Long Term Benefits		20 / 95	\$24,480
Additional Analysis (if Required)	\$1,800	5	\$9,000
Project Management and Presentations			\$22,600
Total			\$121,180

*Base assumption of number of projects. Actual costs will be determined by the number and type of candidate projects using the hours per project estimate. This adjustment will be confirmed in an updated letter following the September 27, 2019 deadline for applications.

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

Very truly yours,



Jason Mumford
Associate Vice President
AECOM Technical Services, Inc.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Mayor Parrish, Chairman – NVTA Finance Committee

DATE: July 3, 2019

SUBJECT: Finance Committee Report of the June 13, 2019 Meeting

1. **Purpose:** To provide the Northern Virginia Transportation Authority (NVTA) with a report of NVTA Finance Committee (Committee) activities.
2. **Background:** The Finance Committee last met on Thursday, June 13, 2019. This meeting combined items for the Committee's action and discussion from May and June. The next meeting is scheduled for Thursday, September 19, 2019 at 1:00PM. The following summarizes the June 13, 2019 meeting.
3. **Action Items:**
 - a. **Long Term Care Insurance Program:** The Committee received a report and recommendation on making Long Term Care Insurance available to staff on a voluntary basis with the cost of premiums paid by employees. The Committee voted unanimously to recommend the Authority include this insurance in the employee benefit package. The Authority approved the recommended motion at the June meeting.
 - b. **TransAction Update (RFP#2015-01) Contract Amendment 4:** The Committee received a report and recommendation on a contract amendment to provide technical services for the upcoming Six Year program – Two Year Update. Procurement and budget action had already been approved by the Committee and Authority. The Committee voted unanimously to recommend Authority adoption, contingent on the final costs being within budgeted amounts.
4. **Information/Discussion Items (February 21):**
 - a. **Investment Portfolio Report.** The Committee received reports and provided comments on investment activity and performance. The report to the Committee noted that the portfolio is beating the investment benchmarks even through the fixed income market has experienced significant rate declines over the reporting period.
 - b. **Monthly Revenue Report.** The report received and discussed by the Committee showed revenues are positive to the adopted projections.
 - c. **NVTA Operating Budget.** The report received and discussed by the showed 100% of the Operating budget revenue as collected and through the first ten months of the fiscal year (83% of the year) the Authority had expended 75% of the Operating Budget.

- d. Financial Activities Outline.** With the next scheduled Committee meeting in September, Finance staff provided a list of activities they will be preparing over the summer which included:

 - i.** Annual Audit
 - ii.** Recruitment, selection and onboarding of the FY2020 approved Financial Analyst
 - iii.** Phase II of the Project Information Management and Monitoring System (PIMMS)
 - iv.** Revisions to the annual 30% certification process
 - v.** Policy revisions related to SB1716 (2019) revenues
 - vi.** Direct purchase of investments analysis and recommendations
 - e. Closed Session.** The Finance Committee held a closed session to receive a briefing on lease negotiations involving NVTA, NVRC and TransWestern Realty.
- 5. Finance Committee Request.** Mayor Parrish as Chairman of the Committee inquired if the other Committee members thought a report of the implementation of Policy 29 – Project Activation, Monitoring and De-Appropriation would be in order. The Committee agreed and Finance staff were requested to prepare a report for the September 19th Committee meeting.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

FROM: Monica Backmon, Executive Director

DATE: July 3, 2019

SUBJECT: Executive Director's Report

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) of items of interest not addressed in other agenda items.
2. **Call for Regional Transportation Projects:** On Monday, July 1, 2019, the Call for Regional Transportation Projects for the update to the Six Year Program (SYP) was issued. The SYP update will include FY2024 and FY2025. It has been just over a year since we adopted the inaugural Six Year Program, and by this time next year, we expect to allocate at least \$400 million towards projects across the NoVA region when the Six Year Program Update is adopted in June 2020.
3. **TransAction Listening Session.** The update to TransAction, which was adopted in October 2017, is expected to start during the first half of 2020. Prior to this, commencing in 2019, Authority staff will begin to develop a draft scope of work for the TransAction update. An important component of scope development will be a TransAction 'Listening Session,' during which citizens and stakeholders will have the opportunity to provide inputs and make suggestions related to the Authority's long-range transportation planning activities, to Authority members. At this time, the Listening Session is planned for the winter of 2020.
4. **NVTA Standing Committee Meetings**
 - **Finance Committee:** The NVTA Finance Committee is scheduled to meet next on September 19, 2019 at 1:00pm.
 - **Governance and Personnel Committee:** The next meeting of the NVTA Governance and Personnel Committee (GPC) is TBD.
 - **Planning and Programming Committee:** The NVTA Planning and Programming Committee is not scheduled to meet again until late 2019/early 2020 as part of the update of the Authority's Six Year Program covering fiscal years FY2020-2025.
5. **NVTA Statutory Committee Meetings:**
 - **Planning Coordination Advisory Committee:** The NVTA Planning Coordination Advisory Committee is not scheduled to meet again until late 2019/early 2020 as

part of the update of the Authority's Six Year Program covering fiscal years FY2020-2025.

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

6. 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.

Attachment:

- A.** Regional Projects Status Report



NVTA Funding Program Project Status

Upcoming Public Information Meetings:

Loudoun County: Northstar Boulevard Extension – location and design public information meeting on July 8, 2019; John Champe High School cafeteria, Aldie, VA.

City of Alexandria: Potomac Yard Metrorail Station – public information session and public hearing on July 16, 2019; Oswald Durant Arts Center, Alexandria, VA.

Fairfax County: Richmond Highway BRT: Phases 1 and 2 - Public information meetings anticipated in Summer (July/August 2019) for various mini meetings. A comprehensive public information meeting is scheduled for September 17, 2019. The venue is to be determined.

NOTE: For the latest information on upcoming public meetings, please refer to the “**Events and Meetings**” section on our home page:
<https://thenovaauthority.org/>

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
Arlington County	Blue Silver Line Mitigation - Purchase of four new transit buses to introduce Silver Line connecting service. Arlington Transit is using the four 19 passenger buses to enable additional capacity on the ART 43 Route between Crystal City, Rosslyn and Court House.	\$1,000,000 (FY2014)	Acquisition	Completed.			
Arlington County	Boundary Channel Drive Interchange – Constructs two roundabouts at the terminus of the ramps from I-395 to Boundary Channel Drive, which eliminate redundant traffic ramps to/from I-395. In addition, the project will create multi-modal connections (new trail connection to the Mt. Vernon trail) to/from the District of Columbia that will promote alternate modes of commuting into and out of the District.	\$4,335,000 (FY2014)	Construction	Planning and design underway (awaiting IMR approval from FHWA); construction of the interchange begins in Fiscal Year 2020. Working with VDOT to transfer PE/ROW/CN phases from County to VDOT. Long Bridge Drive was complete on June 28, 2018 and is in closeout.	Long Bridge Drive was completed in June 2018 and interchange is expected by end of calendar year 2022	Fall 2021	50.7%
Arlington County	Columbia Pike Multimodal Improvement – Includes a modified street cross-section with reconfigured travel and transit lanes, medians and left-turn lanes, utility undergrounding and other upgrades along Arlington's 3.5 mile Columbia Pike corridor from the Fairfax County line on the west end to Four Mile Run.	\$12,000,000 (FY2014)	Construction	Streetscape and Undergrounding plan approval received in May 2017. Washington Gas in-street gas main and lateral connections have been completed. Old gas line has been abandoned. The undergrounding and streetscape improvement have commenced with NTP of 2/20/18. Watermain and lateral connections are complete. Sanitary sewer work 70% complete. Storm sewer work ongoing. Utility duct banks installation nearly complete on the western end of this segment. . Review underway for east end utility	Spring 2021	Spring 2021	15.7%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
				undergrounding redesign, Retaining wall for 5001 Columbia Pike nearly complete.			
Arlington County	Columbia Pike Multimodal Street Improvements (East End) – Includes a modified street cross- section along the eastern portion of Arlington's 3.5 mile Columbia Pike corridor. Specific works includes realignment of road including shifting the roadway south of its existing location, eliminating the s-curves, utility undergrounding and enhancing pedestrian facilities	\$10,000,000 (FY2015-16)	Engineering, Construction	<p>Segment A (East End) has been split into two sections. First section is Orme to Oak (West) and the second is Oak to Joyce Street (East).</p> <p>Segment A West - Right-of-Way acquisition underway, but must be completed prior to final plan approval and construction. Pursuing required easements with property owners to allow for a 10' shared use sidepath on the north side for bicyclists. Dominion Electric and VDOT agreements underway for installation of equipment on VDOT land. Design approval is expected in spring/summer 2019.</p> <p>Segment A East is subject to negotiations with Arlington National Cemetery. Completed review of draft Environmental Assessment (EA) with comments sent to U.S. Army Corps of Engineers on 9/21/18. Discussions continue with ANC on ROW requirements to accommodate long term transportation needs.</p>	Western Half – Fall 2021; Eastern Half – projected Spring 2022 (depending on negotiations)	Western Half – Fall 2021; Eastern Half – projected Fall 2021 (depending on negotiations)	9.5%
Arlington County	Crystal City Multimodal Center – Provides four additional saw-tooth bus bays	\$1,500,000 (FY2014)	Construction	Ribbon cutting occurred on May 18, 2017.	Closed construction contract and	Signage phase to be completed	88.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	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.			<p>Remaining funds being used to implement the real-time information signage installation. Staff determined type and location of sign. Property easement is being finalized. Power source being identified. Installation is targeted for Fall 2019.</p> <p>Signage construction phase on hold pending completion of demolition of Clark Street ramp over 18th Street which is adjacent to project location. Demolition is delayed. Signage completion is planned for in Fall 2019.</p>	released retainage by late April 2018.	by end of 2019.	
Arlington County	Ballston-MU Metrorail Station West Entrance – Constructs a second entrance to the Ballston- MU Metrorail Station, at North Fairfax Drive and North Vermont Street. Includes two street-level elevators & escalators, connecting to an underground passageway & new mezzanine. It will have fare gates, fare vending machines and an attended kiosk. Provides direct access, relieves congestion at the current entrance and provides for more even distribution along the platform	\$12,000,000 (FY2015-16)	Design	<p>Design work is expected to run two years starting Summer 2019. . County staff continued working with WMATA on the design support agreement and project implementation plan. In May 2019, County recorded Deed of Easement for land for the street level elevators. County staff met with NVTA staff on June 6th to discuss status of project. County continued working on procurement for engineering and design firm to update the old 35% plans. Next steps: County will resubmit to FTA request for environmental clearance (categorical exclusion) that expired. WMATA will review the existing design and identify areas where the design is not compliant with the most current WMATA Manual of Design Criteria. WMATA will meet</p>		Fall 2020	0.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
				internally to determine: 1. WMATA team structure 2. How the review of existing 35% design will be performed and managed with regards to team structure, roles, and cost management. 3. WMATA cost estimate for design support services. Start of construction is expected in Summer 2021.			
Arlington County	Glebe Road Corridor Intelligent Transportation System Improvements – Design and construction of Intelligent Transportation System (ITS) and Adaptive Traffic Control System, including hardware and software for real time traffic data collection, Forward Looking Infra Red (FLIR) traffic detection, 3D pedestrian and bike detection, interactive audible ADA accessible pedestrian crossings, CCTVs, backup power supply information systems, queue detections, and dynamic message signs.	\$2,000,000 (FY2015-16)	Engineering Construction	Task 1 – On Site Support - Work completed Task 2 – Chain Bridge ITS upgrades – Final Plans approved by VDOT — preparing bid package. Task 3 – Chain Bridge Fiber communication – Completed. Task 4 – ITS Equipment Installations – Completed. Task 5 – TSP equipment installation – Waiting on contract to procure TSP equipment.	Task 1 – completed Task 2 – Fall 2019 Task 3 - Completed Task 4 – Completed Task 5 – Fall 2019 Project Completion: Spring 2020	Task 1 – completed Task 2 – Fall 2019 Task 3 - Completed Task 4 – Completed Task 5 – Fall 2019 Project Completion: Spring 2020	24.3%
Arlington County	Lee Highway Corridor ITS Enhancements – The project proposes to address congestion, safety, and transit issues by installing an Intelligent Transportation System (ITS) and corresponding Adaptive Traffic Control System program, to better manage traffic flow for both	\$3,000,000 (FY2017)	Design, PE, ROW, Construction	Task 1: On-Site ITS Consultant – Work completed Task 2: Signal Upgrades – task order in process for consultant bid set drawings Task 3: Streetlighting – construction to start by 2019 end Task 4: ITS equipment deployment - Field survey completed. Equipment	Design Tasks Task 1 – Spring 2019 Task 2 – Spring 2019 Task 3 – Summer 2020 Task 4 – Summer	Design Tasks Task 1 – Spring 2019 Task 2 – Spring 2019 Task 3 – Summer 2020 Task 4 – Summer	8.3%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	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.			procurement in process.	2019 Task 5 – Summer 2019 Task 6 – Spring 2019 Project completion June 2020	2019 Task 5 – Summer 2019 Task 6 – Spring 2019 Project completion June 2020	
Arlington County	Crystal City Streets: 12 th Street Transitway, Clark/Bell Realignment & Intersection Improvements – The goal is to streamline the existing road network, make movements for all modes of transportation more efficient, create new connections to the street grid network, and to construct an extension of the Crystal City-Potomac Yard (CCPY) Transitway. It includes reconfiguring the street between South Eads Street and South Clark Street to provide exclusive transit lanes, reconfigure and realign a segment of Clark Street with Bell Street, and the intersection improvements around 23rd Street South and US-1 will simplify the design of three closely-spaced intersections that are confusing and inefficient for	\$11,600,000 (FY2017)	Design, PE, ROW, Construction	12 th Street design plans are at 30%. The County has decided to combine this phase of the project with the larger CCPY extension project to Pentagon City Metro. County engineers will bring that phase to 30% and then complete overall design concurrently. This phase is currently on hold pending further traffic studies to accommodate the Transitway extension. 23 rd street has been split into 2 phases. The segment between US1 and Eads will be completed in Phase 1. Design has been expanded to include improvements on the south side of this segment in Phase 1. Design is at 90%. Temporary construction easements have been secured. Design will be completed in late summer	June 2021	June 2021	12.6%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	all modes.			<p>2019, followed by a three-month procurement process. The construction should start in late 2019 with completion in mid-2020.</p> <p>The new Phase 2 will include the reconfiguration of US1 interchange and adjacent pedestrian facilities as well as the section of 23rd Street from Eads to Crystal Drive. This project will be designed in coordination with an adjacent private sector development. Discussions have begun with that developer and design may begin by May 2019. Phase 2 will also include the closing of the existing pedestrian tunnel under US1 and removal of all above-ground structures</p> <p>Clark/Bell Realignment has completed 30% design. Design work continues towards the 60% level. The remaining design work is scheduled to be completed in mid- 2020.</p>			
Arlington County	ART Operations and Maintenance Facilities – This funding will enable construction for parking additional ART buses, facilities for maintenance and bus operations, as well as enclosed storage for transit infrastructure. When complete, ART will have the support network it needs to increase ridership, including new routes and increased	\$39,027,000 (FY2018-23 SYP)	Design, Construction, Asset Acquisition	The project is currently undergoing conceptual design	Fall 2021	Fall 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	services, and to keep the entire bus fleet maintained and in service						
Arlington County	Intelligent Transportation Systems Improvements – This funding will enable implementation of upgraded ITS, adaptive signal optimization, real-time signal optimization, additional bluetooth devices, count stations, CCTV cameras, FLIR detections; enable future initiatives such as connected vehicles and transit signal priority	\$10,000,000 (FY2018-23 SYP)	Design, ROW, Construction, Asset Acquisition	Phase I: Washington Blvd. Corridor ITS Enhancements (\$4,000,000): Task 1: Planning/Scoping – Task 1.1 - Corridor tour, intersection analysis & selection – Completed - 7 intersections were selected for ITS Enhancements Task 1.2 – Survey Request – Ongoing - Survey has been requested for all selected intersections; survey for 4 out of 7 intersections were recently received. Task 1.3 – Project website setup – Completed Task 1.4 – RFP preparation for design – Ongoing Phase II: Crystal City/Pentagon City area ITS Enhancements (\$4,000,000) - Project's Planning/Scoping task will begin soon. Phase III: Columbia Pike corridor ITS Enhancements (\$2,000,000) – Project's Planning/Scoping task will begin soon.	Summer 2024	Summer 2024	0%
Fairfax County	Fairfax Connector Expansion - New and improved service within the I-66 Corridor and locations in southern Fairfax County, including service between the Vienna Metrorail Station and Centerville, and in the Huntington and Springfield areas.	\$6,000,000 (FY2015-16)	Acquisition	Completed			
Fairfax County	US1 Richmond Highway	\$1,000,000	Design,	Funds fully utilized, project			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	Widening - 2.9 miles section between Mt. Vernon Memorial Highway (south) and Napper Road will be widened to six lanes.	(FY2015-16)	Engineering, Environmental	continuing.			
Fairfax County UPC 106742	Frontier Drive Extension - Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road, including access to Franconia-Springfield Metrorail Station and interchange improvements (braided ramps) to and from the Parkway. Provide on-street parking along Frontier Drive where feasible, as well as add pedestrian and bicycle facilities.	\$2,000,000 (FY2015-16)	Design, PE	VDOT is administering this project. Design and Preliminary Engineering related efforts are underway. At a recent Value Engineering presentation. Fairfax County indicated conditional agreement on the VE recommendations, which will result in significant redesign if adopted. Public Hearing has been postponed indefinitely. Consultants have submitted a supplement to incorporate the VE recommendations and also additional WMATA tasks as a result of a recent coordination meeting with them. Supplement still under review. Supplement approved and NTP issued to consultants. Working on extra design work currently.	2022-2023	Fall 2018 (Full payment made to VDOT)	100%
Fairfax County	Innovation Metrorail Station – Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	\$41,000,000 (FY2014)	Design, Construction	Pedestrian bridge is complete. Detailing for the pavilion and escalators continues in addition to ceiling panel installation and electrical rough-in. The County has awarded the contract for construction and work is expected on the kiss and ride, bike facilities and taxi waiting areas. The bus bays have been completed on the south side.	Dec 2019	Dec 2019	92%
Fairfax County	Innovation Metrorail Station	\$28,000,000	Construction	Pedestrian bridges are	Dec 2019	Dec 2019	99.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	(Continuation) - Construction of the Silver Line Phase II extension of the rail system from Washington DC, to and beyond the Dulles International Airport. This multimodal facility will include bus bays, bicycle parking, kiss-and-ride and taxi waiting areas, as well as pedestrian bridges and station entrances from both the north and south sides of the Dulles Airport Access Highway/Dulles Toll Road.	(FY2015-16)		complete. Station elevator and escalator testing is ongoing as well as station clean-up and preliminary inspection. The County has awarded the contract for construction and work is expected on the kiss and ride, bike facilities and taxi waiting areas. The bus bays have been completed on the south side.			
Fairfax County UPC 108720	VA Route 28 Widening – Prince William County Line to Route 29 - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2015-16)	PE and Environmental Study	Citizen information meeting held 3/12/19. Design: Consultant submitted 30% plans. These plans and the draft Design Build RFQ and RFP were submitted to VDOT 12/21/18. Environmental: NEPA Concurrence for revised project scope received from FHWA. VDHR on 10/23/18 provided concurrence that project would have no adverse impact on historic properties. VDOT has approved Noise Study and Air Study. Draft categorical exclusion was submitted to VDOT for approval 2/25/19. Traffic: Draft 2040 traffic model submitted to VDOT 10/18/18; coordinating with VDOT and consultants to finalize the study. Geotech: VDOT has approved Revised Geotechnical Data Report. Request for Qualifications (RFQ) was posted April 16,	2023	2019	39.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
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				2019. Five Statement of Qualifications (SOQ) were received on May 24, 2019. Three firms are expected to be shortlisted by July 12 and Request for Proposals to be issued on August 12, 2019.			
Fairfax County UPC 108720	VA Route 28 Widening – Prince William County Line to Route 29 (continuation) - Widen from 4 to 6 lanes including intersection improvements and pedestrian/bicycle facilities.	\$5,000,000 (FY2017)	PE, ROW	Continuation of the 2015-16 project.	2023	2019	0%
Fairfax County UPC 107937	Fairfax County Parkway Improvements – A Study of short and long-term corridor improvements, Environmental Assessment (EA)/ Finding of No Significant Impact (FONSI), and/or Preliminary Engineering for five segments of the Parkway.	\$10,000,000 (FY2015-16)	Design, Environmental, PE	VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. The overall project is about 20% complete, including obtaining survey information, developing multiple design concepts (Popes Head/Shirley gate interchange, Burk Center Parkway intersection improvement, and Parkway widening), initiating Traffic data collection, Noise analysis, Environment assessment, IJR framework, TDM, public outreach programs etc. Most recent PIM was held on Jan 7, 2019 to focus on Popes Head Road interchange options, Burke Center Pkwy intersection options, and storm water management. NEPA documents in progress. Addressing public comments and working on IJR and environmental analysis. Public information meeting anticipated in Fall 2019.	2023	Summer 2019	40%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
Fairfax County UPC 107937	Route 286 Fairfax County Parkway Widening: Route 123 to Route 29 – Widen Route 286 from four lanes (undivided) to six lanes (divided). It also includes bike-ped amenities such as paved trail. Intersection improvement and access management will be considered in design.	\$10,000,000 (FY2017)	ROW	VDOT awarded the contract on 5/1/2017 and started working on traffic analysis and alternatives development. The overall project is about 20% complete, including obtaining survey information, developing multiple design concepts (Popes Head/Shirley gate interchange, Burk Center Parkway intersection improvement, and Parkway widening), initiating Traffic data collection, Noise analysis, Environment assessment, IJR framework, TDM, public outreach programs etc. Most recent PIM was held on Jan 7, 2019 to focus on Popes Head Road interchange options, Burke Center Pkwy intersection options, and storm water management. NEPA documents in progress. Addressing public comments and working on IJR and environmental analysis. Public information meeting anticipated in Fall 2019.	2023	Spring 2021	0%
Fairfax County UPC 109814 & 5559	Rolling Road Widening – Widen Rolling Road from 2 to 4 lanes from Old Keene Mill Road (VA 644) to Franconia Springfield Pkwy (VA 289) and Fairfax County Parkway (VA 286). Project will add pedestrian and bicycle facilities.	\$5,000,000 (FY2015-16)	Design, PE, ROW	Phase 1 (interim improvements at Old Keene Mill Road and Rolling Road intersection) and Phase 2 (roadway design) design is in progress. A public hearing was held on Feb 27, 2018. Fairfax County Board endorsed public hearing plans on 7/31/18. Phase 1 construction to begin in fall 2020 and end in fall 2021. Phase 2 construction from Fall 2022 to Fall 2025.	Phase 1: 2021 Phase 2: 2025	Nov 2020	62.5%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
Fairfax County	West Ox Bus Garage - Expands capacity of the West Ox bus facility and allows for additional, increased Fairfax Connector bus service. Includes 9 maintenance bays and expansion of facilities for bus drivers and security.	\$20,000,000 (FY2015-16)	Construction	Project complete. Close out pending.	2018	2018	60.3%
Fairfax County UPC 106917 (Parent UPC 52328; Asso UPC 99478)	Route 7 Widening: Colvin Forest Drive to Jarrett Valley Drive – Widen Route 7 from four to six lanes, improve intersections, and add 10-ft shared use path on both sides with connections to local trails.	\$10,000,000 (FY2017)	ROW	30% plans completed. Public hearing held on 11/15/16. Official RFP was released on 11/21/17. A Working Group meeting was held on March 7, 2018. Bids were opened on 3/29/18. CTB Award and NTP to the Design-Build contractor occurred in July 2018. Pardon Our Dust meeting held on May 7 th and May 14 th . Construction has commenced. Final project completion is expected in Summer 2024. Early ROW plans completed in Dec 2018. 90% plan submission in May 2019.	2024	June 2020	0%
Fairfax County	Richmond Highway BRT: Phases 1 and 2 – This includes median running BRT from Huntington Metro Area to Fort Belvoir. The project will include new transit stations, facilities for bicycle, pedestrian, and vehicle travel modes.	\$250,000,000 (FY2018-23 SYP)	Design, ROW, Construction	Continuation of preliminary design with a completion of 20% design in Summer 2019. Environmental document work ongoing and currently at 50% complete.	2029	2029	0%
Loudoun County	Transit Buses - Two 40-foot transit buses to introduce Silver Line connecting transit service from a new Park-n-Ride facility known as East Gate Park-n-Ride along Tall Cedars Parkway.	\$880,000 (FY2014)	Acquisition	Completed			
Loudoun County	Loudoun County Transit Buses - Four new buses in peak commuter periods to	\$1,860,000 (FY2015-16)	Acquisition	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	connect new park and ride lots in Dulles South, Dulles Town Center, and Ashburn to the Silver Line.						
Loudoun County	Belmont Ridge Road (North) – Widening of Belmont Ridge between Gloucester Parkway and Hay Road Segment, including a grade separation structure to carry the W&OD trail over Belmont Ridge Road.	\$20,000,000 (FY2014)	ROW, Construction	Completed			
Loudoun County	Leesburg Park and Ride – Funding of land acquisition for a second Leesburg Park and Ride facility to accommodate a minimum of 300 spaces.	\$1,000,000 (FY2014)	ROW, Construction	. Work will resume in the Summer of 2019.	January 2020	January 2020	10%
Loudoun County	Belmont Ridge Road - Truro Parish Road to Croson Ln – The road will be widened from a substandard two-lane rural section to a four-lane arterial standard with the appropriate auxiliary turn lanes and signalization.	\$19,500,000 (FY2015-16)	Construction	Design is complete. Right of way acquisition continues.	Summer 2022	Summer 2022	10.5%
Loudoun County UPC 97529, 105064, 105575	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd – Provides for the design, right-of-way acquisition and construction of Loudoun County Parkway from Creighton Road to U.S. Route 50. The project will be designed as a four- lane urban major collector with a divided median in a six-lane ultimate right-of-way, associated turn lanes and shared use path.	\$31,000,000 (FY2015-16)	Design, ROW, Construction	. Design of an additional southbound lane from Dulles West Boulevard to Route 50 and construction of a 2nd right turn lane from Loudoun: Field survey and utility designations are underway. A meeting with MWAA was held on June 3, 2019 to discuss permits for the project.	Mid 2021	Mid 2021	37.4%
Loudoun County/ Town of Hillsboro	Route 9 Traffic Calming: Town of Hillsboro – The project includes roundabouts at RT 9/RT 719 and RT 9/RT690S intersections,	\$12,112,000 (FY2018-23 SYP)	Design, ROW, Construction	Land use permit application is ready to submit. ROW is 100% complete, 85% have gone to closing. Dominion,	Mid 2020	Mid 2020	10.79%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	sidewalks on both sides of RT 9, streetscaping, pedestrian lighting, raised and at-grade crosswalks, on-street parking, a closed storm sewer system, shared-use path connecting to existing and planned area trails, overhead utility burial, duct banks for future data utilities, and new drinking water main, sanitary sewer main and laterals.			Verizon and Town met to discuss first part of their work. Bid opening is set for July 11 th at 3 pm.			
Loudoun County	Dulles West Blvd Widening: Loudoun County Pkwy to Northstar Blvd – This includes the construction of a four-lane median divided roadway for approximately 2 miles within a 120 foot right of way and six signalized intersections.	\$47,800,000 (FY2018-23 SYP)	Design, ROW, Construction	Consultant selection is underway for a Design Consultant	2026	2026	0%
Loudoun County	Evergreen Mills Rd Intersection Alignments – Watson Rd and Reservoir Rd – This includes the realignment of Watson Road and Reservoir Road to align with the intersection of Evergreen Mills Rd and form a four-legged intersection; construct right and left turn lanes from Evergreen Mills Rd onto Watson Rd and Reservoir Rd.	\$14,000,000 (FY2018-23 SYP)	Design, ROW, Construction	A consultant (J2 Engineers) is now under contract (3/19/19) for Design Services. The Consultant is initiating Preliminary Design phase. J2 is preparing the Property Access Letters to begin fieldwork late April 2019. A project kick-off meeting was held on April 2, 2019. On May 6, 2019, a meeting was held with VDOT, DTCL, and J2 engineers to discuss the roadway classification, design speed and alignment concurrence.	2024	2024	0%
Prince William County	Route 1 Widening from Featherstone Road to Marys Way – Widen Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the	\$3,000,000 (FY2014)	Design	Duct bank design completed and approved by VDOT Finalizing roadway project design.	April 2021	October 2018	84.9%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.						
Prince William County	Route 1 Widening from Featherstone Road to Marys Way (continuation) - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$49,400,000 (FY2015-16)	Design, ROW Acquisition, Construction	All ROW has been acquired via COT or agreements. However, some negotiations are underway or court dates are TBD. Roadway construction advertisement is anticipated for January 2020, with award in March 2020. The \$14,475,732 Duct Bank construction contract was awarded to Sagres Construction Corporation on August 7, 2018. Construction of the Duct Bank is ongoing and is anticipated to take one year. Demolition of structures continues. Roadway construction bid is scheduled for January 2020.	April 2021	April 2021	64.2%
Prince William County	Route 1 Widening from Featherstone Road to Marys Way (continuation) - Widening of Route 1 from a 4 lane undivided highway to a 6 lane divided highway. The total distance for the project will be 1.3 miles and will include the construction of a 10 foot wide multi-use trail on the west side and a five foot wide sidewalk on the east side, along the entire route.	\$11,000,000 (FY2017)	Construction	Continuation of the FY2014 and FY2015-16 projects above.	April 2021	April 2021	0%
Prince William County	Route 28 Widening from Linton Hall Road to Fitzwater Drive -- Widen from a 2 lane undivided roadway to a 4 lane divided highway. Project includes the construction of a	\$28,000,000 (FY2014)	Engineering, ROW Acquisition, Construction	On October, 2018, the contractor completed the southbound lanes to final configuration and traffic shift. Northbound lane construction is ongoing including curb and	October 2019	October 2019	83.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	multi-use trail on the south side and a sidewalk on the north side.			gutter installation. Northbound bridge girder placement is complete. Project is nearing 90% completion and on schedule for 100% completion by the contract date.			
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road - Widen approximately 1.5 miles of Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$16,700,000 (FY2015-16)	Design, ROW Acquisition, Construction	Project was bid as an unsolicited PPTA (Public-Private Transportation Act) proposal. The construction contract was awarded on March 6, 2018 to Shirley Contracting, LLC. The QA/QC plan was approved in April 2018. Design activities are ongoing. Negotiating with area developer that may be working in the area simultaneously to reduce impacts and duplication. Final bridge typical section design is being re-designed to accommodate asphalt trail. VDOT ROW review was completed with a total of 28 impacted properties. Construction is scheduled to begin Summer 2019.	Summer 2021	Design March 2018 thru summer 2019. .	24.3%
Prince William County	Route 28 Widening from Route 234 Bypass to Linton Hall Road (continuation) - Widen approximately 1.5 miles of Route 28 from a 4-lane undivided highway to a 6 lane divided highway, which will include a multi-use trail and sidewalk.	\$10,000,000 (FY2017)	Construction	Continuation of the FY2015-16 project above.	Summer 2021	Design March 2018 thru summer 2019. .	0%
Prince William County	Route 28 Corridor Improvements from Fitzwater Dr to Pennsylvania Ave (continuation) – Widen Route 28 from a 4 lane undivided highway to a 6 lane divided highway, which will	\$15,000,000 (FY2018-23 SYP)	Construction	Continuation of the above.	Summer 2021	Summer 2021	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
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	include a multi-use trail and sidewalk.						
City of Manassas/ Prince William County	Route 28 (Manassas Bypass) Study – Godwin Drive Extended - This study will evaluate the scope, cost, environmental, traffic forecasts, alternative alignments and feasibility factors required to gain approval for Route 28 corridor congestion improvements between the City of Manassas and Fairfax County.	\$2,500,000 (FY2015-16)	Engineering Study	NEPA process began in Spring 2018, with an approximate 21 to 36-month timeline. A new task order with Parsons Transportation Group was finalized in April 2018. Additional funds have been approved as part of the NVTA SYP. VDOT provided a signed concurrence letter from FHWA indicating that the study can move forward as an EA on July 26, 2018. Preliminary data collection is completed. The technical report is being finalized. Public Information Meetings were held on December 5 th (in Prince William County) and December 6 th (in Fairfax County). Purpose and need being developed. Current task focuses on feasibility of obtaining permits for the bypass. Awaiting comments from Army Corps of Engineers, VDOT, FHWA, and EPA. The consultant is in the process of analyzing the impacts of Alternative 4 (existing Route 28) in comparisons to Alternatives 2A/2B (Bypass).	Location study (phase 1 of the overall study) completed in November 2017. NEPA (phase 2) to be completed by spring 2021.	Location study (phase 1 of the overall study) completed in November 2017. NEPA (phase 2) to be completed by spring 2021.	47.8%
Prince William County	Construct Interchange at Route 234 and Brentsville Rd – This includes grade separation at Brentville; converting intersection of Prince William Pkwy and Bradley Cemetery Way to T-intersection; realigning Brentsville Rd to provide	\$54,900,000 (FY2018-23 SYP)	Design, ROW, Construction	An unsolicited PPTA proposal was received from a design-build team. The proposal was evaluated and accepted by the County. The project was advertised on November 29, 2018 for competing bids. Two additional bids were received. A panel is being assembled to	2025	2025	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
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	through access to Dumfries Rd			review the bids. A decision is expected in the next couple months.			
Prince William County	Construct Interchange at Prince William Pkwy and University Blvd – The intersection will be redesigned as quadrant roadway (QR), which will restrict left turns at the main intersection and moves them to secondary intersection further down and connector roads. It will also include two signalized intersections.	\$24,200,000 (FY2018-23 SYP)	Design, ROW, Construction	A task order with Parsons has been executed and design work has been initiated. Consultant is currently performing survey activities. A Public Information Meeting was held on May 20, 2019. Plans are being prepared for VDOT submission in July 2019.	2022	2022	0%
Prince William County	Summit School Extension and Telegraph Road Widening – This includes extending Summit school Rd to Telegraph Rd as a 4-lane divided roadway; widening Telegraph Rd from new Summit School Rd intersection and Horner Rd commuter lot as well as from Caton Hill Rd to Prince William Pkwy; constructing sidewalk and multiuse path.	\$38,700,000 (FY2018-23 SYP)	Design, ROW, Construction	A Request for Proposal (RFP) for design services will be advertised by the end of the month. .	2022	2022	0%
City of Alexandria	DASH Bus Expansion – Five new hybrid buses to provide additional service and increased headways to regional activity centers, including BRAC-133 at Mark Center and VRE Station at King Street.	\$1,462,500 (FY2014)	Acquisition	Completed			
City of Alexandria	Shelters and Real Time Transit Information for DASH/WMATA – Constructs	\$450,000 (FY2014)	Acquisition, Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
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	bus shelters and provides associated amenities such as real time information at high ridership stops.						
City of Alexandria	Potomac Yard Metrorail Station EIS – This project supports ongoing design and environmental activities associated with the development of a new Blue/Yellow Line Metrorail station at Potomac Yard, located between the existing Ronald Reagan Washington National Airport Station and Braddock Road Station.	\$2,000,000 (FY2014)	Design Environmental	Funds fully utilized. Project continuing.			
City of Alexandria	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$1,500,000 (FY2015-16)	Planning, PE, Design	Funds fully utilized. Project continuing.			
City of Alexandria	Potomac Yard Metrorail Station (continuation) - Planning, design, and construction of a new Metrorail station and ancillary facilities at Potomac Yard along the existing Metrorail Blue and Yellow lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.	\$66,000,000 (FY2017)	Design, PE, Construction (Design-Build)	WMATA awarded the contract on September 10, 2018 to the Potomac Yard Constructors JV for design and construction of the project. Notice to Proceed was issued 9/24/2018. The City has conducted several public meetings to present the design of the station access to the public. The City in conjunction with the contractor and WMATA continues to advance the project design. Additional public meetings will be held.	Project completion is currently scheduled for Winter/ Spring 2022	Phase will be completed in 2022.	12.1%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
				<p>The state announced \$50 million in funds on November 13, 2018 for the south entrance in association with the Amazon HQ2 project. The funding will require approval (likely sometime in 2019) by the Commonwealth Transportation Board. The City is working with WMATA and the state to explore the feasibility and cost of including the south entrance into the current project. We are also determining whether the scale of the entrance will be the same as contemplated in the original station design. The chief goal is to ensure the current project remains on schedule for a 2022 opening. There is approximately 8 months of design and construction that can proceed before a decision on how to implement the south entrance would become a critical path item. The City, WMATA, and the Contractor continue to work to move the project forward to maintain the current project schedule while developing a feasible design to enhance the south entrance. Community outreach will continue. The City, WMATA, and Contractor will work to develop a cost estimate for the recommended south entrance enhancement.</p>			
City of Alexandria	Traffic Signal Upgrades/Transit Signal	\$660,000 (FY2014)	Design, Asset Acquisition	100% of the equipment has been installed. The	Winter 2018	Winter 2018	19.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	Priority – Includes design of transit priority systems on Route 1 and Duke Street, and purchase of equipment and software to install transit signal priority and upgrade traffic signals on Route 1.			specialized modems and SIM Cards have been provided by WMATA; Equipment programming, configuration and testing was completed at the end of February 2019. All the contractor payments have been processed and successfully paid, and the City is awaiting final payment from NVTA. .			
City of Alexandria	Duke Street Transit Signal Priority - 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	100 percent of the equipment has been installed; Equipment programming and testing was completed at the end of February 2019. All the contractor payments have been processed and successfully paid, and the City is awaiting final payment from NVTA. .	Winter 2019	Fall 2018	63.1%
City of Alexandria	West End Transitway (WET) - Will provide frequent, reliable transit service connecting major activities. The WET will connect to two metro stations (Van Dorn, Pentagon), major employment centers (Pentagon, Mark Center), and major transit nodes (Landmark Mall, Southern Towers, and Shirlington Transit Center).	\$2,400,000 (FY2015-16)	Design, Construction	The project has been revised to align with available funding in order for the City to achieve a beneficial facility sooner. The first phase will be the entire length of the project and will include three Queue Jump Lanes and Transit Signal Priority at all intersections.. The procurement for design services is anticipated for 1 st Quarter of FY 2020 .	2024	2021	36.6%
City of Alexandria	Alexandria Bus Network ITS - Will implement MobileCAD application for DASH that will allow field supervisors and the public real-time bus arrival information on electronic devices and SMS text messages. It will also provide five real-time information	\$150,000 (FY2018-23 SYP)	Asset acquisition	Authority approved the Standard Project Agreement on February 14, 2019. Five real-time information displays have been purchased and installed.. Work on the real-time arrival system with GTFS-rt and SMS text messages is in progress and should be complete by the end	June 2019	June 2019	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	signages in addition to the 20 signages provided by WMATA on major transit corridors in the City.			of August, and the new bus signs, which are contingent upon SMS Deployment, are planned for purchase/installation by November. MobileCAD will be deployed by August 2019 . Work is underway on the real-time arrival system. DASH is now integrated into WMATA's BusETA and has soft-launched its real-time GTFS system.			
City of Fairfax	35' CUE Bus Acquisition – Replaces six of the City's CUE transit buses with larger buses that can hold additional passengers. The new buses will be 35 feet long and will provide additional capacity, holding 31 seated passengers and 51 standing.	\$3,000,000 (FY2015-16)	Acquisition	Completed			
City of Fairfax	Jermantown Road/Route 50 Roadway Improvements – Addition of a third westbound lane along Route 50 (Fairfax Boulevard) (NHS) from Bevan Drive to Jermantown Road; widening of northbound Jermantown Road to allow for two through lanes adjacent to the left turn lane into the shopping center; geometric improvements to southbound Jermantown Road to provide a dual right turn lane, through lane, and left turn lane; and replacement of span-wire signals with mast arm signals.	\$1,000,000 (FY2015-16)	Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place – Widen Route 123 (Chain Bridge Road) to six lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$5,000,000 (FY2014)	ROW, Construction	Completed			
City of Fairfax	Chain Bridge Road Widening/Improvements from Route 29/50 to Eaton Place “Northfax” – Widens Route 123 (Chain Bridge Road) to 6 lanes, improves the lane alignments of the roadway approaches for the intersection of Route 29/50 (Fairfax Boulevard) at Route 123 and improves pedestrian accommodations at all legs of the intersection. Includes extensive culvert improvements to eliminate roadway flooding caused by the inadequate culvert under Route 123.	\$10,000,000 (FY2015-16)	Construction	Completed. Last reimbursement request has been submitted to NVTA. A Ribbon cutting ceremony was held on May 20.	May 2019	May 2019	100%
City of Fairfax	Kamp Washington Intersection Improvements – Eliminates the existing substandard lane shift between Route 50 and Route 236 through the intersection; signalization phasing improvements; construction of	\$1,000,000 (FY2015-16)	Construction	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	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.						
City of Fairfax	Jermantown Road Improvements – Includes the provision of spot widening, new turn lanes, new signals, and pedestrian crossings.	\$21,000,000 (FY2018-23 SYP)	Design, ROW, Construction	Not started yet.	2022	2022	0%
City of Fairfax	Roadway Network Northfax West – Includes the construction of 700 ft long new roadway between Fairfax Blvd/Farr Avenue and Orchard Street to create a grid network within the NW quadrant of Fairfax Blvd/Chain Bridge Road ("Northfax"), sidewalks, and bike lanes	\$2,500,000 (FY2018-23)	Design, ROW, Construction	Not started yet.	2022	2022	0%
City of Falls Church	Bus Stops Changes – Includes the provision of shelters and pedestrian way-finding information. Also includes consolidation of existing stops, design, ROW acquisition and construction for bus stop changes along Route 7, and provision of bus shelters.	\$200,000 (FY2014)	Engineering, Construction, Inspection Services	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
City of Falls Church	Pedestrian Access to Transit – Includes the provision of enhanced pedestrian connections to the Intermodal Plaza being designed for the intersection of South Washington Street and Hillwood Avenue. The Intermodal Plaza will serve as a focal point for bus transportation in the area when completed.	\$700,000 (FY2014)	Engineering, Environmental, Construction	Completed			
City of Falls Church	Pedestrian Bridge Providing Safe Access to the East Falls Church Metro Station – Includes the expansion of an existing bridge on Van Buren Street to include a segregated pedestrian area. The existing bridge lacks such a facility and requires pedestrians to detour onto the pavement in order to access the Metro Station.	\$300,000 (FY2014)	Design, Construction	Completed			
City of Falls Church / NOVA Parks	Enhanced Regional Bike Routes (W&OD Trail) – Replaces 1.2 miles of 10-foot wide trail with 11-foot wide bike trail and 8-foot wide pedestrian trail separated by a median, upgrades curb ramps to ADA standards, and widens Four Mile Run bridge.	\$3,244,959 (FY2018-23 SYP)	Engineering, Construction	Engineering contract awarded to AMT Sept. 2018. Kick-off meeting with AMT, City and NOVA Parks staff on Nov. 2018. Engineering in progress. 30% plans near completion. City of Falls Church Planning Commission work session is scheduled for July, 2019.	August 2020	August 2020	0.74%
City of Manassas	Route 28 Widening South to City Limits – Includes widening Route 28 from 4 lanes to 6 lanes from Godwin Drive in Manassas City to the southern city/Prince William County limits. This project also adds a dual left turn lane on north bound Route 28 to serve Godwin Drive. The project eliminates a	\$3,294,000 (FY2015-16)	Engineering, ROW Acquisition, Construction	PE phase is ongoing. PE plans at 95%. Obtained CTB approval for "Limited Access Control Change." Currently finalizing ROW. Utility relocation will begin as soon as all properties are clear. Project advertising expected in May 2019.	Winter 2021	Winter 2021	0.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
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	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.						
Town of Dumfries UPC 90339	Widen Route 1 (Fraleay Boulevard) Brady's Hill Road to Route 234 (Dumfries Road) - This project will complete the Northern segment of a Prince William County funded project (VDOT's Route 1 / Route 619) and will allow local traffic to travel to and from Quantico / Stafford to the Route 234 interchange and communities along the Route 1 corridor. This project will bring northbound and southbound Route 1 onto the same alignment by widening Route 1 NB from 2 lanes to 6 lanes, with a wide curb lane for on-road bicycle use and a sidewalk and multi-use trail for pedestrians and other modes. It includes replacing the bridge over Quantico Creek.	\$6,900,000 (FY2015-16)	Engineering	The project had a PFI stage milestone meeting on 9/13/2017. The design team has addressed the PFI comments. Environmental Document is complete. Resolution of Design Support was received by the Town. Value Engineering has been approved in July 2018. A design Public Hearing was held on Thursday October 18, 2018. Design approval is anticipated in July 2019. . .	FY2025	Summer 2019	21.5%
Town of Herndon	Intersection Improvements (Herndon Parkway/Sterling Road) – Street capacity improvements for congestion relief. Project includes ROW acquisition and construction to build a sidewalk on the north side of Sterling Road between Herndon Parkway and the town limits.	\$500,000 (FY2014)	Final Engineering, ROW Acquisition, Construction	Sidewalk construction on Sterling Rd west of Herndon Pkwy was completed on June 29, 2019 and the Town paid final invoice to the contractor on Nov 2018. Project closed out	Closed out in March 2019	Closed out in March 2019	100%
Town of Herndon	Intersection Improvements (Herndon Parkway/Van Buren)	\$500,000 (FY2014)	Construction	Design is at 90% complete. Land acquisition and utility underground/relocation to	Expected in 2021, prior to the	Spring 2021	5.2%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	Street) – Street capacity improvements for congestion relief. Project includes sidewalk/trail connectivity to Herndon Metrorail.			occur during early 2019.	opening of Dulles Metrorail Phase II.		
Town of Herndon	Access Improvements (Silver Line Phase II – Herndon Metrorail Station) – Provides additional vehicle and bus pull-off bays and major intersection improvements to include ADA accessible streetscape, paver crosswalks, bike-pedestrian signalization, refuge media islands and bus shelter/transit facilities.	\$1,100,000 (FY2014)	Engineering, ROW Acquisition, Construction	Currently in ROW phase. Construction expected to start in 2020.	Expected in 2021, to be coordinated with the opening of Dulles Metrorail Phase II.	Spring 2021	0%
Town of Herndon UPC 50100	East Elden Street Improvement & Widening - Widen and reconstruct East Elden Street from 4 to 6 lanes with a raised landscaped median between Fairfax County Parkway and Herndon Parkway; continue as a 4-lane section with a raised landscaped median and dedicated turning lanes between Herndon Parkway and Van Buren Street; transition to a 2-lane section with left-turn lanes between Van Buren and Monroe Street. The project will be ADA accessible to include pedestrian/audio signalization, crosswalk enhancements and bus stop improvements at select major intersections as well as proposed bike lanes along the length of the project.	\$10,400,000 (FY2015-16)	ROW, Utilities	Right of way acquisition/street dedication in 2018-2019. Construction advertisement to occur in 2022. VDOT and consultant continue work on Field Inspection / Right of Way plans. VDOT is conducting Utility Field Inspection (UFI) to coordinate the latest PE plans with utility companies. Right of Way Notice To Proceed (NTP) was approved on May 9, 2019 and as a result right of way acquisition has started.	2024	TBD after contract award	0%
Town of	Edwards Ferry Road and	\$1,000,000	Design,	Funds fully utilized. Project			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
Leesburg	Route 15 Leesburg Bypass Grade Separated Interchange – Development of a new grade separated interchange.	(FY2014)	Environmental	continuing.			
Town of Leesburg UPC 89890	Edwards Ferry Road and Route 15 Leesburg Bypass Grade Separated Interchange (Continuation) - The project consists of development of a new grade-separated interchange on Edwards Ferry Road at the Route 15 Leesburg Bypass. The existing signalized at-grade intersection at this location is heavily congested.	\$1,000,000 (FY2015-16)	Design	Public Involvement Meeting was held on March 2 where three alternative proposals were presented. The town endorsed Alternative B on 5/9/17. Public Hearing was held in May 2018. PH Transcript and Design Approval request currently under review at the District. IJR approved 12/16/18. Value Engineering approved 1/25/19. Awaiting endorsement of Limited Access Modifications from Town in order to submit to CTB for approval. Subsequently submit the plans for Design approval in order to close out PE phase. LACC will be presented before CTB in April. CTB approval received for LACC on 4/10/19. Received design approval on 5/3/2019.	Design approval expected in early 2019.	Design approval expected in early 2019. (Full payment made to VDOT)	100%
Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange - Improve safety and pedestrian/vehicle flow by building a grade-separated interchange which will allow Route 7 to become a limited-access freeway through the Town of Leesburg	\$13,000,000 (FY2015-16)	Design	On June 27, 2017, the Leesburg Town Council endorsed Alternate 4 (Single Point Urban Interchange-SPUI), Right in/Right out with an acceleration lane at Cardinal Park Drive and Design Build delivery method. The NEPA document (CE) is under way. Public Hearing held Mar 7, 2018. The NEPA document (CE) approved by FHWA on June 8, 2018. Request for D-B Proposal (RFP) and	November 2021	November 2019	30.8%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
				conceptual plans released on June 18, 2018. RFP process continues. Alternate Technical Concepts (ATCs)/proprietary meetings held and ATC under review. Technical proposals were due on November 27, 2018 and Price Proposals were due on December 12, 2018. Bids were opened on 12/18/18 and the procurement process for selection of the Design-Builder is underway. CTB approved the contract on March 21, 2019..			
Town of Leesburg UPC 106573	Route 7 East Market Street and Battlefield Parkway Interchange (continuation) - Improve safety and pedestrian/vehicle flow by building a grade-separated 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. Construction is expected to start in 2020.	November 2021		0%
Northern Virginia Transportation Commission	Transit Alternatives Analysis (Route 7 Corridor Fairfax County/Falls Church/ Arlington County/ Alexandria) – Corridor study to evaluate transit options on Route 7.	\$838,000 (FY2014)	Planning (Phase 2 of Study)	Completed (Study). Currently, NVTC is leading the Preliminary Engineering phase.			
Potomac and Rappahannock Transportation Commission (PRTC)	Gainesville New Service Bus – Funding to acquire one commuter bus for new PRTC Gainesville Service.	\$559,275 (FY2014)	Acquisition	Completed.			
Potomac and Rappahannock Transportation Commission (PRTC)	Western Maintenance Facility – New facility will alleviate overcrowding at PRTC's Transit Center (which was designed to accommodate 100 buses,	\$16,500,000 (FY2015-16)	Construction, Testing, Inspection, Oversight	Building Permit was approved by Prince William County on 2/5/2016. PRTC was awarded \$11M in Concessionaire payment funds. Bid packages were issued July 16, with bids	Late Spring 2020	Late Spring 2020	27.9%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	but is currently home to over 166 buses) and to permit service expansion as envisioned and adopted in PRTC's long range plan.			being due August 16, 2018. On average bids increased by 25% from 3 years ago with copper and steel increasing by 40%. May have to cut some items in order to stay within budget. Commission approved awarding GMP to Clark Construction LLC on October 4, 2018. Contract fully executed 11/6/2018 and NTP was effective 11/7/2018. Groundbreaking took place 1/23/19. Currently, steel work has been completed in the maintenance building and topping out for administration building to take place June 17, 2019. Electrical and mechanical rough-ins are taking place in the maintenance building as well as concrete block wall is being installed. Pre-cast and concrete block walls will start to be installed at the fuel and wash building the week of June 17, 2019.			
VDOT (Fairfax County)	Route 7 Bridge over Dulles Toll Road - Widen Route 7 from 4 lanes to 6 lanes, from approximately 0.1 mile west of Tyco Road to approximately 0.6 mile west of Tyco Road. The project will add one extra lane and 14-foot wide shared-use path on each direction.	\$13,900,000 (FY2015-16)	Construction	Completed			
VDOT (Fairfax County)	Route 28 Widening: Dulles Toll Road to Route 50 – Widen Route 28 from 3 to 4 lanes Southbound from Dulles Toll Road to Route 50.	\$20,000,000 (FY2014)	Construction, Contract Admin.	Completed			
VDOT (Fairfax County)	Route 28 Widening: McLearen Road to Dulles	\$11,100,000 (FY2014)	Construction, Contract	Completed			

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	Toll Road – Widen Route 28 from 3 to 4 lanes Northbound from McLearen Road to Dulles Toll Road.		Admin.				
VDOT (Loudoun County)	Route 28 Hot Spot Improvements (Loudoun Segment) – Loudoun segment of Route 28 improvements from Sterling Blvd. to the Dulles Toll Road.	\$12,400,000 (FY2014)	Construction, Contract Admin.	Completed			
VDOT (Loudoun County) UPC 109146	Route 28 NB Widening between Dulles Toll Road and Sterling Boulevard – This includes widening of northbound Route 28 from 3 to 4 lanes. An additional thru lane will be added in the NB direction, and the existing auxiliary lane configurations between the Innovation Avenue, Route 606 and Sterling Boulevard interchanges will be maintained but shifted to the east to accommodate the additional thru lane.	\$20,000,000 (FY2018-23 SYP)	Construction	. The waterline work is complete. Major storm sewer crossing across NB and SB route 28 is completed with minimal impacts to existing traffic. Box culvert extensions continue and baseball asphalt paving has begun in several locations. Project is currently on-time and on-budget.	June 2020	June 2020	28.4%
Virginia Railway Express	Alexandria Station Tunnel – Includes a pedestrian tunnel connection between Alexandria Union Station/ VRE Station and the King Street Metrorail Station, as well as the improvement of the VRE station east side platform to enable it to service trains on both sides.	\$1,300,000 (FY2014)	Construction	The project has been rescope to modify the existing tunnel and no longer includes construction of a new tunnel or connection to the King Street Metrorail Station. The funding agreement with NVTA will be terminated, pending Authority approval on July 11, 2019.	N/A	N/A	0%
Virginia Railway Express	Gainesville to Haymarket Extension/ Broad Run Expansion – Corridor study and preliminary engineering development of an 11-mile VRE extension from Manassas to Gainesville-Haymarket.	\$1,500,000 (FY2014)	Planning, Project Devt., Conceptual Design.	The Project Development phase, including NEPA (documented CE) and Preliminary Engineering (PE)/30% design are underway for expansion of the VRE Broad Run Station and Maintenance and Storage	2022	2019	90%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
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				Facility (MSF) site.			
Virginia Railway Express	Lorton Station Second Platform – Includes final design and construction of a 650 foot second platform at the VRE Lorton Station in Fairfax County to accommodate trains up to 8 cars in length.	\$7,900,000 (FY2014)	Final Design, Construction	Preliminary engineering/30% design plans and NEPA documentation are complete. Final design is currently underway.	2022	2022	5.3%
Virginia Railway Express	Manassas Park Station Parking Expansion - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station	\$500,000 (FY2015-16)	Planning & Engineering Studies	Funds fully utilized. Project continuing (see below)			
Virginia Railway Express	Manassas Park Station Parking Expansion (continuation) - Planning and engineering investigations to expand parking and pedestrian connections at the VRE Manassas Park station.	\$2,000,000 (FY2017)	Design, PE, Environment al	Continuation of the FY2015-16 project. Alternatives analysis and planning / Preliminary Engineering / 30% design completed. . Final design underway with expected 60% due in September 2019. .	2022	2020	9.9%
Virginia Railway Express	Franconia-Springfield Platform Expansion - Design and construction to extend the existing north-side (Metro station side) platform by up to 700 feet to allow the north-side platform at the station to be usable by full length VRE trains. It also includes design and construction of modifications to the south-side platform at the station.	\$13,000,000 (FY2015-16)	Design, Construction	Preliminary engineering/30% design plans and NEPA documentation are complete. Final design is currently underway.	2022	2022	2.6%
Virginia Railway Express	Rippon Station Expansion and Second Platform - Includes NEPA, design and construction to modify the existing platform and add a second platform at the station to service trains up to	\$10,000,000 (FY2015-16)	NEPA, Design, Construction	Draft Preliminary Engineering/30% design plans and NEPA documents are complete for review by CSXT. Final Design services are anticipated to be completed by 2020.	2023	2023	0.4%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
	8 cars long. An elevator will also be constructed to get passengers to the new platform.						
Virginia Railway Express	Slaters Lane Crossover - Includes the design and construction of a rail crossover and related signal equipment near Slaters Lane, north of the VRE Alexandria station. It will enable trains to move between all 3 tracks and makes the east side (Metro side) platform at the VRE Alexandria station usable from both sides.	\$7,000,000 (FY2015-16)	Design, Construction	Track and signal construction initiated in 2018 and continues. Tentative track cut-in scheduled for July 2019. Signals cut-in to follow .	2019	2019	3.8%
Virginia Railway Express	Crystal City Platform Extension Study - Includes planning and engineering investigations to evaluate the options for expansion of the VRE Crystal City station that will alleviate existing crowding, improve multimodal connections, and accommodate future service expansion and bi-directional service. The project includes development of a NEPA checklist.	\$400,000 (FY2015-16)	Planning Engineering Studies	Concept Design is complete. Advertisement of a request for proposals (RFP) for Preliminary Engineering/30% design and environmental review advertised June 3, 2019; NVTA has approved final design funding for FY2020.	2023	September 2018. Final invoice is being prepared.	85.5%
Washington Metropolitan Area Transit Authority	Orange Line 8-Car Traction Upgrades – Begins the process of upgrading traction power along the Orange Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	\$4,978,685 (FY2014)	Construction Contract Admin.	Installation of the traction power gear began June 11, 2017 at K06TB2 Greenwich Street cutover back on-line July 28, 2017 and punch list items completed by Sep. The second location at K07TB2 was cutover back on-line on August 21, 2017 and punch list items completed in Oct. NVTA funded phases are 100% complete and contract close out is currently in progress.	Projected Contract Close- out May 2019	May 2019	29.8%
Washington	Blue Line 8-Car Traction	\$17,443,951	Engineering,	Invitation for Bid (IFB) was	Project	December	0%

Jurisdiction/ Agency	Project Description	NVTA Funds	Phase(s) Funded	Status	Completion (Project)	Completion (NVTA funded Phases)	Percentage Reimbursed as of 3/31/19
Metropolitan Area Transit Authority	Upgrades – Begins the process of upgrading traction power along the Blue Line by incrementally improving the power system to increase power supply capacity to support the future expanded use of eight car trains.	(FY2017)	Construction, Contract Admin.	released on September 6, 2017. Notice to Proceed was issued on April 20, 2018. Tie breaker and substation manufacturing are ongoing at C98TB, J02TB2, and J03TP2. Installation of the DC Switchgear at C11TB, J03TB2, and J03TB1 were completed and cutover back on-line on March 25, 2019, April 2, 2019, and May 16, 2019 respectively. Construction at C98TB and J02TB2 are scheduled to begin early September 2019. J03TB2 is scheduled to be cutover back on-line April 2, 2019.	Contract Close-out estimated December 2021	2021	